



Doreen Morgan Celebration of Life

On Saturday April 29th, the Morgan family held a Celebration of Life for Doreen. Her husband Ted crewed for the CLI for many years and both he and his wife Doreen, have been avid supporters of the CLI. Many crewmembers attended the Celebration of Life.



Crew prepares Delta Lifeboat for RVYC Sail Past

The Thursday night training session on May 11, began with crewmembers cleaning the Delta inside and out for coming Saturday's Royal Vancouver Yacht Club Sail Past. The radar mast needed a good scrubbing and when all the cleaning was done there was time to practice throwing the heaving line.



RVYC Sail Past

On Saturday 13 May, the Delta Lifeboat departed Ladner to participate in the annual Royal Vancouver Yacht Club opening day sail past. En route the crew were able to conduct general sea training in addition to negotiating traffic and a vast amount of floating flotsam and logs washed out by an early freshet.



On arrival in English Bay 'Delta' took up her position in the 'Special Group' (normally this includes Coast Guard, Police,

Vancouver Port Authority patrol vessels and SAR vessels. This year it was noted that only CLI's 'Delta' participated.). After sailing past the RVYC commodore and dipping the ensign in salute, 'Delta' proceeded into False Creek to show the flag through the very busy waterway.



On departure from False Creek 'Delta' laid a route for Ladner using the outbound lanes. Throughout the day and while training continued 'Delta' remained at immediate notice for SAR activities. This was a good operational experience for several new recruits who rotated through the various work positions throughout the deployment.

Victoria Day long weekend safety patrols

On Friday May 19th, the Delta Lifeboat started the long weekend safety patrols. No incidents were reported or encountered. New crewmembers were given time at the helm to practice their boat handling skills. Many dead heads and trees were floating down the Fraser River due to the freshet. One vertical floating deadhead was attended to and tagged by the crew.



On Saturday May 20th the Fraser Lifeboat was on patrol. Being relatively quiet, the crew used the time to perform some heaving line throwing practice at Sea Reach. The training highlighted to the crew that it is necessary to practice regularly to keep up this skill.

On Monday May 22nd the Delta Lifeboat patrolled the final day of the long weekend. Many pleasure crafts were returned from the Gulf Islands. For sailboats the wind was blowing from S / SW which allowed them to sail up the river. One close by incident was reported. A 35 ft power vessel with engine trouble was requesting assistance, it was too far away for the Delta to respond being between Sand Heads and the container terminal. The CCG dispatched the hovercraft Siyay and RCM SAR 7. When they arrived, the vessel was able to get the engine operational again and they continued their voyage.

Delta RHIB Restoration

On Friday May 26th, the Delta RHIB was picked up from Polaris Inflatable Boats in Surrey, Polaris replaced the aging (14 years) blue tubes with new orange-coloured tubes; to finish off the restoration, Capt. John painted the arch support to match. They did a great job and the RHIB looks like new!



First Aid training at Delta Firehall

The course was an 8-hour first aid course with Red Cross (OFA Level 1) 3-year certification with a few extras techniques to compliment CLI operations thrown in. The course was delivered by Kristy and Ken, 2 DF training officers each with 12+ years experience, so they had lots of real-world field experience, examples and reality insights.

Delta Fire Fighters Assn. has a charitable arm which has generously donated one new AED (plus a spare lithium disposable battery) to the CLI. This unit is the same model that the DF use, as well as BCAS which makes the electrode patches & leads interchangeable across the various services.



Training was at Hall 4, in the new classroom facility near Boundary Bay airport. For some, it was their first time to do CPR, for others it served as a good refresher and for all it will update certifications put on hold due to COVID restrictions. One example of some techniques taught: prior to Chin Lift, they taught us to first quickly do a mouth opening technique to check for any foreign material and to remove it. New equipment innovations such as the tourniquet they use (\$45 vs. my more common \$12) detachable clip-reclip and quick tensioning system was fast to apply for a limb bleeds.



We had 17 members attend this full day training, which was well received, and participation level was energetic. We each got the manual complete with the power point presentation slides. There were lots of hands on practise of techniques learned including AED simulation training. Of added benefit we got training on our newly donated AED.



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The brand-new classroom is near Boundary Bay airport. For some crew members it was their first time to do CPR, for others it served as a good refresher and requalification session. This course was Emergency First Aid certification training and is intended as a concepts and skills exposure / trials course rather than the more advanced type scenarios training course offered. Although, it is of a limited scope of practice it's important to start somewhere.



In comparison, the Rescue Specialist at Sea Island undergo 40-hour First Responder certification followed by another 40-hour Emergency Medical Responder EMR certification, permitting them to be designated as paramedics.

Everyone went away quite happy with the day's session ...
Both CLI & DFR!!

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Of Interest Articles in the NEWS

A22 The Delta Optimist - May 11, 2023

Delta cruise ship terminal idea to be again examined

The need to accommodate newer, much larger ships seen as a long-term priority



FILE PHOTO

The port says that as a homeport destination, the Vancouver cruise industry injects an average of almost \$3 million into the local economy for each ship that visits Canada Place.

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It's back on the Vancouver Port Authority's (VFPA) radar.

Prior to the pandemic, the port was looking into the feasibility of building a new cruise ship terminal in Delta, but things were put on hold.

The port had been studying the possibility of a second Lower Mainland cruise terminal on the banks of the Fraser River, already having conducted a preliminary analysis looking at potential sites in Delta or Richmond.

While nothing has been decided, it was an analysis that was driven by growth in cruise volumes and cruise lines using bigger vessels that can't travel under the Lions Gate Bridge.

In an interview with the *Optimist* this week, VFPA CEO and president Robin Silvester said it's important to look at having more capacity for the future.

"It's fair to say we're picking up the reins on that project again. We're seeing strong demand and we'll likely have a record year in terms of passengers this

year, which is great news for the region. We do need to start again to look at the opportunity to create a new terminal that won't be constrained by a bridge or anything like that," he said.

According to the port authority's latest cargo volume report, cruises experienced a comeback last year with a record 307 ship visits to the Canada Place terminal after a two-year hiatus, bringing 810,090 passengers.

The port also recently said a total of 331 cruise ships visits are scheduled for the Canada Place cruise terminal between April 12 and Oct. 24, an increase of approximately eight per cent compared to 2022.

A record 1.2-to-1.3 million passengers could travel through the terminal in 2023, an increase of about 10 per cent over the record set in 2019 of 1.1 million.

Silvester said about 90 of the vessels this year will be so big that they will have to wait for the right tide conditions to make it under the Lions Gate Bridge, underlining the need to consider new capacity to accommodate bigger ships.

No timelines have been set, he added.

Harbour awaits federal money to dredge

Maria Rantanen

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"Reverse potholes" are growing underwater in the Steveston Channel.

Like roads that are regularly maintained for cars and trucks, Steveston Harbour Authority general manager Jaime Gusto thinks the channel should be dredged regularly so it's safe for fishing boats bringing in between 50 and 100 million pounds of seafood a year.

"I don't understand the difference between a waterway and a roadway. When there are major potholes in a roadway, they're repaired. These are reverse potholes," Gusto told the *Richmond News*. "Nobody wants to care for them."

With no federal agency to oversee keeping channels navigable, small-craft harbours are left to their own devices to raise money for dredging.

Steveston Harbour is geographically the largest small-craft harbour in the country, located between Steveston Village and Shady Island and extending from First Avenue in the west to almost No. 2 Road.

The harbour authority has the manpower to at least advocate for funding — and chip in some money themselves, thanks to dredging fees they collect regularly from the businesses using their facilities.

But this isn't the case for many small-craft harbours that rely on volunteer boards to run them, Gusto explained. For example, the harbour on Malcolm Island is managed by the local Lions Club.

What's needed is an overall program to regularly dredge the one thousand small-craft harbours across Canada. This is something that's been on Steveston-Richmond East MP Parm Bains' radar for a year.



Steveston Harbour Authority's general manager Jaime Gusto has been warning about silt buildup in the channel, and the dangers it could pose to vessels. MP Parm Bains (inset) said he's been trying to secure funding for dredging. Maria Rantanen photo (above)

\$2.125 million still needed

The Steveston Harbour Authority (SHA) has three-quarters of the \$8.5 million it needs to dredge the Steveston Channel — but they are still waiting for the federal government to kick in its portion, \$2.125 million.

The funding, however, still hasn't been identified and could come from different federal programs, Bains explained. He hopes it will be in place soon but didn't have a timeline on when it will come through.

"We're working hard on this," Bains told the *News*. "I'm optimistic."

When the funding is in place, the harbour authority will then need to put the work out to tender and get an environmental assessment done, which can take up to 18 months.

With some larger boats idling for hours waiting for the tide to come up to enter the harbour — located at the bottom of Trites Road — it's costing money in an industry that relies on quick turnaround. Seafood off-loaded at the harbour includes salmon, tuna, halibut, herring, prawns and hake.

"Your harbour is useless if you can't get boats in," Gusto said.

But, in addition to the immediate need, a long-term solution is required, as silt will continue to build up and dredging will need to be done on a regular basis.

Bains said he has met with local stakeholders to discuss a long-term solution, that is, having various levels of government commit to regular funding.



Furthermore, smaller-scale dredging every two years at a lower cost might be one solution, Bains said, with funding coming from six or seven partners, for example, Metro Vancouver, the port, Richmond and Delta, SHA and the province.

Given there are hundreds of small-craft harbours in Canada, this could be a pilot project that could be implemented in other harbours as well, Bains added.

No agency for small-craft harbours

Dredging local channels was the purvey of the federal government for most of the 20th century — from 1901 to 1982. It was then off-loaded to the Canadian Coast Guard, but in 1998, this responsibility was transferred to commercial users and ports.

This caused a widespread disruption to dredging, according to a Steveston Harbour Authority brief.

In 2009, the Port of Vancouver started a local dredging program whereby stakeholders of the 14 channels along the Fraser River could apply for \$500,000. This was barely enough to get the dredging started, SHA notes. In the end, the city and province chipped in \$786,000 to dredge portions of the west channel.

SHA managed to raise money to dredge the eastern portion, and then later chipped in \$590,000 of its own money to finish dredging the western section. The port's dredging program ended in 2019, leaving it up to each harbour to fund on its own.

