

## Emergency Preparedness Week Delta City Hall by John Horton

The week of Monday May 6<sup>th</sup> was declared Emergency Preparedness Week and CLI was invited to include an educational display along with the Delta fire department. CLI's Brian Cook was in attendance to pass out info to interested parties in Delta's City Hall.

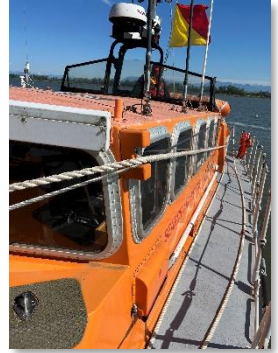
From the Emergency Management Office; An emergency or disaster can occur anytime, anywhere. An earthquake, flood, power outage, and severe weather incidents are just some of the possibilities. Through the Delta Emergency Management Office, Delta strives to be a prepared community, ready to respond to disaster or emergency. With the help of Delta Fire & Emergency Services, Delta Police and Delta's Engineering, and Parks, Recreation and Culture departments, the Emergency Management Office plans, prepares and coordinates response in the event of an emergency. For further information on emergency preparedness, please contact the Emergency Management Office at 604-952-3111 or by email [emergencyprogram@delta.ca](mailto:emergencyprogram@delta.ca)



## Fraser L/B training

On Saturday May 11<sup>th</sup> Fraser L/B practiced stern anchoring for situations where the L/B has to do a beach or shore extraction. The small Navy anchor was used to see if there was sufficient grip to winch off from beaching. By using the bollard and safety cable guide located at the wheelhouse the anchor rode was brought from the stern to the winch on the bow. This setup worked really well but the small Navy anchor was dragging in the mud and it was not possible to pull the Fraser from the shore. The plow anchor will be used next time as it has more holding power for this situation.

While beached a shore extraction was done with the 'Oscar' dummy and stretcher. The shore was high enough to make this extraction work from the bow but when there would be a greater difference in height a ladder would be a great help for the crew to get the stretcher with casualty on the boat as well as the crewmembers.

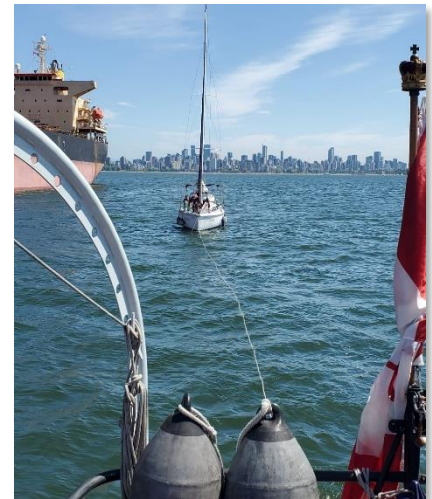


## RVYC Sail Past by John Horton

On Saturday, 11<sup>th</sup> May the Delta L/B transited to English Bay to participate in the annual Royal Vancouver Yacht Clubs Sail Past. After forming up in the special group, the Delta L/B sailed past the new Commodore dipping the ensign in salute. Following the Sail Past 'Delta' proceeded into False Creek to "show the flag".

Later, while departing False Creek, "Delta" was tasked to assist a 30' sailing vessel disabled in English

Bay. Arriving on scene 20 minutes later the vessel was found at anchor with a crab line foul of its propeller. The vessel was anchored approximately 75' of an anchored deep sea ship, which, if it had swung on the tide, could have collided with the sailing vessel.



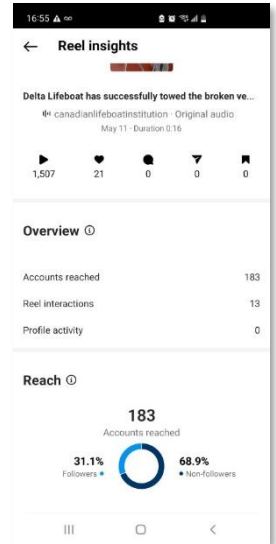


‘Delta’ was soon ready to pass a tow which was quickly done. Taking the strain helped the sailing vessel crew weigh anchor by hand. The vessel was then towed to the Heather Street Marina, where it was successfully secured.

During the tow it was alarming to note that one powerboat crossed close ahead and a sailing vessel had to be warned off as they would have fouled the tow line!!! (? Situational awareness!)

## Instagram posts

On Saturday Monika posted a video on Instagram of the sailboat tow. On Sunday afternoon the statistics shown on the right were shared. It does show that the CLI does reach people when action videos are posted. Thank you, Monika, for the posting and the statistics.



## Northern lights

On Friday May 10<sup>th</sup> Vancouver was treated to beautiful Northern Lights due to a solar storm. Vlad sent us the photo on the left. According to the news the Northern Lights would also be visible on Saturday night so it was decided to take the Delta out on a short cruise giving crewmembers and guests a chance to see the lights from the water. The Delta departed at 10pm from the Ladner L/B station. While underway many huge logs were seen and evaded. Unfortunately, no Northern Lights were observed. On the way back to the station the search lights were used to light up the logs as collision prevention.

## Port Authority by John Horton

Tuesday May 14<sup>th</sup>. The Vancouver Port Authority invited CLI’s cox’ns to attend a briefing at its Annacis Island office to discuss escort duties in the Fraser River. The discussion was to ensure all protocols are followed and that future patrols conducted by CLI continue to be safe and productive. It is recognized that over the years CLI has ‘written the book’ on how to conduct escort duties in the Fraser.

Editor: Coxswains met with Chris Nilsson, Senior Harbour Patrol Officer of the Vancouver Fraser Port Authority Marine Operations Division, and Aubrey Pedersen to learn how the Authority’s patrol boats conduct escort duties. The CLI had the honour to be the first ones who used their new training room. Chris shared a PowerPoint presentation with the team showing the responsibilities and limitations of the Port Authority and vessels help to control traffic. The presentation will be shared with the CLI so it can be used to educate the crewmembers.



## Safe Boating Day by John Horton

2024 Safe Boating Day was held at Granville Island on the 16<sup>th</sup> of May. Hosted by the Vancouver Port Authority, vessels from Coast Guard, VPA, RCMP, Vancouver Police and Fire, Coast Guard Aux. and Canadian Lifeboat Institution were invited to attend. ‘Delta L/B’ transited to False Creek to join in the event and tell CLI’s story.

Editor: From [www.portvancouver.com](http://www.portvancouver.com)  
**Vancouver, B.C.:** National Safe Boating Awareness Week will kick off in Vancouver this

Thursday, May 16, with an event at Granville Island that will help boaters, recreational water users and paddlers stay safe on local waterways. Vancouver is home to some of Canada’s most picturesque and busy waterways—with countless recreational users sharing the space with the approximately 3,000 deep-sea vessels that call the Port of Vancouver annually. As the federal agency responsible for the shared stewardship of the waters that make up the Port of Vancouver, the Vancouver Fraser Port Authority’s mandate includes ensuring safe and efficient movement of marine traffic on port waters.

“Our focus every day is on creating a safe shared space for the countless recreational and commercial vessels that operate in the waters that make up Canada’s busiest port,” said Jason Krott, manager, marine operations and fleet, at the port authority. “This can include everything from escorting deep-sea vessels through congested





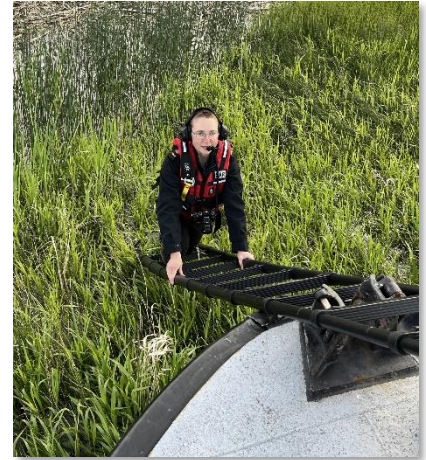
waterways to educating recreational boaters and paddlers about the need to stay clear of large ships to their limited visibility, slower stopping speeds and potential wakes.”

The port authority is partnering with the Canadian Safe Boating Council to host this year’s inaugural Granville Island water safety event, which will also include the Vancouver Police Department, Canadian Coast Guard, Boating BC, Royal Canadian Marine Search and Rescue, Transport Canada and ICBC. The event will feature an on-water demonstration by first responders, information booths with the latest safety tips for local waterways, as well as the chance to talk to local marine responders and see response vessels such as the port authority’s Takaya harbour patrol boat up close. Every year the port authority’s harbour patrol team educates hundreds of recreational users in Burrard Inlet and the Fraser River on safety considerations and local rules, such as speed limits and the importance of staying clear of deep-sea vessels.

“It’s not difficult to have an enjoyable and safe start to your summer,” said Ian Gilson, director of the Canadian Safe Boating Council. “By behaving responsibly on the water, ensuring you have the proper safety equipment aboard and limiting your alcohol consumption so after you arrive back at the dock, you can truly enjoy this upcoming boating season.”

## Fraser beaching exercise

While practicing beaching on Saturday May 11<sup>th</sup> it was noticed that it was challenge to get off and on the Fraser from the bow, depending on the tide and shore. David got permission to get a telescopic ladder and today it was tested in Sea Reach. The ladder works well and can also be used as a guide when getting someone in the stretcher back on board. Stern anchoring with the plow anchor was also practiced and we were able to pull the Fraser off by only the winch. Retrieving the anchor at the stern worked but was not ideal. Next time the rode will be walked to the bow and retrieved from there.



**Environmental study 24 May 2024** by John Horton

Once again CLI was asked to assist in an environmental study of bird and animal life in the Fraser estuary. This study gives an indication of the health of the estuary at a time when climate change is having dramatic effects on the area. The study covered the lower Fraser and Sturgeon Bank and the TD middle arm jetty. Even a large grey whale was sighted feeding in 20 ft of water.

## Ahoy CLI Shipmates,

by Ken Robertson  
Have you ever heard the expression “The best laid plans of mice and men, Gang aft a-gley”? or, “Know how to make the Gods laugh? Make plans!”



We left Fiji with all the intentions of doing what I had described in an earlier letter. The preparations had gone well, mostly. We delayed a day to get a better weather window, and also give us another day to fix some more items. On Saturday, we cleared Customs at the marina cafe, then started getting ready to cast off. All the marina staff came down to assist, as well as sing the traditional Fijian farewell song “Isa Lei”, and tied a wreath to our bow.



Leaving the marina, we rolled out the genoa, and with a brisk 15 - 18kn breeze headed towards the pass in the outer reef. The four hours to travel those 24 miles gave us time to get into sea going mode, getting everything stowed. It was late afternoon when we got out into the open ocean. The wind had picked up to 30kn on the port quarter, with a confused four-meter SE swell rolling in. Even with six wraps in the genoa to lessen the sail area, and hence not over burden the boat, it was like being in a washing machine on a rinse cycle. Although the boat could handle the conditions, the crew were not comfortable being tossed around. Instead of heading to our destination, I turned the boat more down wind to a 150° - 170° wind angle to try to lessen the motion. To try to. In those conditions it was just a token gesture. Crew



comfort was more important than getting to our planned destination of Tanna Island to view the active volcano. I had hoped that when the wind moderated we would be able to aim for Tanna, but decided that getting to Port Villa and settled conditions was more important.

Moving around below decks had to be a planned move, making sure that handholds were within grasp. With only the three of us on board, we had a rotating four-hour watch system for the next three days as we rolled, pitched, and corkscrewed our way across the ocean. Wendy did well in her first open ocean passage.



On day three the wind dropped to 15 - 20kn with a more organized three-meter swell. Great tropical sailing. We rolled out more of the genoa, bringing our SOG to around 7kn.

When I came on watch at 3am on day four, the lights on Efate Island were visible. At the entrance to the harbour we gybed on to a starboard tack, but waited for dawn before heading into the inner harbour, through a narrow channel, to anchor in the quarantine area, flying our courtesy Vanuatu flag and yellow Q flag, as per regulations. The 530-mile passage had taken three days and 18 hours, an average of 6kn. Not bad for those conditions.

It was during talks with the Customs and Bio-Security officials that we learned of the rioting in New Caledonia, our next port of call, and where my cousin was going to transit en-route to meet us. The disturbance was not part of our plans! As mentioned in the previous letter, New Caledonia is one of the few countries with two national flags, illustrating the continuing discontent between the two factions in the country, the Kanaka natives and the French colonizers. Kirsten (cousin) has had to abandon her plans to meet us, and Wendy and I have had change our flights home.

We spent the next week exploring the area around Port Villa, meeting other yachties, all of us lying about our great sailing adventures. We were tied to a mooring owned by Yachting World, a local company that owned a waterfront restaurant and bar, that also had slips where we could tie European style, ie with a bow line to a mooring and two stern lines ashore, enabling crew to step ashore over the stern. We moved to tie to the restaurant for the last two days in Port Villa, before heading around to the west side of Efate Island, to Port Havannah, in the NW corner of the island. While in Port Villa we meet two groups of people who want to develop this area. One has bought land with the intention of building a marina, the other has a dive boat who wants to develop a charter business. Both are Australian entrepreneurs.



I am glad that we have arrived in the “dry” season. Some days there has been only a drizzle, which keeps us cool when walking around in 29° temperatures. However there have been a few days when it seemed like a Vancouver-in-November downpour. No wonder the streets have deep kerbs. We collected 7” of rain water in the dingy one night, enough to allow Wendy to have a bath in it.



A local guide took us to the west side of Moso island (which forms the outer barrier for Pt Havannah) to spend the day snorkelling. There were spectacular coral formations with lots of bright coloured fish swimming through the coral. On



the way back we visited a sad sight, a 165ft super yacht (Blue Gold) that got blown ashore during a typhoon in 2015. The winds peaked at 150kn before the anemometer

blew away. There is still talk of re-floating her. A local crew are keeping watch, preventing any looting. On Sunday May 26, we were invited to the local village to attend church, which was conducted in the local dialect with some English thrown in for our benefit. As best as we could determine the service was an ecumenical version of the Anglican liturgy. Everyone was in their Sunday best.

As you might have gathered, I really enjoy the sailing life, travelling to and exploring distant islands and meeting people of different cultures. I have been told that there are cures for all addictions, except one - sailing. I am addicted!

See you all later in June.

Ken

**Filming the Lifeboats** by John Horton

CLI has made friends with a small group interested in documenting vessels of interest on the West Coast. During the April refit of the Delta L/B they filmed some of the work being carried out. On Saturday 25<sup>th</sup> of May the cameramen embarked aboard the lifeboats to film training activities. This included launching and recovery of the RHIB, a man over board recovery, a towex, and deployment of the fire suppression system.



Some filming was done using a drone and more will be done in the future. Film will be posted on various social media sites and will be an extremely useful training P.R. tool for CLI.



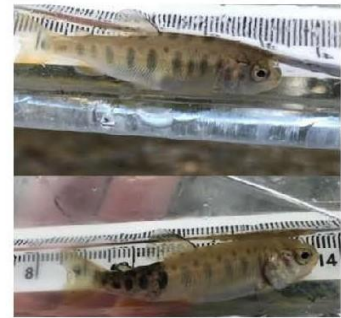
Editor:  
While waiting for Delta to take their footage the Fraser did some shore extraction at Gilligan's

Island. Due to the sharp dropping tide it was a doable challenge to keep the Fraser perpendicular to the shore. All crewmembers got a try behind the helm and succeeded in getting persons on and off the shore.

**DELTA OPTIMIST**

**B.C. boaters ordered to remove drainage plugs to prevent spread of whirling disease**

VICTORIA — British Columbia's chief veterinarian has issued an order making it illegal to transport boats or other watercraft without removing the drain plug to prevent the spread of whirling disease.



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The Ministry of Water, Land and Resource Stewardship says the order takes effect on Friday and is also intended to keep invasive mussels out of B.C. waterways.

Boat operators are being required to clean, drain and dry all watercraft and remove all mud, sand and plants before leaving the shore.

Vessels will also have to dry out for at least 24 hours before entering new waters.

Whirling disease causes deformities in fish and has a high mortality rate but poses no health risk to people swimming in or drinking water that contains the parasite responsible for the condition.

The ministry says inspectors will be checking watercraft for compliance with the new orders.

The first case of whirling disease in B.C. was confirmed in Yoho National Park in December 2023 and all water bodies in the park have been closed until March next year.

There is no treatment to eradicate the disease.

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The Canadian Press