



Photo by Len Cheveldave

Donated sailboat

Tuesday October 31st. Delta Lifeboat sailed to Point Roberts to tow a 30 ft sailboat, which has been generously donated to the CLI, back to Steveston to Paramount Ship Yard. It will be put on the hard for 2 weeks for minor repairs, maintenance, and fitting out for sale. The Delta sailed from Ladner at 0830, to meet tidal and weather conditions for a successful tow.

Crewmembers Len and Ken drove to Point Roberts marina where they prepared the sailboat with a bridle for the tow. It was decided to sail the sailboat under its own power outside the harbour. When doing it this way the Delta Lifeboat didn't need to come ashore and go through US customs. The engine ran smoothly but the prop was probably fouled as the maximum speed was

about 1 knot. The crew did manage to sail it outside the harbour where the Delta Lifeboat took her in tow. The tow to Steveston was uneventful and after clearing Canadian customs in Steveston the sailboat was lifted out of the water at Paramount Ship Yard.



Photo by Keith Murray

Work on the donated sailboat 'Windward'

Crewmembers work hard to get the donated sailboat 'Windward' ready for sale.

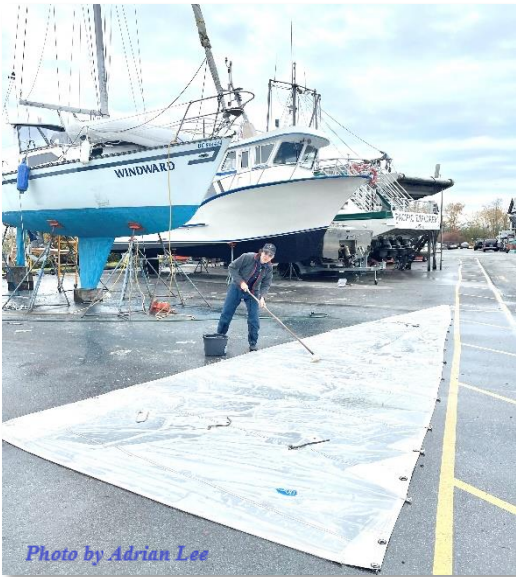


Photo by Adrian Lee



Photo by Adrian Lee



Photo by Brian Cook



Saturday November 11

Crewmembers attended Remembrance Day ceremonies at various locations throughout the Lower Mainland. John Horton and P.J. McMillan laid a wreath at the Ladner Cenotaph.

Fraser Lifeboat conducted a brief lowering of the flag ceremony near Garry Point Park. After the moment of silence, a long blast of the horn and then flags flying again. Crew then showed the flag on a sail to Ladner and back.



Photo by Ron vdZwan



Photo by RonvdZwan



Photo by David Acton



Photo by Lesley Stein

Work parties donated sailboat

Many tasks have been performed by our crewmembers like: power washing (PJ delivered a power washer, 10 ft ladder and other materials for the work), hull scrubbing, removing mussel growth (particularly on rudder and saildrive, removed prop, arranged for welding work on rudder assembly, cleaning, waxing and polishing of upper works, arranged for skilled fiberglass technicians to view the boat and provide info for the way ahead, prepared rudder for removal and disassembly to determine extent of damage, re-checked propane systems, drained transmission fluid, cut and then work the rudder post out of the bottom of the boat, opened up the rudder and found considerable damage, and structural welding needed for long-term solution. PJ provided insulated tarps and a heater for next week: work on the rudder, saildrive, and bottom painting. Rudder post/rudder assembly welding was conducted. John O removed damaged filling from rudder and prepped for rebuild. In preparation for hull painting, the boat is entirely tented in and has a heater warming the hull. Photo on the right @ PJ's garage, John O and PJ fiber glassing the rudder. We are almost done and hopefully it will sell fast.

A big THANK YOU goes out to the following crewmembers for their hard work: PJ, Brian, John O, Len, Brian vV, Evan, Bill, Adrian, Nick, Ken R and Richard.



Photo by PJ MacLellan



Photo by Evan Klegeris



Photo PJ MacLellan

“TOOBS Presentation” by John Horton

As more people in the community learn about the CLI, groups who raise money for charity are including the Institution in their financial support programmes. On 10th September a small party from TOOBS (Tsawwassen Order of old Bastards) were given a brief tour aboard the “Delta Lifeboat”.

On the 9th of November John Horton attended a reception hosted by “TOOBS” and along with several other non-profit groups, the CLI was presented with a very generous cheque in support of the CLI’s service in Delta. The CLI extends its sincere gratitude for this assistance.

CLI Aboriginal safety meeting by John Horton

The second safety meeting between maritime users of the Fraser River and the Musqueam Band was held in person on the 14th of November at the Musqueam cultural Centre in South Vancouver. Captain Mike Armstrong, Brian Cook and John Horton represented the CLI. The discussion centered on safety during aboriginal fisheries and covered timely notice of openings, communications between fishers and commercial traffic, proper lights and safety protocols. The CLI described what it offers fishers and the help it can provide. Also, a list of concerns was tabled.

Commander Kelly Larkin from Transport Canada gave a list of items that they have money for to provide, which can include radios and lights. They can also provide links to a system that supplies digital traffic updates. Fish Safe provided a list of courses

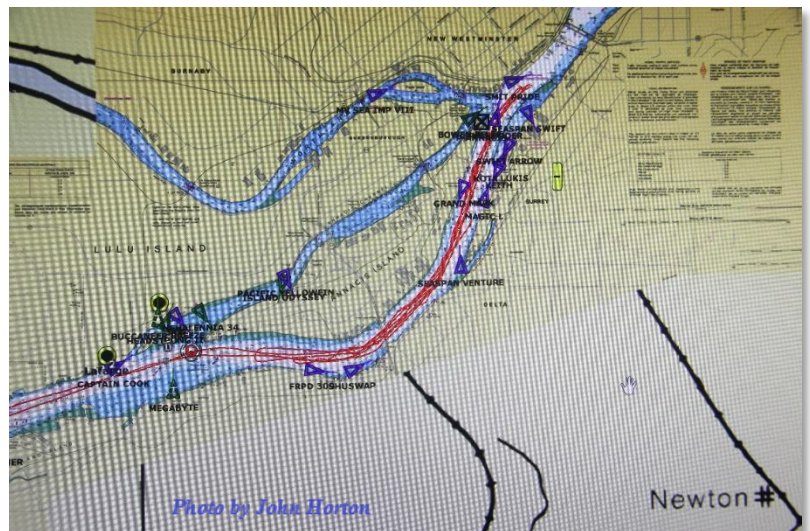


Photo by John Horton

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that they can give to fishers including radio, survival, stability and net making. Also, inspection of vessels to insure compliance with regulations and the various “gifts” that fishers can receive on completion.

CLI played a major role in the discussions and everybody came away with high hopes for the future. Chief Richard Sparrow gave an excellent presentation and it is obvious he is anxious to improve relations between all parties and raise safety awareness in the aboriginal fleet. More meetings will be held and CLI stressed the importance of face to face meetings/training that can be held with the band’s fisher folk – these should be led by Fish Safe and CLI.

This will be a very important role for CLI which will go a long way to improving relations and safety on the Fraser River

RICHMOND-NEWS.COM **NEWS** PM THURSDAY, NOVEMBER 16, 2023 A5

Coast Guard called to sinking ‘derelict’ boat

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A sinking boat in Steveston is leaking diesel into the river. Photos from *Richmond News* reader Allisa Ritchie show the half-sunken vessel by the dock, surrounded by oil slick booms. Diesel slick can be seen from a close-up photo of the water.

The “derelict vessel” partially sank sometime between Wednesday night and Thursday morning, said city spokesperson Clay Adams.

He explained it is under the Canadian Coast Guard’s jurisdiction and oil slick booms have been set up to “mitigate any environmental hazard.”

As it turns out, the vessel is a wooden ex-fishing vessel towed to Imperial Landing after experiencing engine problems on Oct. 22, according to



A half-sunken boat was spotted at Steveston’s Imperial Landing. *Allisa Ritchie photo*

the Canadian Coast Guard.

Crews were sent to Imperial Landing on Thursday and found the vessel partially sunk and leaking diesel.

High flotation containment booms and absorbent booms were set up to collect “recoverable marine pollution” and Canadian Coast Guard crews have been replacing the absorbent pads.

Steveston Harbour Authority is currently monitoring the vessel while the Canadian Coast Guard looks for a contractor to remove the vessel.

“We are prepared to take immediate action if the situation changes,” said the Canadian Coast Guard.

The city has also set up signage and caution tape.

The Canadian Coast Guard is now trying to contact the vessel’s new owner after the previous owner reported selling it on Oct. 25.

By law, the owner will be liable for the Canadian Coast Guard’s costs, as well as costs of damage caused by pollution from their vessel, said the Canadian Coast Guard.

Loss of key coast guard tool putting lives at risk on B.C. coast, former officer says



By Paul Johnson & Simon Little • Global News
Posted November 16, 2023 7:51 pm



A retired coast guard official is sounding the alarm about the loss of a key tool for responding to rescue calls on the west coast.

Fred Moxey is the former superintendent of B.C.’s coast guard stations, and says the loss of a capability known as “radio direction finding” has degraded the service’s ability to find boats in distress.

His comments come after two recent fatal incidents.

On Oct. 23, the Coast Guard was called to rescue a man whose tug boat had capsized in the waters near UBC’s Point Grey campus. They were unable to locate him and his body washed ashore. Just days earlier, two mariners went missing on a trawler departing Texada island. The Coast Guard was unable to find that vessel either. One man’s body has been located, while the other remains missing.

“The sad thing about those two incidents is it might have been a different outcome,” Moxey said.

Radio direction finding is an old but reliable technique where the source of a radio signal, such as a boat in distress, can be located by triangulating between multiple antennas.

The U.S. Coast Guard told Global News it still maintains robust direction finding capabilities, but front line rescuers say B.C. now has a massive blind spot from Vancouver to Campbell River — one of Canada’s busiest waterways.

“If we don’t have a fixed position to go we’re searching in the blind,” Moxey said. “I don’t care if it’s a million dollars a tower, it’s got to be fixed.”

In a statement, the Canadian Coast Guard said its direction finding system has fallen into disrepair. The service said it was in the early stages of a years-long replacement project, and that it has several other capabilities available to mariners in distress. The statement raises questions about why, if such a critical tool was offline, mariners — who may have invested in other lifesaving equipment — weren’t informed.

Moxey said he remains concerned the lack of capacity will result in another tragedy. “This is going to happen again, maybe tonight, tomorrow, on the weekend,” he said. “And it’s not acceptable to do that.”





John Horton's 88th birthday

Saturday November 18, 2023. Crewmembers celebrated with John his 88th birthday on board of the Delta Lifeboat. The cake was provided by Monika. **Happy birthday John!**



Windward back to Ladner harbour

After all the hard work done by the crewmembers it is a pleasure to see the Windward sailing back to Ladner.





Photo by Ronald Zwan



Welcome

Brian Cook welcomed David Yao (on the left), Yugansh Gupta and Claudia Soto Velarde (on the right) and presented them the CLI crew cap.

More new crewmembers joined us and are welcomed by us all. Simon Everatt, Amanda Hansford, Brianna Peterson and Wayne Sindall.



Photo by Ronald Zwan



Wayne



Brianna



Photo by David Acton

Fraser LB Station

by David Acton

Thanks again to Sandpiper Signs & Decals for providing us with a new station sign for our Steveston Base. It looks amazing!! This is the same company that donated the Search and Rescue lettering on Fraser Lifeboat. We can't say enough about John Pinkerton and his team for their efforts to support us.

CLI 2023 Christmas Party

This year's Christmas Party was busier than ever. The CLI welcomed almost 100 CLI members, friends and guests at the Beach Grove golf club in Tsawwassen. Among the guests were mayor George Harvie, MLA Ian Paton, Fire Chief Guy McKintuck and Police Chief Neil Dubord. Like previous years there was a silent auction and 50/50 draw. John Horton generously donated his original 2023 Christmas card watercolor painting and it was auctioned off by Ian Paton, who used to auction farm equipment. The final bid was done by crewmember Peter Mielcarski who has now a beautiful painting to hang in his home. Brian Cook took this opportunity to announce the promotion of Ken Robertson and Ron van der Zwan to CLI coxswains. This is a CLI first for coxswains to climb up from inside the organization. Congratulations to you both, well done!

A big **THANK YOU** goes out to John and Mary Horton who, like previous years, were the driving forces behind this event.

And of course, **THANK YOU** to all who were able to get items for the silent auction and helped making the Christmas dinner to a success.



Photo by Mary Horton



Photo by Mary Horton



Photo by Mary Horton



Photo by Mary Horton



Photo by Ron vdZwan



Photo by Mary Horton



Photo by Mary Horton



Photo by RonvdZwan

