



January 4, 2024 **The Delta Optimist A5**

Dredging on, for now, in historic Ladner Harbour

The port authority in 2021 announced one-time funding focusing on Ladner Harbour and Gunderson Slough

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Dredging is taking place at Ladner Harbour, but it remains to be seen how much more will be on the horizon.

Work commenced on Dec. 11 and is scheduled for about 30 days, using remaining money from the one-time \$1 million in funding provided by the Vancouver Fraser Port Authority three years ago.

According to the City of Delta, the work faced permitting delays as well as a limited scheduling opportunity due to fisheries windows, but all approvals are now in place. Dredging volumes are expected to be between 30,000-and-33,000 cubic metres.

The City of Delta, Richmond, Tsawwassen First Nation and Musqueam Indian Band have joined together to lobby for a regular maintenance program, urging Prime Minister Justin Trudeau to provide action on local channel dredging in the lower Fraser as

silt volumes build.

They said they recognize the VFPA's commitment to continue to work with them along with other government agencies and stakeholders toward a long-term sustainable dredging program. While they appreciated the port's \$1 million in funding for local Delta channel dredging, they were hopeful that contribution would be a catalyst toward the development of a comprehensive, long-term plan for maintaining the local channels.

This summer, more than 150 frustrated float homeowners and business owners made their anger known at a town hall meeting on the ongoing issue at a packed town hall meeting at Fisherman's Hall in Ladner.

The message many conveyed was made loud and clear that they don't want to hear their political representatives describing how much they have been advocating, wanting to finally see results.

Mayor George Harvie, Delta South



SANDOR GYARMATI PHOTO

Dredging equipment in the local channel fronting River Road West.

MLA Ian Paton and Delta MP Carla Qualtrough spoke of their continued frustration getting someone to assume responsibility for immediate dredging to alleviate the rapidly silting-up secondary channels of the Fraser River, as well as an ongoing maintenance program to ensure the current situation can be avoided.

All three politicians noted the port

authority was responsible before, but was no longer continuing what should still be its obligation, and, ever since then, the federal and provincial governments have passed the buck while showing an unwillingness to address the worsening problem.

Acknowledging the efforts of the Ladner Sediment Group, Qualtrough said the issue has been "the biggest jurisdictional passing of the buck" she's ever experienced since she was elected, suggesting the residents form a new, larger advocacy group.

Paton, who submitted a petition in the legislature, said it's not worth "chasing down" \$12-to-\$14 million every 10 years to get dredging done at one time, only to see the problem come back. Instead, an ongoing maintenance program costing \$2 million a year makes sense.

The province has a role to play, since it controls water lot leases, but the government refuses to even acknowledge there is an issue, he said.

Fraser LB satellite compass / towing light



Richard made brackets for the new satellite compass and yellow towing light. The cables for the satellite compass have been pulled to the navigation station and 24 VDC power has been supplied to the NMEA 2000 backbone. The Satellite compass and Timezero are now fully operational.

The tow light cables will be pulled to the bridge helm station once the weather improves and time permits.



Photo by Richard Kaufmann

Practice line launcher

Saturday January 6. While cleaning the Delta after the refit crewmembers tested the new line launcher. The first shot was fired using the integrated line launcher canister. This went very well but in order to not waste more canister line, the used line was flaked on the dock before the shot was fired. This worked too although part of the line got entangled. For the final test shot the line flaked on the wooden line organizer was used. This worked well too. The next test will be when the Delta and Fraser will do a towing exercise.



Photo by Ken Robertson





January 2024 Fraser in the snow



Photo by Marguerite Freeman

Saturday training by David Acton

Today, January 20th, Delta Lifeboat remained at dock due to thick ice but still conducted training. Fraser Lifeboat was on the water conducting low visibility training in areas of fairly thick fog. We passed the CCG Hovercraft Moytel conducting maintenance on the range markers. The dredger FRPD 309 is seen off our stern.



Photo by David Acton



Photo by David Acton

Please be advised; when we departed dock yesterday and did our normal call in to CGR CH 4A we were advised to not use that channel and do our call in and check out from now on using CH 83A. We were told 4A is for Coast Guard vessels only.

Lights on life-jackets key to rescue of four plucked from ocean off Port Hardy



Jeff Bell

2 days ago January 14, 2024



The victims were treated for hypothermia while they were being taken to shore in Port Hardy, where ambulance paramedics were waiting to transfer them to hospital. VIA CANADIAN COAST GUARD

Lights on the life-jackets of four people who had to abandon their boat in Queen Charlotte Strait off Port Hardy Wednesday night helped lead rescuers to their location in the frigid ocean.

They had been in the water for 45 minutes.

"It was a really large area being searched, so it was actually the lights on the life-jackets that were spotted when the people were in the water," said Canadian Coast Guard spokesperson Kiri Westnedge. "It probably saved their lives."

The 25-foot craft, an unspecified work boat, had sunk by the time rescuers arrived at the scene about 13 kilometres from Port Hardy, Westnedge said.

She said the boat sank after it took on water when its windows were smashed by waves from two-metre seas.

Other safety equipment on board included a VHF radio and flares, which helped MV Coastal Server — another vessel that happened to be travelling in the area — narrow down where the distressed boat was before the coast guard took over.

A coast guard crew found the four people huddled together in the water and pulled them out, then assisted with a difficult transfer to a larger vessel.

"Due to the weather and sea conditions this was a very challenging transfer between vessels, but we needed to get the four people into a warm, dry environment," the coast guard said in a statement.

The victims were treated for hypothermia while they were being taken to shore, where ambulance paramedics were waiting to transfer them to hospital. No information about their condition was available.

Three ambulances went to the coast guard dock in Port Hardy after being contacted by the coast guard about 6:40 p.m., said paramedic spokesperson Brian Twaites. Victoria's Joint Rescue Co-ordination Centre initially received the call about a vessel in distress about 6:15 p.m.

Coast guard ships Florencia Bay and Sir William Grenfell then responded, along with fast-rescue crafts Port Hardy 1 and Sir William Grenfell, and a Cormorant helicopter from 442 Squadron in Comox.

The coast guard praised the preparedness of the crew on the rescued boat, saying without the safety equipment it carried, "this incident might have had a much different ending."





VANCOUVER INTERNATIONAL **BOAT SHOW**

Preparations

On Friday January 26th crewmembers went in the afternoon to the Steveston and Ladner sheds to load PJ's truck with all the items needed for the boat show at BC Place like carpet, tent, banners, tables, chairs, leaflets etc.

On Saturday January 27th crewmembers worked hard to get the Delta Lifeboat in tiptop shape for the show.

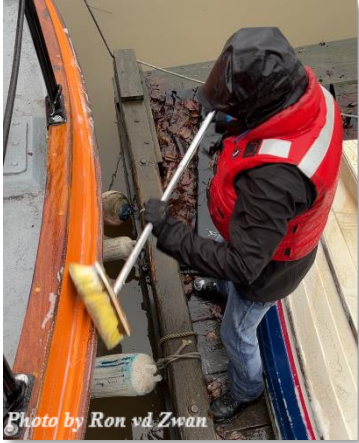


Photo by Ron vd Zwan



Photo by Monika Boldak



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Photo by Jim Fox

On Monday January 29th crewmembers installed the booth at BC Place.
On Tuesday January 30th crewmembers sailed the Delta to Granville Island. The CLI is now ready for the boat show after all the hard work from our crewmembers.

Day 1 @ the Boat Show

Wednesday January 31st. The boat show started slowly today at 10 am with visitors trickling in. During the day the numbers started to increase. Crewmembers welcomed the visitors at the CLI booth which is at the same location as last year.



During last coxswain meeting David Acton brought up the idea to have branded mugs as a "Thank You" give away for donations \$20.00 and higher. All coxswains agreed that this was a good idea and the following day Ron designed and ordered mugs. The mugs arrived just in time the Monday before the boat show and were distributed between the booth and Delta.

Today the crew was able to see the effect of getting \$20.00 donations and handing out a mug as a thank you for their support. Many visitors who had the intention to donate \$5.00 were swayed to donate \$20.00 and received their mug. PayPal and Canada Helps were used by visitors who had no cash but who did want the get the mug.

Because of the mugs the booth crew received at the end of the day \$1,100.00 in donations. The highest amount of donations ever received for the first boat show day. Thanks David for your idea and for the booth crew to make this a successful day!

Crewmembers on the Delta received visitors throughout the day. Not the busy for the first day but it is expected that it will pick up in the coming days.



Photo by Jim Fox



Photo by John Oystensen



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