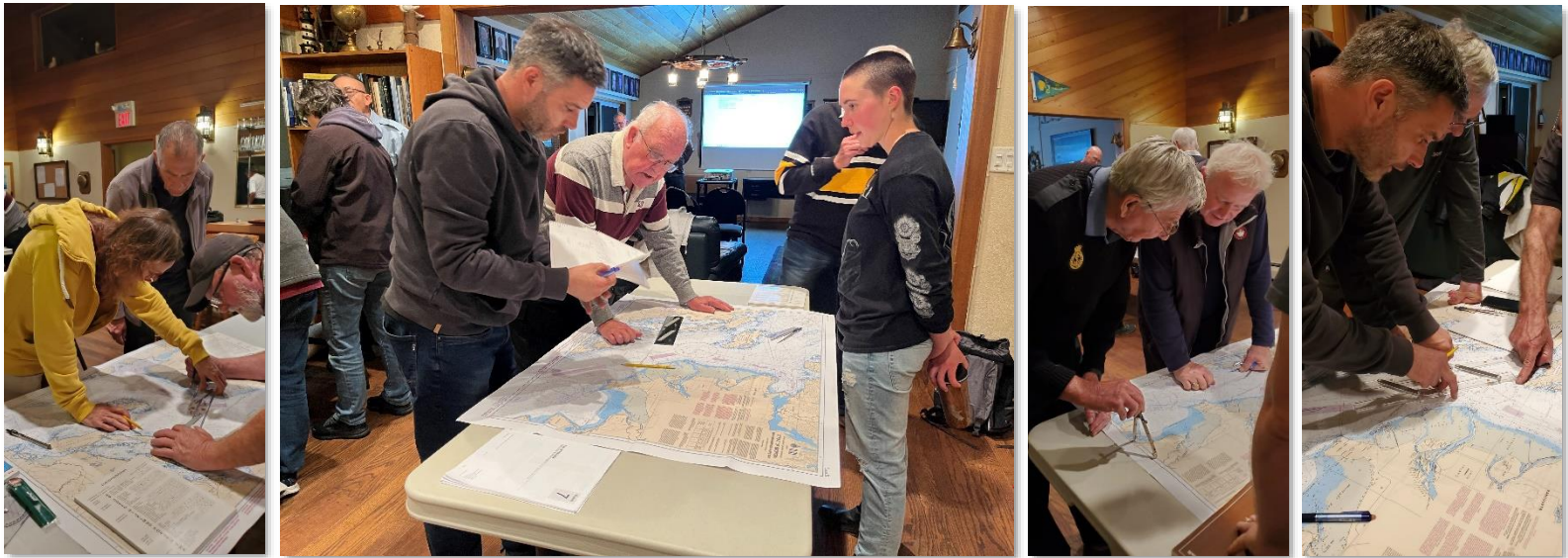




Navigation - chartwork

In September crewmembers started on Tuesday evenings with practicing chartwork at the Ladner Yacht Club. This training was initiated by John Ashikian and Keith Murray. Less experienced crew are supported by experienced crew. Self-study is required before every session to make it a success. The turnout is great and a lot of information is shared with everyone.



First-aid exercises Delta lifeboat

Saturday October 7. An excellent return to practical first aid training. St. John Ambulance Training Officer Adam Waddell visited from Victoria, bringing extensive training materials including CPR/AED mannequins. He conducted 3.5 hours of practical instruction and training. The weather was outstanding, training was done on the dock. Included were repeated sessions of CPR, the use of the new AED, oxygen theory and practice.

Roz noted how there would be an increased and more systematic first aid training this year, especially when the casualty care cards are finalized.

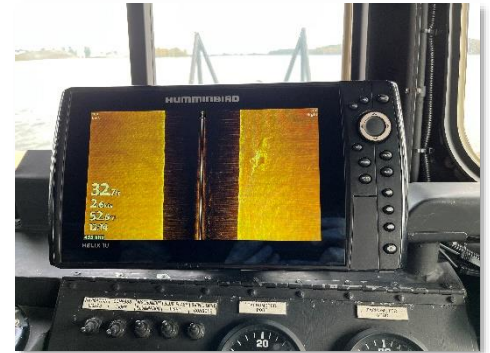




Fraser Lifeboat side-scan sonar

Photo on left by Evan

Saturday October 14. While departing Steveston for a rendezvous with the Delta, the Fraser Lifeboat was advised by Victoria Traffic that the lateral channel marker buoy S23 sank. This was an excellent opportunity for the crew to work with the Hummingbird side-scan sonar and see it and they were able to locate the buoy. The first attempt was immediately a success. After the exercise with the Delta Lifeboat the crew tried again to



locate the buoy. This time a few attempts were needed to locate the buoy. It is essential to proceed at low / idle speed as the sensor is mounted at the transom and the turbulence of the props obscure the image. In this case the current was really helpful as the crew drifted over the buoy. Before any side-scan sonar sweep is done, the Fraser has to be put in reverse for a short period to clean up the image (it is expected that air bubbles are cumulated on the detector and these need to be washed away).

Delta Municipal Council sailing photos by Evan

Saturday October 14. The Delta Lifeboat departed with five members of the Delta Municipal Council as a thank you for their generous support and to show them what the CLI does. The Delta started by deploying the RHIB and taking a dead-head in a Liverpool tow to a shallow area, outside of the shipping lane. This was followed by the Delta taking the Fraser in a



stern tow. This tow was transferred to an alongside tow. The maneuverability and effectiveness of the alongside tow was demonstrated by performing a figure eight as both vessels behaved as one. Then the Delta anchored and the Council had a chance to visit the Fraser. After coffee and some cookies, the Delta weighed anchor and a MOB exercise was performed. This concluded the demonstration and the vessels departed to their stations.

CLI Halcyon report by Ken Robertson

Hello CLI Shipmates,

Did you know that wine, to be called port, must be made in Porto, Portugal? Not only in Porto, but in the suburb of Gaia, on the south bank of the River Douro? There are 15 wineries in Gaia, which I understand, make all the port wine. The grapes are grown several miles upriver from Porto, but brought to Gaia for processing. The better ports are still crushed by foot. If a press was used, it risks crushing the pits, which causes a bitter taste. The wine is then stored in oak barrels, where it ages. The barrels are stored in the limestone caves on the south shore, facing north, which means that they are naturally kept at a perfect temperature.

How do I know all this? When we tied up at the marina on our arrival, they volunteered that they could get us into a winery tour and port tasting. Of course we were interested! We spent a pleasant hour touring the caves of the Churchill Winery, seeing the hundreds of barrels being





aged, before retiring to the sampling room. What fun! My preference was the dry white port, aged 10 years. As we were from the marina, and bought some bottles to take home, there was no charge for the tasting, even for the 30-year-old Tawny port, which sells at 120E a bottle.



As we only had one day in Porto, wanting to see as much as we could, Wendy and I took a taxi to the train station, not the catch a train, but to view the tiles inside. Portugal has perfected the art of using tiles, normally hand painted in blue, to adorn buildings, both inside and out. The railway station interior was spectacular, with tile painted murals depicting scenes of Portugal. After the station we wandered the back streets, taking in the sights of Porto, before crossing the river for lunch, then to the winery.

Afurada, the suburb where the marina is located, is basically a small fishing village, non-touristy, but with various small intimate restaurants. The one we chose was obviously a fisherman's favourite, with many nautical ornaments on the walls. The large BBQ stands had charcoal already glowing when we arrived, ready to cook all manner of sea food. The meal of shrimp, octopus, squid was one of the most memorable one I have had.

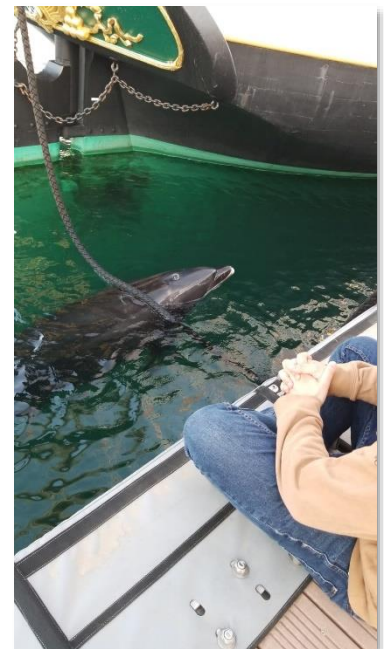


From there we motored north to Baiona, Spain, which was where one of Columbus' ships, the Pinta returned to Europe bringing news of the land to the west. There is a replica of the Pinta moored in the bay, which was fascinating to visit. Imagine being crew in the crowded conditions on board. The navigator's museum was interesting to visit, with many ancient navigation instruments on display. Baiona is definitely a mariner's port.

The Bay of Biscay has a notorious reputation. There have been many stories of sailors getting into trouble there. Now with the orca hanging around the bay giving another dimension, we headed out with trepidation. A 15kn SE wind made for an easy start, with the genoa giving us an 8kn average speed, however all good things must come to an end. The wind slowly died overnight so back on with the motor. The lack of wind meant there was a very calm sea, which meant a smooth crossing. We made landfall in France during the third night so reduced speed which allowed us to be at the mouth of the harbour at dawn. We were hailed on the VHF radio to "please change course by 20° to starboard to allow a nuclear submarine unencumbered passage". After we doing so, they called again, thanking us for our courtesy and wishing us a pleasant voyage. All done very politely. Not that we were going to challenge a nuclear submarine!

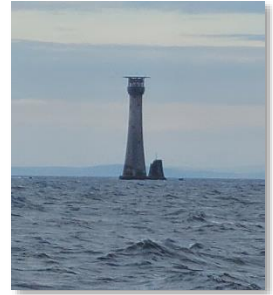
The marina in Brest is behind a long breakwater, with the French navy occupying most of the protected area, banning civilian vessels from entering that part. There were many classic vessels in the harbour, which were a delight to see. While walking along the quay one evening to look at a spectacular one, I noticed a young lad playing with a stern line; back and forward, side to side he was playing with it. Being curious, we got closer, to discover a dolphin was lying between the stern of the 150' square rigger and the dock, getting its back scratched. It kept rolling over, making sure that its left, right and stomach were also attended to. What a delight to interact with a dolphin this way.

Crossing the English Channel was quite a challenge, weaving our way between the ships in the traffic lanes. There was quite a stream of vessels coming from our left, about to enter the Channel, with even more coming out. I counted 125 targets on the AIS. What a blessing it was to have AIS on board, knowing the





vessels course, speed, and bearing plus their CPA, made for safe navigation. At daybreak we passed close by the Eddystone Light, a famous lighthouse marking a dangerous reef 9 miles south of Plymouth. Our entrance into the harbour against a very strong headwind, completed our delightful voyage up the west coast of Europe, an area filled with nautical history. Halcyon will winter in Plymouth out of the water, having maintenance done in preparation for sailing the UK coast next year, and a proposed trip into the Baltic the following year. Wendy and I had an enjoyable trip, visiting many towns and sites we have read about and can now appreciate even more having been there.



Port operations meeting by John Horton

The week of the 16th October was a busy one with administrative meetings for senior CLI personnel.

On the 17th a port operations meeting was held at the Anvil Centre in New Westminster attended by port users, Pilots, Fish Safe, Transport Canada, Coast Guard, CLI, etc. Updates on a variety of topics were aired along with many operational concerns. An interesting review on the Pattullo Bridge replacement program and the temporary efforts in place for the navigation channel especially as the old bridge is demolished.

A complete review was presented of the Massey Tunnel replacement, which will be ongoing until 2032. When tunnel sections are sunk in place the river will be closed to all traffic for 48 hours. It is planned that the huge tunnel sections once floated out, will be temporarily moored off Steveston until required.

First Nations fishing safety meeting by John Horton

CLI has been calling for a meeting with DFO, TC, VPA, Pilots, CLI and First Nations for several years. Such a meeting finally came to fruition on Wednesday 18th October. It was quickly established that everybody's concern was safety. Both for fishers and river traffic. This meeting was the first of hopefully many that will lay the foundation for a deeper understanding and respect between all parties.

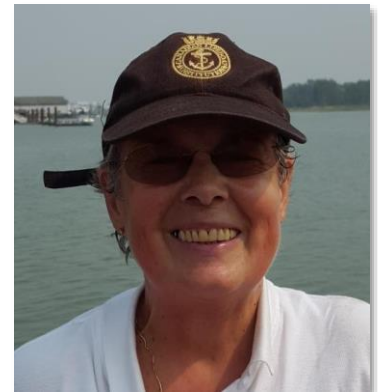
Transport Canada advised that they had immediate money available for safety equipment to assist First Nations fishers to comply with requirements. This might include such items as lights and radios. Richard Sparrow from the Musqueam also raised a requirement to train younger fishers with less experience in what is required when fishing in the Fraser, all with safety in mind.

CLI is well placed along with Fish Safe to assist and advice in presenting this training. Tabletop exercise using our excellent models might be a good start. CLI gave a short overview of what service is offered by our volunteers along with a request to be advised when a fishery is announced. Everybody came away from the meeting with good feelings about the future.

At the close Musqueam announced a Chum fishery would probably start on Monday 23rd October during daylight hours and continue until they had reached their quotas. CLI immediately commenced planning and advising crew of the fishery and Delta Lifeboat patrol schedule.

First aid stores check by John Horton

On Friday 20th October and Roz Bell spent several hours checking all the first aid supplies and equipment aboard 'Delta Lifeboat'. Missing or items out of date were replaced and restowed in an orderly fashion in the "ready bags" and lockers. Thanks go to Ross for her help and dedication. With all this done the Delta station is ready for an inspection of what 'Delta' carries and the level of assistance CLI can offer Delta Fire Rescue in our role within the Delta Emergency Program.



Aboriginal Chum fishery by John Horton

A Chum fishery was held on the Fraser river starting on Monday 23rd October through Sunday October 29th except for Friday 27th. The 'Delta Lifeboat' conducted safety patrols each day for a period of 8 1/2 hours for a total of 51 hours. CLI crews are to be thanked for ensuring the Lifeboat was well manned. There were no



accidents but ‘Delta’ was required to give close escort to tugs with barges and deepseas. There were a few close calls caused by fishing vessels blocking the channel. Upcoming meetings will have to address this problem. While on patrol several deadheads were either marked or towed out of the channel. Also, a destroyed RIB was picked up for disposal ashore which would have otherwise have remained a hazard to navigation. A sport fishing boat was sighted at anchor under the Alex Fraser bridge – a hazard for transiting traffic. Warrant to move it took the Port patrol boat to finally achieve compliance. All in all, an excellent week held in beautiful fall weather.



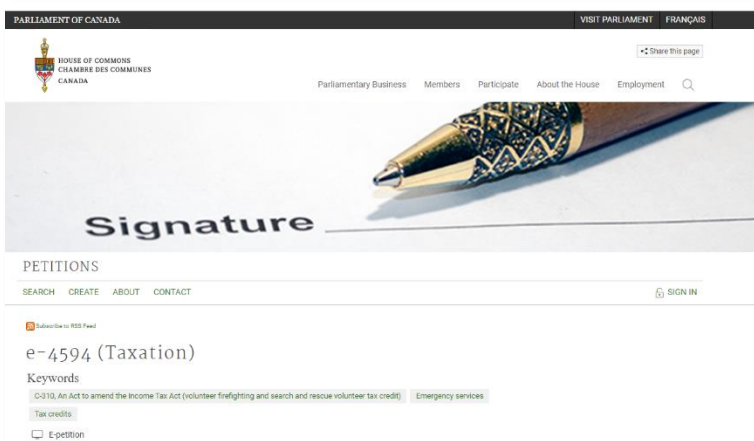
On Saturday October 28th, both the Delta and Fraser performed a fishery safety patrol to support the Tsawwassen First Nation Chum fishery. While the Fraser was on their way up river it was noticed that a catamaran was tied up to the pilings of Steveston Island. As this is not a common place to tie-up a vessel, crewmembers checked with the vessel owner if any assistance was needed. The owner indicated that all was OK at which time the Fraser continued their safety patrol.



Growing relationship with Delta Fire Rescue

Friday October 27th. Dave Ayton and Jason Windblad from Delta Fire Rescue spent three hours onboard the ‘Delta Lifeboat’ to learn more about the equipment aboard. A review of the medical equipment and its use was ably demonstrated by Roz Bell along with her excellent medical manual. The fire pump was flashed up. Delta Fire will assist in improving its performance and capability. The MOB and recovery system were also discussed. Future first aid training is in the planning stage along with a call out system between Delta Emergency program and CLI as we strengthen our relationship with the city.





Tax credit increase petition

Petition to the Government of Canada.

- Volunteer firefighters account for 71% of Canada’s total firefighting essential first responders;
- In addition, approximately 8,000 essential search and rescue volunteers respond to thousands of incidents every year;
- The tax code of Canada currently allows volunteer firefighters and search and rescue volunteers to claim a \$3,000 tax credit if 200 hours of volunteer services were completed in a calendar year;
- This works out to a mere \$450 per year, which we allow these essential volunteers to keep of their own income from their regular jobs, \$2.25 an hour;
- If they volunteer more than 200 hours, which many do, this tax credit becomes even less;

- These essential volunteers not only put their lives on the line and give their time, training and efforts to Canadians, but they also allow cities and municipalities to keep property taxes lower than if paid services were required;
- Increasing this tax credit would allow these essential volunteers to keep more of their hard-earned money, likely to be spent in the communities in which they live; and
- It would also help retain these volunteers in a time when volunteerism is decreasing.

We, the undersigned, **citizens and residents of Canada**, call upon the **Government of Canada** to support Bill C-310 and enact amendments to subsections 118.06(2) and 118.07(2) of the Income Tax Act in order to increase the amount of the tax credits for volunteer firefighting and search and rescue volunteer services from \$3,000 to \$10,000.

<https://petitions.ourcommons.ca/en/Petition/Details?Petition=e-4594&fbclid=IwAR32NirsMVUPS3xT13XJKey81F6K6M8iHvZEOTZzaz8RBrORKGSMYsCwf0Q>

If you haven’t received the email from CLI administration then please copy the above link into your browser and sign the petition. You can also send the link to family and friends and ask them to sign too.

