



It was with a very heavy heart that we all learned of the passing of Her Majesty Queen Elizabeth II.

Many of us perhaps have our own memories of a Queen who taught us all the meaning of duty.

Flags on our lifeboats will remain at half mast until colours the day after the funeral.

“May She rest in peace”

While closing Zero Rock, lookouts reported sighting an abandoned skiff. Following an assessment that concluded no person was missing; the skiff was towed to Canoe Cove and secured. The transit to Delta was conducted with no further incidents.



“Delta’s” crew is to be commended for their excellent service. While in Victoria a reception was held on Saturday evening aboard “Delta”. Approximately 40 guests enjoyed friendship and camaraderie. Many Naval friends also joined us and Commodore David Mazur lowered the ensign during the Sunset Ceremony which was sounded by John More on the bugle. A moment enjoyed by all. It is also noted that one of the invited guests who could not attend made a generous financial donation to the CLI.



monitored. Several close targets were plotted and it was noted that no fog horns were heard from any opposing vessels.

After navigating through Baynes Channel a radio call from the converted fishing vessel “Contenda” was received requesting a tow into Victoria. “Delta” returned to Cadboro Point and took the vessel in tow securing her in Victoria.

During the festival “Delta” served as the medical guard ship, working closely with volunteer members of St. John Ambulance who made a generous donation of oxygen kit to the CLI. A few minor medical incidents were handled with John Horton assisting a lady with a badly scalded hand.

Following the festival “Delta” slipped at 0600 on Monday for transit back to Delta.

43rd Annual September 2nd - 4th | 2022 by John Horton

“Delta Lifeboat” sailed on the 1st September to participate in the Victoria Classic boat Festival. En route the lifeboat was tasked to join the search for a person lost overboard south of Fulford Harbour. “Delta” was tasked to conduct a shoreline search of the harbour. An hour later an unconscious male was located by a coastguard lifeboat off Portland Island and “Delta” was stood down. Unfortunately, the victim did not survive.

Continuing on for Victoria “Delta” ran into zero visibility fog. Lookouts were doubled and both radars closely





Community

OPTIMIST 100 YEARS



JOHN HORTON PHOTO

On Saturday, Aug. 27, while providing close escort through a concentration of nets for a container ship, lookouts reported a fire aboard the pipeline dredge Sceptre Columbia working just below the tunnel.

Busy month for Delta Lifeboat

The month of August has been a very busy one for Aboriginal fisheries on the Fraser River as there has been a very strong return of sockeye salmon.

The Delta Lifeboat has deployed for approximately 120 hours of safety patrols to ensure the safety of fisher folks and commercial shipping. During that time assistance was given to two disabled fishing vessels and one private motor yacht.

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the pipeline dredge Sceptre Columbia working just below the tunnel.

Closing the scene, the lifeboats' crew rigged fire hoses in readiness. The nine-person crew aboard the dredge attacked the exhaust stack blaze while the lifeboat stood ready if more pumps were needed. After about 25 minutes it was obvious the dredge crew had the upper hand and the fire was soon extinguished. With no further requirement, the Delta Lifeboat continued with its escort duty.

On the same day, at 5:45 p.m., Delta Lifeboat was tasked by the

Rescue Coordination Centre to assist a disabled 35' motor vessel off Sandheads.

Arriving on scene, the Delta Lifeboat crew took over the tow from an auxiliary vessel. The Coast Guard hovercraft had taken three crew members off the boat, leaving two aboard. The vessel was safely towed to her dock in Ladner and secured at 8:20 p.m.

Through the month of August the volunteer crew of the Delta Lifeboat gave close escort through concentrations of fishing activity on 38 occasions.

-Submitted by John Horton

Fire Sceptre Columbia by Peter Mielcarski

Saturday August 27. We saw fire coming out of what looked like the exhaust smoke stack. I was concerned and informed people in wheel house. They did not seem concerned. I continued to watch situation and it deteriorated. I could see concerned crew members looking at fire as it worsened. The wheel house was informed again and we took action to address fire. We began reading fire equipment and the Delta moved into position. While doing so another vessel associated with the dredge came into position and started spraying water on fire. We were ready to deal with fire, but our assistance was not needed. The other crew put the fire out.

Fishery patrol north of Sand Heads

Saturday September 10. Unfortunately, it is not always clear if and when there is a fishery going on which means a normal Saturday morning training can suddenly change in a fishery patrol. Both boats were out today to support a recreational and commercial fishery north of Sand Heads. We counted almost 200 recreational vessels and some commercial vessels north of them. During the day a distress call came in and the Fraser performed a search 2 miles west of the Fraser River north arm. As the distress call was not clear, as well as the position where the call came from, the Fraser crew hailed some vessels to ask if they were aware of any vessel in the vicinity who needed assistance. None of them were aware of any vessel needing assistance. Later during the search, we were advised by the Coast Guard that it was



most likely someone pressing their distress button and not being aware that they did this as they were not responding to calls from the Coast Guard. The Fraser was consecutively stood down and continued their fishery patrol.





Delta embarked a group of environmentalists by Jim Fox

On September 15th, the Delta Lifeboat embarked a group of environmentalists interested in various aspects of the state of the aquatic ecosystems of the Fraser River Delta and the Lower Strait. Slow and subtle change to these ecosystems- going largely unnoticed to the untrained eye - are inevitable due to relentless natural changes in River regime. Location and frequency of sightings of many aquatic fauna - the more obvious and frequent of which are certain avian species - can form part of a larger body of evidence pointing to the effects of River regime change.

The Delta Lifeboat took this group for a slow transit alongside the north shore of the Fraser around Steveston Bend (otherwise know as “the Rock Wall”) and out a distance into the lower Strait toward Porlier Pass. The sightings and location of several species were thoroughly documented throughout.

Photo on the left. Brian Self, was the lead representative / spokesperson for Delta’s tour group.

Members of this group are affiliated with such organizations as the Delta Nature Society, the White Rock/Langley Naturalists and the BC Coastal Waterbird Survey. The group expressed their gratitude for the time the Delta Lifeboat and its volunteer crew set aside in support of their study.



Page 5 of 221 – Book of condolences for Her Majesty Queen Elizabeth II



Canadians are invited to sign and view the online book of condolences. You may also [express your condolences in other ways.](#)

The Canadian Lifeboat Institution, operating two lifeboats in the Fraser River and Strait of Georgia, British Columbia, sends its sincere condolences to the Royal Family on the passing of Queen Elizabeth II. The ongoing support to lifeboat services from the Royal Family is greatly appreciated.

Robert McIlwaine
President

— Canadian Lifeboat Institution - Vancouver, British Columbia
2022-09-19 00:42:25

Ladner Memorial park hosts Queen Elizabeth II memorial service.

Monday September 19. The City of Delta teamed up with the Ladner Legion for a special memorial service to honour the passing of Queen Elizabeth II. Our coxswain, John Horton, attended the memorial service. The ceremony started at 10:45, at the Memorial Park cenotaph. It featured singing and musical performances, including a bugler and members of the Delta Police Pipe Band. Speeches were made by MLA Ian Patterson and mayor George Harvey. Wreaths and flowers were laid by dignitaries.



Evan Klegeris

I moved to Richmond just about a year ago with a college diploma and a chip on my shoulder. Having sailed and windsurfed for several years previously, my first order of business was to find a local sailing club. However, to my immense disappointment, my search yielded nothing. Being surrounded by water, I couldn't resign myself to a land-locked existence – I sought to eschew the shackles of soil. Then, on a sunny August weekend, my prayers were answered – I happened upon the (beautiful, majestic, grandiose) Delta Lifeboat at the Steveston Maritime Festival. I had never even considered this aspect of marine operations before. My time on the water had luckily been devoid of SAR efforts, so the machinations of SAR have been shrouded in mystery and intrigue. I am very grateful to CLI for offering me a window into



Welcome

SAR efforts on the Fraser River and taking me on board.



Welcome

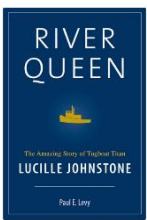
have taken a course at Jericho Sailing Club a few years ago. I am hoping to learn more about navigation and boating and hopefully help people and the environment in the process.

Monika Boldak

I am originally from Poland but have called Kitsilano home for 11 years, before moving to Richmond 3 years ago. I love being on the water and have been scuba diving for 7 years. I have tried learning more about sailing and



Lucille Johnstone Workboat Parade



Saturday September 24. Both lifeboats, the Delta and Fraser, participated today in the annual Lucille Johnstone Workboat Parade. If you ever wondered who Lucille Johnstone was, then here is a short overview of her career and achievements. More can be found in the book *River Queen*.

Born and raised in Vancouver, Lucille Johnstone was the Chief Executive Officer and Chair of Integrated Ferry Corporation, where the B.C. Super Ferry – the largest ship ever to be built in B.C. – was constructed. Before that Lucille was President of the Rivtow Group, in a career that spanned 45 years.

Rivtow was a three-boat operation when Ms. Johnstone joined them as a receptionist in the late 1940s. By the 1980s, Rivtow had become a key player in the marine transportation industry and Ms. Johnstone had moved through subsequent positions to become the President. This was a remarkable feat for a woman in those times, even more so because her success took place in the male-dominated world of tow-boating.

Later, she became a driving force behind Expo 86, the new Vancouver International Airport, and St. John Ambulance, among a number of other businesses and charities. Her many awards include an honorary doctorate from UBC as a Woman of Distinction, and being named to both the Order of British Columbia and the Order of Canada.





Ms. Johnstone was also widely known for her social conscience and served as Chair of the Kwantlen College Fund Drive and was the Founding Director and Chair of Sexual Abuse Recovery Anonymous.

