



## Transport Canada PCCC Training

On Sunday April 2<sup>nd</sup>, Transport Canada Boating Safety Officers Alistair and Elaine provided training to 13 CLI Crewmembers. Delta Fire Hall 4, located at Boundary Bay Airport, was the venue. Transport Canada BSO's train and certify volunteers to perform Pleasure Craft Courtesy Checks throughout Canada.

The crewmembers attending the training learned what to look for, what is acceptable and what is not, as well, as how to approach the boaters and talk on safety and regulatory requirements. It was emphasized that the boating checks are voluntary. With the main goal to educate the boater on safety equipment, licensing and operator competency. The program also provides boaters with general information and recommendations to maintain and service equipment.

The CLI is available to do PCCC; the check takes about 30 minutes and a decal is given to compliant vessels.

## Southern Straits Yacht Race 2023

This year the Southern Straits Yacht Race had a slightly different course than previous years, in that it now was out from Dundarave Pier to the Halibut Bank buoy, then south to the ODAS (Ocean Data Acquisition System) buoy just north of the US border, back up to Halibut Bank buoy. From here the long race went up to the Sisters Island lighthouse, then south around Entrance Island and back to the finish line at Point Atkinson. The medium course went around Halibut Bank, to the ODAS buoy, back to Halibut buoy, around Entrance Island and then to the finish line.

Over the years CLI has provided a safety escort and radio relay for the long race. This year we provided a safety escort, concentrating on the medium course which had the most contestants (28 vs 9). We had a complement of six crew on board for the overnight trip April 11 & 12.



The Delta put into Kendrick Cove to cook dinner and maintained a watch on AIS as the race passed by a couple of miles away. We decided to stay the night and maintained a radio & AIS watch in shift throughout the night. There was little traffic on the radio, except from yachts on the medium course calling the Race Committee as they crossed the finish line. At daybreak on Saturday, the crew brought the RHIB inboard and stowed the foredeck lines in preparation for the return trip, which was forecast to be a boisterous one. The wind was predicted to be SE 30kn and was.

One of the more interesting events of the weekend was the near sinking of one of the contestants. Around 6.15 on Saturday morning, there was a "Pan Pan" on VHF 16. Coastguard Radio responded asking for particulars. It appeared that water was rising in the boat, it was up to 3ft with no idea where it was coming from. They were one mile south of Bowen Island, too far for us to respond. It was impressive lessening in on the way Coastguard Radio handled the situation, getting the hovercraft from the airport

and the cutter out from Kitsilano to respond. Eventually the boat was towed into Eagle Harbour and promptly lifted out of the water. The radio traffic was interesting to listen to and provided a valuable lesson on how to correctly respond to an emergency.



## Delta Lifeboat Refit

On Monday April 10<sup>th</sup> the Delta sailed to Shelter Island to be hauled out for a refit. One of the hull planks needed to be replaced, a 4-blade propeller (replacing a cracked 3-blade propeller) installed and the bottom and hull sanded and painted. The haul out was scheduled for 3 weeks till Friday April 28<sup>th</sup>. Thanks to the many crewmembers that showed up to help and because of this we were able to put the Delta back in the water on Thursday April 27<sup>th</sup>.



## Boating Safety Checks

Saturday April 15<sup>th</sup>. At the request of the Royal City Yacht Club, the CLI was asked again to conduct boating safety checks of up to 11 boats, at Imperial Landing in Steveston Harbour.



and Fraser Lifeboat phone numbers so the boat owners can reach out to the CLI directly.

Doug Maxwell, crewmember of the CLI and RCYC member, who organized this event, presented the CLI with \$600.00 in donations which were thankfully accepted by Director Brian Cook.

This year the CLI has its own PCCC decal which decal also includes the CLI email address and Delta



## Fraser Lifeboat Dyke Survey

On Thursday April 20<sup>th</sup> the Fraser Lifeboat assisted the City of Delta Engineering Department in a survey / visual inspection of dike infrastructure. With 4 CLI crew and 5 City of Delta workers the Fraser head off from Ladner Boat Basin (home of the Delta which was currently undergoing refit at Shelter Island) at 9:00am and returning at 3:00pm. The inspection routed its way down Canoe Pass, over to Deas Slough to Ladner Reach to Gravesend Reach (George Massey Tunnel) to City Reach (Alex Fraser Bridge) to Gundersen Slough to Annieville Channel (New West) to Annacis Channel and back though Gravesend Reach to Ladner Reach.

This activity illustrates the nature of our assignment that support the City of Delta. The team from Delta Engineering get closer look at issues developing such as a large tree branch is caught in a





drainage outlet grating the one-way flap valve would not close properly and would remain stuck open allowing the ingress of water to back up into the system as the tide floods.

## National Day of Mourning Ceremony at the Richmond Fisherman’s Memorial



Friday April 28. Delta piped the “Still” to open the ceremony. After opening moment of silence, Delta sounded the “eight bells”. At the end of the ceremony Delta piped the “Carry On”.

Several organizations and dignitaries in attendance and presenting: Mayor Brodie, Work Safe, Richmond MLA, and others.



## In Memory of Paul and Jill Rasmussen

A gathering was held in memory of Paul and Jill at the Rose and Crown in Tsawwassen. It was a day of mixed weather, but well attended by Paul’s and Jill’s family members, a good turnout from the CLI, and other friends and associates of Paul and Jill. There was no formal service, but the various aspects of Paul’s and Jill’s lives were topics of many of the conversations taking place, along with pints of ale and nibbles.



Paul first came to CLI’s attention by was from Robert’s Bank Lifeboat Society and wished to join the CLI. The Robert’s Bank Lifeboat had been transferred to a rescue society in Harrison Hot Springs. And indeed, he joined the CLI and, with his expertise and dedication to lifeboat work, very quickly became an extremely valuable member. He had an amazing passion for SAR work and to develop the skills of all crew members. Paul spent time in SAR with the Canadian Forces, was involved with aerial firefighting, was a flight nurse, served with the Canadian Coast Guard Auxiliary, Delta Marine Unit, and the Canadian Lifeboat Institution.

Paul will be missed in so many ways, from being a mentor, friend, electronics specialist, coxswain, and so much more.”



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