

# 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.

## Dredging

On Thursday February 8<sup>th</sup> the Fraser L/B went on a navigation training exercise to Ladner Harbour via Sea Reach. A route was plotted with the new Timezero Professional software as crewmembers have 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 means that the 'hump' will be a thing of the past and the Delta won't have any issues anymore when departing at low tide.

## Fraser & Delta L/B line launcher

On Saturday February 10<sup>th</sup> the Fraser L/B departed to Ladner Reach for a line launcher practice with the Delta. While underway Richard showed the new plug he made, which allows the anchor chain to be permanently attached, while preventing water ingress into the anchor locker. Ron showed the new line launcher board he made which can be used to prepare lines for the line launcher during training.

After the rendezvous with the Delta in Ladner Reach the vessels steamed to the area of Wellington Park where the Fraser pretended to be aground. The Delta first did a practice shot before making their approach to the Fraser. Once the projectile with line was fired to the Fraser crewmembers tried to haul in the line with the towline attached. Due to the current and weight of the towline it was not possible to haul it in and the line launcher line finally broke. A new attempt was made but this time an intermediate line (a few heaving lines) were

used to transfer the towline to the Fraser. This did work and the Delta took the Fraser in tow.

The Fraser was up next for the same practice but this time the Delta anchored before the Fraser made the approach. The new board and pelican case were used and it worked like a charm. A yellow intermediate line was used and the transfer of the towline worked really well. More practice will be needed in different environmental conditions to see what the effect of the sea state and wind will have on the projectile and line.



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.



Photo by Ron vd Zwan

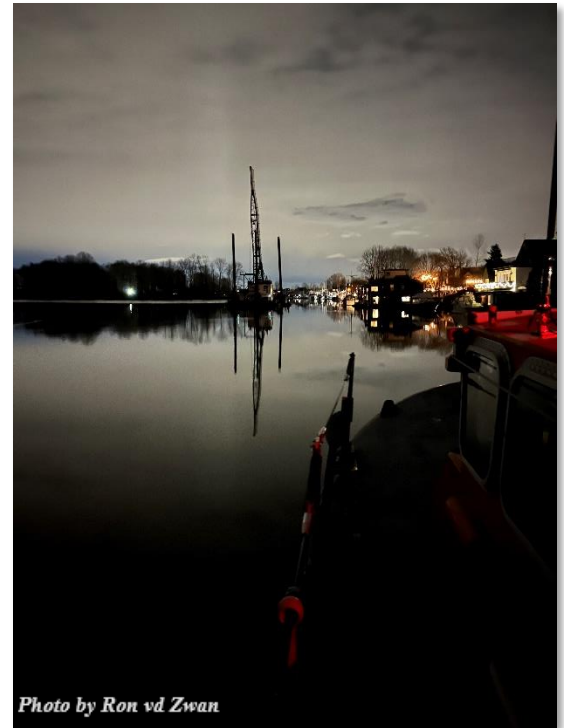


Photo by Ron vd Zwan



Photo by Ron vd Zwan



Photo by Wayne Sindall

## Wayne Sindall

Long-time service in the Canadian Armed Forces as Naval Reserve Boatswain then Diesel Mechanic. Served with Small Boats Unit, Fleet Diving Unit and numerous destroyers. Started my nautical career by racing 420 sailboats then as a coxswain of one of the rescue boats tasked in supporting the 1976 CORK (Canadian Olympic Regatta Kingston). Served with the RNR while living in the UK. Past member of Coast Guard Auxiliary and Metro Toronto Police Marine Unit. Employed as a Marine Engineer on numerous diesel and steam ships from the Beaufort Sea, the Great Lakes and East Coast.



Photo by Wayne Sindall

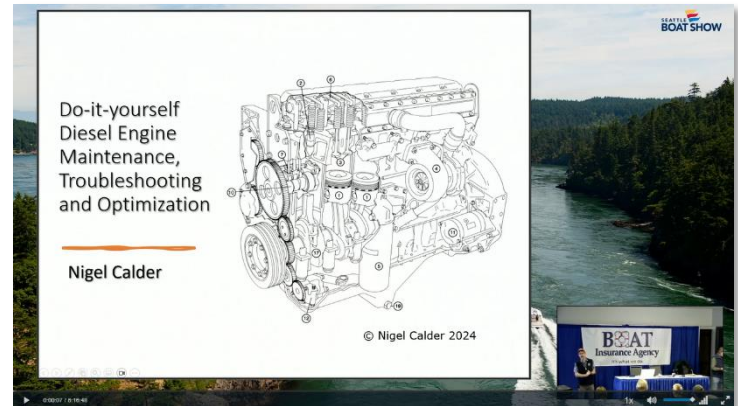
Experienced working on seismic survey, oil tankers, passenger ferries, bulkers both straight and self-unloader. My last merchant ship, the SS Birch Glenn, was a triple expansion just like the SS Master. While living in Toronto I enjoyed my time as a Marine Engineer on local tour boats. I came ashore and trained as a Nuclear Operator with Ontario Hydro. After obtaining a degree in GIS my postgraduate studies in education in the UK led me to be hired by the British Council to teach technology with the Botswana government. It has been many years since I first was immersed in the Esquimalt harbour during small boats training to now with my kayak along the local waterways after retiring for a second time from teaching shop both in Ontario then here in BC.

## Seattle Boat Show BSU Video Library Website by John Ashikian

CLI purchased an 'All board Package' for the Seattle Boat Show this year. With the intention of gaining access to the Boat Show's training materials. Presented as The Boat Show University, these classes are longer and offer more in-depth instruction than the regular show seminars and more importantly the online access makes to a good option for CLI training activities. Many of the courses are general knowledge but are none the less informative and provide a valuable insight in the various topics. The online 'courses' are available February 12 through to May 12 ... so, please arrange time for personal viewing. A few of the more noteworthy courses are listed below.

- Marine Electrical Design & Installations - 6.5 hours.
- Marine Diesel Engines - 6.5.
- Radar/AIS; Inboard Engines; Currents - 6.5 hours.
- Taking Care of your Outboard Motor - 2 hours
- Anchoring & Docking made easy - 2 hours.
- Marine Weather: Making the Go/No-Go Decision - 2 hours.
- Mastering Navionics App to Sharpen Navigation Skills -Part 1 & 2 – 3 hours.
- Medicine at Sea – 1.5 hours.

Some of the courses have additional download links for course materials.



The login information is on the CLI public website <https://canadianlifeboatinstitution.org/> Go to **Restricted - CLI Members Only** tab, the use drop-down to find **Crew Training - Restricted**, click that link. You need the password to access our site: CREW01. Follow the instructions to the Boat Show University (BSU) website site and provide the login information. Remember to report these learning sessions by documenting them as non-event hours.



## Results

Although the number of visitors were down 10%-13% (newsletter boat show) compared to 2023 the donations this year went up. Every day the CLI booth crew received more than \$1,000.00 (except Sunday (\$893.00) with Saturday being the best day (2,100.00) and the Delta surpassed for the first time \$1,000.00 in donations (\$1,343.00). The CLI received a total of \$8,266.60, \$2,661.60 more than last year. A big contributor to this success were the mugs, which were handed out for donations of \$20.00 and over. 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, even if it took them 10 minutes to get the donation processed (typos, etc.). These results are promising for the next boat show as CLI is now looking into getting a device that allows the visitors to donate by tap.



Photo by Jim Fox

## Family long weekend safety patrol

The Fraser L/B 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 gen set. While departing the harbour for Sand Heads the Fraser L/B 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 tug boat requested the Fraser L/B to check the skiff to see if it would accept its help. Victoria traffic

requested the Fraser L/B to report the issues to Victoria Coast Guard Radio on channel 83a. Coxswain David 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 L/B 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. Before he did that Richard handed over a TimTam cookie as it happened to be the skipper's birthday.



Photo by Ron vd Zwan



Photo by Ron vd Zwan

After the skiff was safely moored at the fuel dock the Fraser continued its safety patrol and this time it was to decide to go upriver. No further issues were encountered besides a freighter coming upriver and a tug and barge going downriver with the Fraser in between the two. The Fraser moved over to the south side of the river giving enough space for both the freighter and tug and barge to pass each other. When the freighter passed the crew turned the Fraser 180 degrees back downriver towards Steveston where the Fraser tied up at the dock at 14:00. It was a successful first safety patrol and tow of the season.

## Boat launches 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.



Photo by Ron vd Zwan





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.



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



sailing. After I discovered that being a master mariner is not a requirement to join CLI, I applied immediately and now I am trying to learn as much as quickly as I can to become a useful crew member."

### Jovan Hamovic

"After it became obvious that my local sea (Pannonian) is not coming back anytime soon, I decided to move on and find a new sea I can love and care for. After some wandering around the World, I settled in Vancouver. For the past years I was mostly scuba diving, and only recently finally started sailing. After I discovered that being a master mariner is not a requirement to join CLI, I applied immediately and now I am trying to learn as much as quickly as I can to become a useful crew member."



### Working dinner with Delta Fire Department by John Horton

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 were Guy McKintuck and his deputy Dave Ayton. CLI was represented by Brian Cook, Dave Acton and John Horton. 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 inter-polarity between CLI and Delta Emergency Services. Plans are underway to commence joint training in the spring when Delta Firefighters will ship 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 such training.



Photo by John Horton

