



Ted

Doreen Morgan Celebration of Life

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

Harbour awaits federal money to dredge

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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.



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.



Crew prepares Delta LB for RVYC sail past

Thursday May 11. Crewmembers cleaned the Delta inside and out for coming Saturday’s Royal Vancouver Yacht Club sail past. The radar antennas needed a good scrub and when cleaning was finished there was time to practice throwing the heaving line.





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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.

RVYC Sailpast by John Horton

Saturday 13 May 0830. 'Delta L/B' 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. 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, VPA patrol vessels and CLI lifeboats. This year it was noted that only '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. The Ladner station was finally reached at 1637. This was good experience for several new recruits who rotated through all positions throughout the deployment.



Victoria Day long weekend safety patrols

On Friday May 19th the Delta L/B started the long weekend safety patrols from 15:00 – 18:30. Not that many pleasure crafts headed out so it was assumed they already departed in the morning. No incidents were reported or encountered. New crewmembers were given time at the helm to practice their skills. Many dead heads and trees were floating down the Fraser River due to the freshet. One vertical floating deadhead was tagged by the crew.

On Saturday May 20th the Fraser L/B patrolled from 12:00 – 16:00. Again, it was relatively quiet which the crew used to perform some heaving line throwing practice at Sea Reach. The training did show the crew that it is necessary to practice regularly to keep up this skill.



On Monday May 22nd the Delta L/B departed at 13:50 for the final day of the long weekend. Many pleasure crafts 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 requested assistance. Located between Sand Heads and the container terminal, it was too far away for the Delta to

respond. 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. The Delta secured at Ladner station at 19:30.

Delta RHIB

On Friday May 26th John and Pat picked up the Delta RHIB from Polaris Inflatable Boats in Surrey, who replaced the aging leaking tubes and painted the hull. They did a great job and the RHIB looks like new again!



First Aid training at Delta Firehall by Adrian Lee, photos John Horton

Delta Fire Fighters Assn has a charitable arm which has donated to the CLI one new AED (plus Kristy sprung us a spare lithium battery; 14 shocks per disposable battery.) This is the same model that they use, as well as BCAS I think she said. So, all electrode patch leads are interchangeable across various services. Therefore, they have several of the trainer AED model... so we all got a chance to simulate listening to the prompts on the 4 simulators and pressing the shock button after the all clear. We talked about the splash test for wet decks and not using the AED in transit due to inaccuracy from movement.

The course was delivered by Kristy and Ken, 2 training officers each with 12+ years experience, so they had lots of real world, field experience examples and reality insights... (I was a SAR & VHF T/O for Richmond-Steveston RCMSAR Station 10 for a number of years since I had taken more of the CCG's SAR courses than



their existing T/Os. The station's leader was a Richmond FR officer.)

e.g. PRIOR to Unconscious Head Tilt - Chin Lift, for initial A (of ABC), they taught us to first quickly do a non-crossed finger (thumb and index finger above and below lips) mouth opening to check for any possible loose foreign body and to remove... otherwise could get lodged in the throat if not noticed during HT-CL Look-Listen and if 2 initial breaths are given, thus causing an airway obstruction that could have been prevented.

e.g. I asked whether Medic Alert bracelets are rare or common as part of their S.A.M.P.L.E. (A: not rare, not uncommon especially for diabetics)

e.g. they use a \$40 tourniquet (vs. my more common \$12 Velcro version which you have to thread) that has a detachable clip-reclip and quick tensioning system so super fast to apply for a deadly limb bleed; not for carotid bleeds.

It was the best 1-day first aid course I have ever taken (including OFA Level 1) and our certificates will be e-transferred to us next week. We each got the manual and the power point slides used the same graphics. She waived our class having to write the quiz

since she felt justified that we were above the norm for community courses (i.e. people with no previous experience who didn't know each other before hand) plus we were running slightly overtime since the AED simulation training was an add-on and we needed to be trained on our new toy.

They travel to the various fire stations to train Delta FR crews, so in order to have enough AED trainers and CPR dolls for 17 of us, they went 'round and fetched training aids from multiple stations for our course. Brand new classroom is near Boundary Bay airport. For some, it was their first time to do CPR, for others it served as a good refresher.

Kristy sidelines with Code 3 training company, so also teaches Marine Advanced F.A. though she does not have a strong marine background herself she told me during the break; so, I invited her to come out with us on our boats (and Brian concurred) which I believe she will do so you could get to meet her perhaps. I mentioned we have a retired RN instructor working with us. Code 3 trains some of the local RCMSAR station crews BTW.



It was my first time to be able to chat with municipal fire fighters about first aid. (like I had chatted with the Rescue Specialist at Sea Island the other month.). They undergo 40-hour First Responder certification followed by another 40-hour Emergency Medical Responder EMR certification, permitting them to be designated as paramedics. (There is a new manual covering all 80 hours; whereas I have the 20-y.o. First Responder only manual (2002) which refers to giving 3 x AED shocks for severely hypothermic victims, max. She is going to try to get me an updated copy.) First Aider, First Responder and Emergency Medical Responder are the certification terms used in BC for pre-hospital care scopes of practice she told me during the break.

Everyone went away quite happy with the day's session I think, us and DFR.

She said that Emergency First Aid certification training is intended as a concepts and skills exposure / trials course

rather than as a scenarios training course, and is of a limited scope of practice; they showed us a slide of the two acts, one for protecting fire rescuers / paramedics on duty (paid and volunteer duty of care) and one for protecting when off duty and First Aiders (good Sam).