



## Results are In!

Although the number of visitors were down 10% -13% (source - newsletter boat show) compared to 2023 the donations to CLI went up. Every day the CLI booth crew received averaged more than \$1,000.00, with Saturday being the best day (\$2,100.00) and the Delta Lifeboat surpassed for the first time \$1,000.00 in donations (\$1,343.00). The CLI received a total of \$8,266.60 in donations. A big contributor to this success were the mugs, which were handed out for donations of \$20.00 or more. Many visitors changed their initial \$5.00 donation to \$20.00 donation when they were told that they would receive the mug with this higher donation. Some visitors used our PayPal / Canada Helps links to get the mug, sometimes taking up to 10 minutes to get the donation processed. To improve on this fundraising effort next year CLI will acquire a device that allows the visitors to donate by tap.



## Dredging Ladner Harbour?

On Thursday February 8<sup>th</sup> the Fraser Lifeboat went on a navigation training exercise to Ladner Harbour via Sea Reach. A route was plotted with the latest Timezero Professional software. Crewmembers took time to familiarize themselves with this new software.

While approaching Ladner harbour a dredging barge with crane was encountered at the entrance of the harbour. This hopefully means that the 'hump' in the middle of the channel will be a thing of the past and the Delta Lifeboat won't have any issues anymore when departing at low tide.

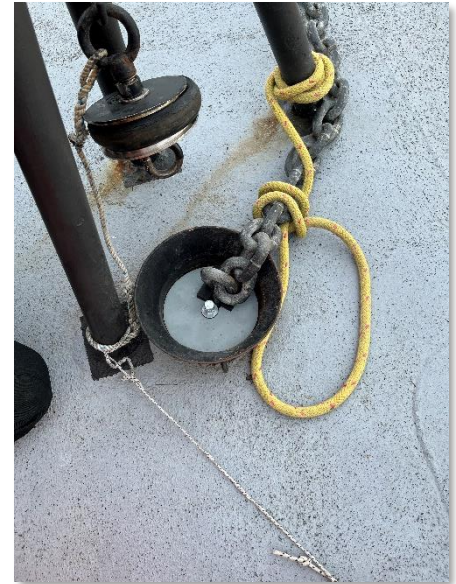


## Fraser & Delta Lifeboats Line Launcher Practice



On Saturday February 10<sup>th</sup> the Fraser Lifeboat departed to Ladner Reach for a line launcher practice with the Delta Lifeboat. While underway a crewmember showed the new plug he made, which allows the anchor chain to be permanently attached, while preventing water ingress into the anchor locker. Another crewmember showed the new line launcher board he had made which can be used to re-set lines for the line launcher during multiple deployments.

After the rendezvous with the Delta Lifeboat at Ladner Reach the vessels steamed to the area of Wellington Park where the Fraser Lifeboat simulated a grounding. The Delta Lifeboat completed a practice shot before making their approach toward the Fraser Lifeboat. Once the projectile with line was fired to the Fraser Lifeboat crewmembers tried to haul in the line with the topline attached. Due to the current and weight of the topline it was not possible to haul it in and the line launcher line finally broke. A second attempt was made using a intermediate line were



used successfully to transfer the topline to the Fraser Lifeboat. Mission accomplished; the Delta Lifeboat took the Fraser Lifeboat in tow.

Switching roles, the Fraser Lifeboat was up next but this time the Delta Lifeboat anchored before the Fraser Lifeboat made its approach. The new line launcher board and pelican case setup was used, and it worked like a charm. A yellow intermediate line was used, and the transfer of the topline worked very well. More practice is needed with testing in different environmental conditions to see what the effect of the sea state and wind will have on the projectile and line.

If you like what we do, donate NOW through:

You can find us on:

Like to JOIN?





## Family Day Safety Patrol

The Fraser Lifeboat departed Steveston lifeboat station on Monday February 19<sup>th</sup> at 10:00 for a 4-hour safety patrol. The first stop was at the fuel dock to top up the tanks, including gasoline for our portable salvage pump and genset. While departing the harbour for Sand Heads the Fraser Lifeboat received a call on channel 74 from a tug boat that a 14' skiff at the Steveston Bend was struggling with his outboard. The tug did offer the skiff a tow but the skipper declined. The tugboat requested the Fraser Lifeboat to check the skiff to see if it would accept its help.



Victoria Traffic requested the Fraser Lifeboat to report the issues to Victoria Coast Guard Radio via channel 83a. Coxswain agreed to that but not until we arrived at the scene and the crew had a chance to talk to the skipper. The skipper was happy to see the Fraser Lifeboat and explained he had issues with his engine impeller causing it to overheat. He gladly accepted a tow to the fuel dock in Steveston harbour. At close distance to the fuel dock the tow was dropped and the skipper was able to start his engine and docked at the fuel dock.

After the skiff was safely moored at the fuel dock the Fraser continued its safety patrol going upriver. No further issues were

encountered besides a freighter coming upriver and a tug and barge going downriver with the Fraser Lifeboat in between the two. It was a successful first safety patrol and tow of the season.



## Boat Launch Ladner

Ferry Road and Willington Park will get new boat launches. Ferry Road announcement sign see photo on the right.

Excerpt Delta Optimist website February 20, 2024.

## Delta to replace deteriorated boat launch at Ladner park

Once the preliminary design has been finalized, Delta will include it as part of applications seeking approval from provincial and federal authorities.

The city is hoping to have construction completed by not later than February 2026.

Located on River Road West in Ladner, the boat launch's wooden float system was replaced in 2022 and included the installation of new piles to restrain the float system. While the top three-quarters of the concrete ramp is in relatively sound condition, the lower quarter is deteriorated and broken with the waterside edge of the ramp being noticeably undermined. A complete replacement of the concrete ramp is required to ensure the continued function of the important community amenity, according to the request for proposals.



## Working Dinner with Delta Fire Department

Wednesday February 21<sup>st</sup>. The CLI's relationship with the city of Delta was further strengthened during a working dinner aboard the Delta Lifeboat. Present from Delta Fire Department were the Chief and his Deputy. Initial discussions covered CLI history and what services can be expected from CLI. Also discussed were plans for joint training that will increase CLI's efficiency and operability between CLI and Delta Emergency Services. Plans are underway to commence joint training in the Spring when Delta Firefighters will be aboard the lifeboats to familiarize themselves with CLI's equipment and capabilities. As CLI is part of the Delta Emergency Programme it is important that all CLI crews participate in this training.

A4 The Delta Optimist February 22, 2024

# E-petition in Parliament calls for police presence in Canada's ports

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An e-petition now before Parliament is calling for the re-establishment of police at Canada's ports.

Freya Keddie, of Victoria, initiated the e-petition that's being authorized by Esquimalt NDP MP Randall Garrison, for it to appear on the House of Commons website.

Authorizing a petition doesn't necessarily mean an MP endorses it.

The petition calls for the Canadian government to restore a dedicated police service in the Port of Vancouver to reduce the flow of street drugs and to ensure policing is always adequate, "to assess and deter criminal activity,



FILE PHOTO

**A report released last fall for the City of Delta said that port police are needed.**

including corruption and importation of contraband."

It also calls for police to be set up at every deep-sea port in Canada that connects to the railway and highway system.

Metro Vancouver mayors agreed last November to write to provincial and federal governments on the issue.

A report released last

fall by Peter German and Associates for the City of Delta said that port police are needed.

Delta Liberal MP Carla Qualtrough said in a statement to the *Optimist* that port safety and security is of the upmost importance, particularly given the strategic location of Deltaport and its important role in international trade for Canada.

"Our ports need to be properly resourced with dedicated police with expertise in port security, intelligence, investigation, and the specific criminal activities that happen in port environments, in particular organized crime," she said.

"Regardless of the specific delivery model, it needs specialized training, the appropri-

ate authorities, adequate funding, and proper governance and oversight. There also must be an integrated and coordinated approach across police forces and jurisdictions."

Qualtrough added that port security is a priority file that she continues to work on.

"I have spoken with the federal Minister of Public Safety about the need for port policing and provided him a copy of the Policing our Ports report commissioned by the City of Delta," she said.

"I will continue to advocate for this expertise within the broader Vancouver Port Authority to ensure that criminal activity is addressed, and citizens are kept safe."

In Delta last year, 22 people died from illicit drug overdoses. The

B.C. Coroner's Service unregulated death report for 2023, shows a record number of deaths in B.C. with toxic drugs killing 2,511 people, five percent more than last year, with most caused by fentanyl.

"So here we are, talking about a fentanyl crisis and everything that the provincial government is trying to do, yet the federal government is ignoring the fact that it's an open season for the cartels and others to take advantage of lack of policing at the port to have their products put through and then supplied through the Lower Mainland and throughout the country," Mayor George Harvie said in December.

- With files from Ian Jacques

# Ladner Harbour boat basin fees increasing

The city assumed responsibility of the management and operation of the harbour in the late 1990s

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Delta council this week approved higher moorage fees at the Ladner Harbour boat basin.

A staff report notes that the fees have been historically low to support the local fishing industry and have not increased in a number of years.

Staff reviewed rates at other locations including

harbours and marinas at Port Hardy, Powell River, Sechelt, Steveston, Captain's Cove and the Ladner Yacht Club.

Despite the increased moorage rates, the new rates will remain low in comparison to other locations, according to staff.

Monthly fees for larger commercial vessels are increasing at a greater percentage than the annual rates to provide

an incentive for vessel owners to choose the annual rate.

Council also agreed that a yearly review of moorage fees should take place for inflationary adjustments.

The federal govern-

ment owns the small craft harbour, which includes a boat basin located at the end of McNeely's Way, approximately one kilometre west of Ladner Harbour Park.

In 1998, the Department of Fisheries

and Oceans, Small Craft Harbours divested operation of its working harbours to local harbour authorities throughout Canada.

That same year, the City of Delta signed a lease agreement with

the DFO, designated the Ladner Harbour Authority of the DFO's Small Craft Harbour.

The city assumed the responsibility of the management and operations. The lease is in place until March 31, 2038.



CITY OF DELTA REPORT

Last updated in 2018, the fees are to be more in line with fees offered for similar services at other small harbours.