



Delta Lifeboat training

Saturday April 30. Because we didn't have the numbers to run both boats this weekend, crew from the Fraser joined the Delta crew for training. We started the morning with MOB exercises in Ladner Reach where every crewmember got a chance at the helm approaching the MOB. In Ladner harbour we did some firefighting exercises. The challenge on the Delta is filling the suction hose because the flapper valve is not closing 100% causing the hose to drain before we can start the pump. We are looking into improvements to overcome this. Ruby, Ron's chocolate Labrador puppy, had a good look at our firefighting attempt and she loudly barked her approval.



Battle of the Atlantic remembrance

Crewmember and bugle player John More was present during the remembrance of the Battle of the Atlantic in Vancouver. In full uniform and while playing the bugle his photo was featured in the "Lookout", the naval newspaper.



Alongside towing

Saturday May 7. The Delta met the Fraser in Steveston harbour for an alongside towing exercise. While enjoying a cup of coffee (and cookies) on board of the Delta, we first did a tabletop exercise by using wooden model boats of the Delta and Fraser. Everyone was able to ask questions and make their remarks. The Fraser was taking the Delta alongside on the port side. Maneuvering of the two vessels is not easy and docking is even more difficult. David got the first few tries



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A solemn remembrance in Vancouver for Battle of the Atlantic




The Battle of the Atlantic Fleet Weekend 2022 was brought to a close with a parade on Saturday, May 1 at the Sailor's Memorial Park in North Vancouver. Current serving Royal Canadian Navy members, veterans and civilians united to honor the sacrifices of all those in the Second World War naval battle.

SLt Wilson Ho
MARPAAC Public Affairs

On the first Sunday of May, sailors from the Royal Canadian Navy and Maritime Forces Pacific commemorated the 77th anniversary of the Battle of the Atlantic with marching contingents and a commemoration ceremony at Sailor's Point Memorial in Waterfront Park, North Vancouver.

The parade and ceremony was part of the navy's inaugural Fleet Weekend at Burrard Dry Dock Pier. Joining the parade were contingents from the ships participating in Fleet Weekend, and members of HMCS Discovery, the Naval Association, the Navy Cadet Corps and the Navy League. Together they marked from the Burrard Dry Dock Pier to Sailor's Point Memorial.

During the ceremony, the names of each ship sunk during the longest continuous Second World War naval battle were read out loud, and a ship's bell was rung eight times after each name. As the ships were lost at sea, and no answer returned, the bell ringer would then call out, "They do not respond."

A special announcement was also made to mark the anniversary of Stalker 22, the Royal Canadian Air Force CH-148 Cyclone that crashed into the Ionian Sea with six Canadian Armed Forces members lost on April 29, 2020, as well as the four Officer Cadets who died April 29 in an accident at the Royal Military College of Canada.

When wreaths from all of the contingents were laid and the *Last Post* and *Reveille* were played, a moment of silence was observed.

 The Battle of the Atlantic began on the opening day of the war in September 1939 and ended almost six years later with Germany's surrender in May 1945.

A bugler plays the Reveille after a moment of silence during the Battle of the Atlantic Commemoration Ceremony on May 1 in North Vancouver. Photo Credit: Master Corporal Nathan Spence, MARPAAC Imaging Services





followed by Ron, who had challenges getting them close to the dock. The theory is easy to understand, the behavior of the vessels with the current running is a whole different ballgame. Ron asked John to show us how to do it and of course John aced it. Unfortunately, while performing some more alongside maneuvers, too much strain came on the number 1 line causing some damage to the Delta at which time the exercise was cancelled. For some of us this was the first time we did alongside docking and it did show that more practice is needed.

THURSDAY | MAY 5 | 2022

DELTA OPTIMIST 100TH ANNIVERSARY

Million dollar artwork seizure included work by Tsawwassen artist John Horton

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Works by a renowned Marine artist from Tsawwassen were among 1,000 pieces, worth tens of millions of dollars, seized by Saanich Police after investigating an art dealer in Oak Bay.

John Horton says the whole ordeal is in the "homestretch" and he hopes to be back in possession of his two paintings, valued at \$7,000 each, soon.

It was back on April 11 when an art owner contacted police that, in March, they had entrusted a dealer with four pieces of fine art for consignment and potential sale at a gallery in Oak Bay: three original Emily Carr paintings and a Blackwood watercolour. Both are renowned Canadian artists. There were also pieces by Canadian painter Joseph Plaskett.

The owner of the Carr and Blackwood paintings became suspicious when the gallery recently closed and attempts to contact the dealer went unanswered. The police investigation found several other victims who had consigned art to the dealer, only to have all communication cut off.

Detectives with the Major Crime Unit executed three search warrants at storage sites in Saanich, Oak Bay and Langford. An initial search found 600 pieces of art, the next more than 100 and the final search more than 300, police said.

Police said in total just over 1,000 pieces were seized, with an estimated value "in the tens of millions of dollars." The art is being stored at a secure

location.

The dealer, whose identity can't be disclosed until charges are sworn in court, was arrested on April 21 and released on several conditions, with a court date set for July, said Saanich Police Const. Markus Anastasiades.

As for Horton, he had a relationship with the Oak Bay gallery dating back 15 years with several successful exhibitions.

He was unaware it was under new ownership but did agree to have another exhibition last year. When it concluded, the owner wanted to keep four of Horton's works on display, including two others valued at \$45,000 each.

Horton had interest from a Metro Vancouver customer in one of the \$45,000 pieces and went over to the Island to pick up all his work. That's when he learned the gallery was in the process of moving to a new location.

"I said I will come and pick them up and then you can tell me when the new gallery is open, then I can bring some new work. Up until this time, I still hadn't met the owner," recalled Horton. "So now I get to the old gallery and I get the two \$45,000 pieces. And he said, everything else is in storage because of the move and he can't put his fingers on the other two pieces right away. I said fair enough. I'll pick them up the next time I'm over here.

"That was the only time I ever saw or spoke to the owner. After that I started to make phone calls. I never got a call back and no reply to emails either."

Horton eventually heard from another artist who was looking to retrieve



Tsavwassen Marine artist John Horton, pictured here with one of his paintings back in 2017, is anxiously awaiting to retrieve two of his works that were among over a 1,000 pieces seized by Saanich Police last month.

300 paintings from the gallery. They got a lawyer involved and the police followed. Horton was eventually interviewed by Delta Police as part of the investigation.

"I understand some of the paintings have been damaged, but I don't know if mine have or not until I go over there and see them. Right now, I'm just waiting for the word that I can

come pick them up," Horton added.

"Unfortunately, this isn't the first time this has happened. It brings a bad name to the industry. There's a lot of very honorable people out there but every now and again, you get a bad one. It's extremely stressful for the artists."

-With files from Darren Kloster, Victoria Times Colonist and Alanna Kelly, Glacier Media.

Royal Vancouver Yacht Club Sail Past

Saturday, May 14. The Delta Lifeboat departed at 0800 to steam to Burrard Inlet, RVYC, to participate in the season opening Sail Past. The ceremony dates back to the earliest beginnings of naval tradition. In fact, one of the earliest references to Sail Past is in the famous Greek poem, *The Iliad*. "After two years of preparation, the Greek fleet, of more than 1,000 ships and 100,000 men, assembled at the port of Aulis, in north eastern Greece, for a Sail Past of Troy." It is believed that from this ceremony came the famous saying, "Helen of Troy had the face that launched 1,000 ships".





Sail Past is a ceremony of inspecting a fleet of ships, determining the readiness, capability to put to sea and showing respect to the Commander-in-charge. Throughout history this ceremony has included royalty, heads of state and admirals, all inspecting fleets or entire navies. Every year, the practice and history of Sail Past is performed by thousands of yacht clubs around the world. This is the opportunity to prove the seaworthiness of your vessel.

Sail Past is the official start of the boating and cruising season for the Yachting Section. The procession of boats is arranged in the following manner. First comes the Immediate Past Commodore, then any other Past Commodores that are participating. The Flag Officers are next starting with the Vice Commodore, Rear Commodore, Fleet Captain, Staff Captain, and Fleet Surgeon. The rest of the boats follow in sections starting with powerboats in order of size, then sailboats. The size order consists of 50' and over, then 40' to 50', followed by 30' to 40' boats and finally the under 30'



boats. The Fleet Captain will have already arranged for a boat in each section to carry a coloured flag denoting it as the leader of that section. Captains will receive information about Sail Past, including which boats will carry the flags.

The Commodore stands at the stern of their boat and all boats pass by the stern. Sailboats will have their sails up, but it is suggested that they also have their motors running, in case of unforeseen problems that could develop. As you pass the Commodore's boat, the crew of your boat should be standing at attention on the high side. One of them should be assigned to lower the Canadian flag as your boat passes. Someone will lower the flag on the Commodore's boat as you do so. Only the Skipper salutes the Commodore, the salute is returned by the Commodore.

All Flag Officers should be flying their flags during the Sail Past and all Flag and other Officers should wear their pins throughout the day so that new members and guests can identify them. That is the end of your official participation in Sail Past.



Victoria Day safety patrol Delta Lifeboat

Monday May 23. The Delta LB departed Ladner harbour at 0900 for a safety patrol at the end of the long weekend. It was decided to go down the Fraser river and anchor south of lateral buoy S4, outside of the shipping lane, while monitoring the returning weekend traffic. The morning traffic started slow but later in the morning and the rest of the day many boats returned. While being at anchor the crew used the downtime to sand parts of the wooden structure in preparation of applying new varnish.

At 1428 we received a Pan Pan from a Tollycraft which ran out of fuel off Steveston. Pleasure crafts were first on scene off buoy S6. Delta LB weighed anchor and arrived on scene at 1439. The owner requested a tow from the Delta LB to the Steveston fuel barge. At 1447 the Delta



commenced the tow at 3 – 4 knots. At 1555 we secured the vessel alongside the Steveston fuel barge. It was decided to escort the vessel to Captain’s Cove just in case sludge from their fuel tank blocked their fuel system. Luckily for them this didn’t happen and they made it safely back to their berth. The Delta secured 1746 at the Ladner station.



Pacific Yachting magazine June, 2022

The safety courtesy check we did about a month ago was featured in this month Pacific Yachting magazine. Unfortunately, we were called RCM-SAR instead of CLI. Not the kind of exposure we were looking for but still good exposure for the need of safety inspections.

Platinum Jubilee by John Horton

Her Majesty Queen Elizabeth II Platinum Jubilee was honoured by the Delta life boat. The vessel lay dressed overall in Ladner harbour. It must be remembered that the Royals have long been strong supporters of life boat services in many parts of the Commonwealth. CLI hosted the Duke of Kent (then president of the RNLi) in 2000 for the rededication of the Roberts Bank life boat.



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Successful Safety Day in Steveston

Imperial Landing docks in Steveston on the Fraser River were again the destination for boats participating in Royal City Yacht Club’s annual boat safety inspection. This annual event had been interrupted by COVID-19 restrictions for the last two years so it was great to be able to do it once again. The vessels that showed up arrived mostly on the Friday and early Saturday and remained at the destination throughout the weekend. They were inspected by members of the RCM-SAR who checked all the vessels for their onboard

safety equipment except the fire extinguishers that were inspected by Vancouver Fire. It was determined that the boats were all ready for a new season of boating. That was followed by a social gathering on the docks, items for sale and a lunch meeting of the crews with guests and friends. After a series of cold days filled with wind and rain, the weekend turned out to be mostly sunny and warm, making the event a pleasurable one. The event was part of the start to the boating season for the members who attended.

—Peter Vassilopoulos

CURRENTS



RNSA Single Handed Race deployment by John Horton

The Delta life boat slipped at 1800 on Friday June 3rd for transit to the West Vancouver Yacht Club in Fisherman’s Cove. The transit was used to conduct navigation training for some new crewmembers. Saturday morning started at 0500 when the crew were alerted to a stove malfunction from over-fueling. The result - soot everywhere that had to be cleaned up! Following breakfast, the RNSA/WVYC race committee boarded and the life boat proceeded to Point Grey where she came to anchor to set the start line.

At 0930 the race started with 26 vessels participating. Winds were light under cloudy skies. Some vessels were swept over the line early

by the ebb and had to fight their way back to restart. Shortly after the start, a 10 knot breeze came out of Howe Sound giving the fleet a good sail to the mark at Cape Roger Curtis.

After rounding the mark course was set for Snake Island. However, winds again fell light and variable. Delta life boat monitored the mark rounding and continued to keep a close watch on all the competitors while en route to Snake Island where she anchored to form the finish line. Unfortunately owing to the light wind not all yachts were able to finish within the time limit. The first to finish crossed in 5 hours 2 minutes. At 1730 anchor weighed and the life boat proceeded to secure at the Nanaimo Yacht Club.

Just as lines were being secured an enclosed 20 foot motor vessel was sighted about 100 yards away emitting clouds of smoke. The RHIB was quickly launched and loaded with firefighting equipment. RCC was advised. Arriving on scene it was established that the subject vessel was experiencing an overheating problem. Once cooled down the vessel was escorted to safety for repair.

All the crew attended a most enjoyable evening with dinner in the clubhouse

where racers exchanged stories (and excuses!) about the day racing. The following morning saw the restart off Snake Island. Rain cells could be seen over the course but wind would stay 10 to 15 knots over the course giving everybody a great sail back to Point Grey. Just short of the finish line a hole developed in the wind which gave the leading yachts a headache, in fact some places changed making for an exciting finish.

With all yachts safely finished the life boat again weighed anchor to disembark the race committee at WCYC. An easy transit was made back to Ladner securing at 1930. And so ended the 50th running of the Royal Naval Sailing Association Single Handed Race.

John Horton is the current captain of the RNSA in BC and started the event 51 years ago. Last year's race had to be cancelled due to COVID.

