



Ground search for missing man in Tsawwassen and Point Roberts Wa.

Friday November 3rd – 4th. Crewmembers assisted Whatcom County Sheriffs Dept and Delta Police in ground search for missing Tsawwassen man. David Ho left his residence at about 3pm on Wednesday, November 1st, 2023, for his daily walk in the Diefenbaker Park area of Tsawwassen. David failed to return home from his walk. David is described as 86-years-old, 5'9" tall, 150 lbs, and bald. David is possibly wearing a grey baseball cap, a dark jacket, grey pants and grey shoes. David suffers from some memory loss, and a heart condition, but is otherwise fit and mobile.

The members who attended were tasked by Whatcom County Sheriff. Various areas along the border were covered. David Keller provided liaison with attending members. Search will resume tomorrow, Saturday November 4th, but is now being classified as a probable recovery operation.

The Delta Police Department is saddened to share that Missing Person David Ho has been located deceased in Point Roberts. In this difficult time, our hearts go out to David's family, friends and the compassionate communities of Tsawwassen and Point Roberts who demonstrated extraordinary care and engagement throughout the search for David. The support and kindness have been remarkable.

Our members were thanked and their assistance was greatly appreciated.



Photo by Ron vd Zwan



Photo by Evan Klegeris

'Windward' Ladner Yacht Club by John Horton

The donated yacht 'Windward', it having been temporary moored at the Delta station, was moved to the Ladner Yacht Club on the 1st of December. CLI is very grateful to the club for donating moorage while the vessel is put up for sale. CLI is now actively searching for a buyer.

Ladner Carol Ships

Friday December 1st. The Delta and Fraser LB's participated again in this year's Ladner Carol Ships parade. Both vessels were decorated with lights. The Delta had a choir on board that sang beautiful Christmas songs while parading alongside the float homes. The weather was not optimal as it rained almost through the whole event but it didn't stop crewmembers from waving on the decks to people on the shore and float homes exchanging seasonal greetings. After the parade the Fraser came alongside the Delta for a joint potluck get together. John Horton made mushroom soup and hot chocolate.

Photo by Evan Klegeris



Saturday December 2nd. For the second night the rain stayed away until Fraser left for Steveston. More people than yesterday enjoyed the Carol Ships from the shore. David used the Fraser LB PA system multiple times to wish onlookers a Merry Christmas followed by Ho Ho



Photo by Ron vd Zwan

Ho, a honk and siren. John More provided a good Irish stew on the Delta. Always a great event to end the CLI season (1 more Thursday night and 1 first aid training to go for this year).

Photo by Evan Klegeris



Photo by Evan Klegeris



Photo by Richard Kaufmann



Line Launcher

Thursday December 7. During the alongside training on board of the Delta L/B a new line launcher was shown to the crewmembers. This launcher will be used in those cases where the lifeboats can't get close enough to a vessel to throw a heaving line. Both lifeboats have this new line launcher kit.

SOP's have been created and they can be found on our CLI website.

File list\Manuals\1A-04 SOP\1A-04 SOP 2-19 Line Launcher.pdf

File list\Manuals\1B-02 SOP\1B-02 SOP 2-9 Line Launcher.pdf

Photo by Ron vd Zwan



Crewmembers are asked to read the SOP in preparation for practice and in case we need it in a real-life situation.

First Aid training

Sunday December 10th. Crewmembers followed a one-day training at the Fire Hall #4 at Boundary Bay Airport. This was the second training this year, given to us by fire fighters and first aid trainers Kristy and Ken. Theory and practise were alternated throughout the day. Kristy



Photo by Ron vd Zwan



Photo by John Horton

and Ken used many examples out of their extensive knowledge base to illustrate the topics that were taught. The training was well received by all crewmembers and John Horton thanked Kristy and Ken on behalf of the CLI for doing this on their free Sunday.

Photo by Ron vd Zwan



Photo by Ron vd Zwan



Photo by David Acton

Delta L/B repair by John Horton

While conducting routine cleaning aboard 'Delta' in November, degradation of the sides of the wheelhouse was discovered. Further investigation found rot on a portion of both port and starboard sides caused by water ingress.

On December 11th 'Delta' went to Shelter Island for a short maintenance period. Commodore Boats again worked their magic with most of the work completed by Christmas although painting had to continue into the new year owing to the weather. Launching is planned for January 3rd.

While 'Delta' was off Station 'Fraser' shifted to Ladner at the request of the Delta fire department in case of any emergency.

(Editor's side note): preparations have been made to install a holding tank for the galley head underneath the galley port bench. The compost toilet will be removed and replaced. John Oystensen is spearheading this project which will be finished once we get the custom-built holding tank.

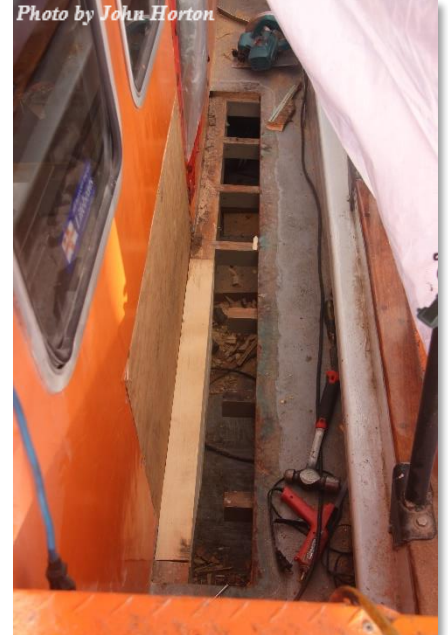
Photo by John Horton



Photo by John Horton



Photo by John Horton





Satellite compass

On Saturday December 16th crewmembers started the installation of a new satellite compass on the Fraser Lifeboat. The current heading sensor has not been interfaced to the new laptop due to missing software drivers / converter information. A satellite compass is an array of multiple GPS units (up to four) inside one enclosure. Each GPS unit calculates position, then minute differences in signal timing *between* the units are compared. This provides the same information as a traditional GPS, but adds accurate 3-D positioning in space. A new satellite compass can thus replace both a magnetic/electronic compass *and* a traditional GPS.



A satellite compass can report the latitude/longitude position as a traditional GPS would, but it can also accurately report heading, pitch, roll, yaw, heave, rate of turn, and more. It updates much more quickly than a GPS position, is much more accurate, and works while the boat is stationary. A satellite compass can improve navigation, safety and boat handling.

Boaters that rely on electronics are familiar with the positioning and “speed over ground” number from a phone GPS or chart plotter that relies on a GPS and/or “paddlewheel” speed sensor. With these tools there is a noticeable delay between updates of the lat/long position from the GPS and a delay for the measurement of knots to change when the boat accelerates. The boat’s position icon sometimes moves around on the screen when the boat is not moving. All of these delays and inaccuracies are now eliminated.

Improved heading information can also sharpen RADAR situational awareness by eliminating the “wavy lines” on radar tracks of other boats on the screen (these are caused by heading error).

Sea state awareness is also improved because the satellite compass directly reports “heave”, a name for the vertical up-and-down motion of the boat due to wave action. Wave height no longer needs to be estimated by eye, it can be directly read off the chart plotter’s screen. It will have to be determined if the TimeZero chart plotter has this capability.

CLI First Aid Care Cards by Roz Bell

I want to let you all know that we finally have a “working copy” of the CLI First Aid Care Cards. To review, these guides are a check list to follow when dealing with various First Aid scenarios. They are simple, straight forward and easy to follow.

When a scenario exists; for example, someone falls and hurts their arm or someone complains of chest pain, what do you do? One person, for now, gets the yellow binder, and looks up the pertinent card. There is an index at the beginning of the binder. The person with the binder then reads out the steps to follow and delegates a crew member to do that particular step, for instance call 911, or get the AED, apply a splint, or get the oxygen or take a pulse. Of course, someone needs to be documenting what is going on.



These steps are reminders, not explanations. For more information you’ll need to refer to the written resources on-line or in the First Aid Binder. However, in the middle of a situation is not the time to do this reading. This is something to do in your own time, always remembering to sign up the time spent in the nonevent hours.

We envision eventually for crew members to have a small, laminated pocket copy which they can pull out and follow. However, to begin with we are going to have a yellow binder on each boat with 8.5X11 printed sheets of the Care Cards in sheet protectors. Then on certain education days starting in the New Year we will practice different scenarios using the Care Cards.

The purpose of these practice sessions will be to familiarize yourselves with the cards and to obtain your feedback. It is well documented that in stressful situations one’s memory can become unreliable. In addition, many of you may be inclined to deal with a situation differently. We want to avoid this. We want to “even the playing field”, to have our care be consistent.

There are many ways to act in a First Aid scenario. These steps on the care cards are the CLI way. When practicing these steps, we hope you become comfortable in any first aid situation you might encounter and to hear feedback from each one of you on how useful you find them.

Have a wonderful Holiday Season and see you all next year.





"Team SAR. Professionals and Volunteers working together"



From my home to yours

Best wishes for a Merry Christmas and a Happy New Year

Bob Mellwaine

The Board of Directors thanks you for your hard work and dedication to the CLI

Bob Mellwaine * Brian Cook * Don Rose * John Swann * Mike Armstrong * Ken Lewis * King Wan



Wishing you a Merry Christmas
and a Happy New Year

Merry Christmas
Best wishes for 2024.

Howard and Crew
Whitby Lifeboat.

December 21, 2023 **The Delta Optimist A7**
Man rescued by coast guard near Tsawwassen terminal

IAN JACQUES

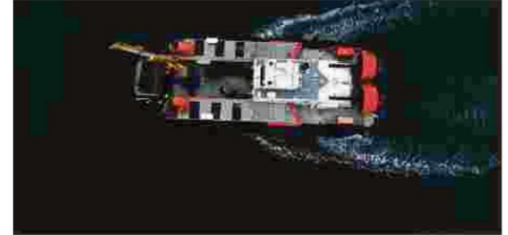
ijacques@delta-optimist.com

A man is recovering in hospital after a harrowing incident in the frigid waters near the BC Ferries Tsawwassen terminal Sunday night.

Delta Police say they received a call for assistance in relation to a boat that was adrift near the terminal.

"The boat had become untethered and was drifting near shore.

The owner of the boat believed he could swim to it and safely retrieve it; however, the owner did not consider the impacts of the water's temperature," acting Insp. James Sandberg, media spokesperson for Delta Police



OPTIMIST FILE PHOTO

A man was rescued by the coast guard from the cold waters around the Tsawwassen ferry terminal Sunday night.

said in an email to the Optimist.

"Before the man was able to get to the boat, his muscles seized, and he was unable to continue to the boat or return to shore."

Sandberg said the caller notified police when the man was unable to

continue to the boat.

"Fortunately, a life-jacket kept him afloat until the arrival of the coast guard who returned the man to shore and re-tethered the boat," said Sandberg. "The man is recovering from the cold under observation at a local hospital."



Merry Christmas from the UK
and Seahouses Lifeboat Station

With all Good Wishes for Christmas
and the New Year

Fair winds + Following Seas to all
at Delta Lifeboat Station.

Line Launcher training line

John Horton asked a friend to make a line organizer so we can use a gun line multiple times when practicing with the line launcher. How this works will be shown during a training session.

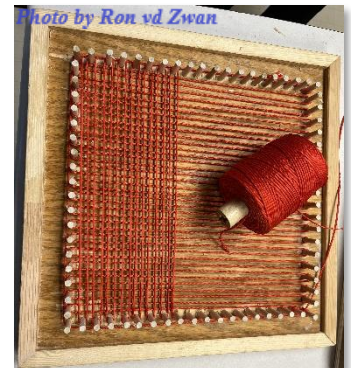


Photo by Ron vd Zwan

