

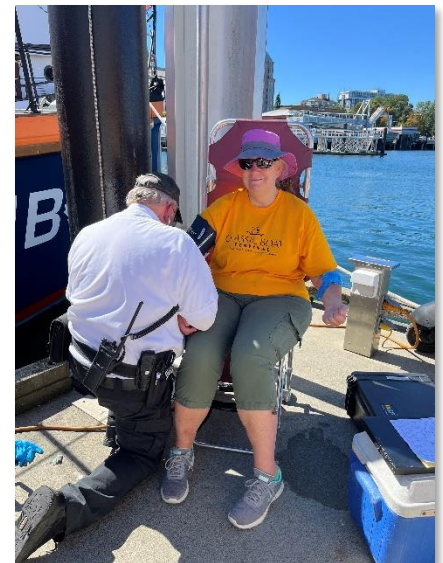


2024 Victoria Classic Boat Festival

As in previous years, CLI was invited to participate in this prestigious event, the 45th annual Classic Boat Festival. The First Classic Boat Festival saw 32 boats in Victoria’s Inner Harbour, overseen by judge and honorary Commodore Frank Fredette; a sealer, boat builder, naval architect, and Thermopylae Club member. Pulling boat races were a hit with young and old, sea shanties were sung, Jim Saul played his saw, and everybody had a great time. One award was given back then ‘Best Sail’, at a seafood dinner at the White Eagles Hall in James Bay. After much dancing the participants were loaded on to double-decker buses and returned to their boats in the Inner Harbour in front of the Empress Hotel.



Since then the boat festival has grown and this year’s festival saw 85 classic boats, approximately 10,000 visitors to the docks, 50 volunteers, over three wonderful days. Partnering with St. John Ambulance personnel, the ‘Delta Lifeboat’ & crew acted as the medical guard ship for the festival. While no serious incidents happened, several wasp stings were treated and two ladies who fainted were attended to with the assistance of ‘Delta Lifeboat’ crewmembers. These were great learning opportunities for the ‘Delta’ crew showing how the St. John



Ambulance personnel handled these medical cases. Besides comforting the patients and attending the “wounds” a lot of time is taken to fill out a form with multiple questions about the patient’s history and what led to the incident.

‘Delta Lifeboat’ departed Ladner at noon on Thursday 29 of August. The dropping tide gave the ‘Delta Lifeboat’ a big push which resulted in speeds of up to 13 knots. Crewmembers set out a route through Active Pass passing via Moresby Island, Sidney Island, D’Arcy Island and Discovery Island in to Victoria Inner Harbour. The ‘Delta Lifeboat’ secured at 1700 hours. Unlike some previous years there were no reported incidents though the transited areas.





The festival officially opened at noon on Friday when the ex-seine boat 'Midnight Sun' docked carrying Robert Allen, this year's Honorary Commodore. Robert has a worldwide reputation for his innovative tug boat designs. 'Delta Lifeboat' crewmembers lined up on the foredeck to welcome the 'Midnight Sun'. While visitors were roaming the docks visiting the vessels "pirates" welcomed them with shanties on the Gikumi.



A welcome reception for all the participants and volunteers was held on Friday evening at the Canadian Pacific Lawn Bowling Club. While enjoying some hors

d'oeuvres and drinks, participants were able to throw some bowls.

Throughout out Friday, Saturday and Sunday 'Delta Lifeboat' welcomed visitors aboard whom showed great interest in CLI's work. Many voicing that in their opinion 'Delta Lifeboat' was one of the most interesting vessels in the festival. They showed their appreciation by donating generously to CLI and receiving a branded mug or earbuds as a thank you in return. On Saturday evening 'Delta Lifeboat' hosted a reception on board for guests, friends and supporters from the Navy, Coast Guard, Maritime Museum of BC and other CLI members. Crewmembers did an excellent job in providing the guests with snacks and drinks while John and Mary entertained the guests.



Sunday forenoon is always when the sail past is held. Sailing out of the inner harbour, past 'Midnight Sun' and saluting the Honorary Commodore. The fleet in line ahead makes impressive sight for spectators along the Victoria waterfront. Returning back alongside for the last of the 'open house' and the closing evening dinner in the Grand Hotel.

Monday morning 'Delta Lifeboat' slipped at 0930 for the transit back to Ladner. A return route through Georgeson Passage was chosen to give the crew some challenging navigation training enroute. 'Delta Lifeboat' secured back at station at 1700 hours, closing an interesting and rewarding weekend.

Labour Day Safety Patrol

Monday September 2nd. Fraser Lifeboat performed a safety patrol anticipating that many weekend travellers would return home. Victoria Traffic was contacted to determine if a native fishery was happening. They advised that there was only a fishery above the Pattullo Bridge.



A large sport fishery though was in progress at Sand Heads. Fraser Lifeboat anchored near Albion Box where crewmembers saw many recreational vessels returning home, none however needing any assistance. It was determined that a small fishery was happening near channel marker S25 by the tunnel so Fraser Lifeboat weighed anchor to check this out. A few fishing vessels were seen but no escorts of tugs and barges or deep seas were needed and Fraser Lifeboat returned back to Steveston Station where it was secured at 1700 hours.

Delta Voice Pipe Command Training



On Saturday September 14th ‘Delta Lifeboat’ conducted a voice pipe command station training. The Officer of Watch gave helm orders from the Bridge to the helmsman through the voice pipe. Position was taken beside a channel marker maintaining a safe distance and keeping station. Commanding the vessel this way requires a helmsman who responds quickly to the commands and an OOW who anticipates the slight delays of command. It does give the OOW a better overview from the Bridge of what is happening around the vessel and has to be practised next time when doing a tow exercise with the Fraser Lifeboat or when departing/arriving at the dock.

At Sand Heads there were many pleasure crafts fishing as can be seen on the radar screen. On the way back to the station ‘Delta Lifeboat’ was flagged down by a 14’ aluminum skiff with engine problems. The skiff was taken in tow and safely dropped off at Wellington Point Park boat ramp.



Delta Lifeboat Environmental Day Sail

Wednesday September 25th. A team of environmentalists embarked ‘Delta Lifeboat’ for a day sail in the lower Fraser River. This has now become an annual event, and an important part of CLI contributions to the community. ‘Delta Lifeboat’ sailed to Sand Heads and on to Tsawwassen Ferry Terminal where a survey was conducted around the breakwaters. Two more environmental day sails are being scheduled for Wednesday October 2nd and Wednesday October 9th.

Fraser River Sector Light Change

To help deep seas stay in the middle of the shipping channel, two range lights were changed to sector lights. When going up river, one sector light can be seen at the west side of Deas Island. A red light means steer to port, a green light means steer to starboard and a white light means you’re at the centre of the shipping channel.

The other sector light can be seen when going down river at Lulu Island. The meaning of the red and green light is opposite to the Deas Island light. This light has now been changed back to a range light.



Lucille Johnstone Workboat Parade

As part of the RiverFest and to celebrate World Rivers Day and BC Rivers Day, the Lucille Johnstone Workboat Parade was held on Saturday September 28th. The parade was named after Lucille Johnstone, a tugboat titan who made Rivtow a leading marine company.

Rivtow was just a three-boat log-towing operation when Lucille Johnstone came aboard as an unskilled girl in the late 1940s. By the 1980s, Rivtow had taken over its biggest rival to become one of the giants of the marine transportation industry with connections worldwide, and Lucille was the driving force behind its success. As the company grew she worked her way from receptionist to secretary to dispatcher to administrator to CEO and finally, to president. A remarkable feat for a woman in those times, and made even more remarkable in that her unlikely success took place in the male-dominated world of tow boating.

Lucille Johnstone was as legendary for her kindness and social conscience as she was for her clever negotiating and creative deal making. Because of her selflessness, she unfortunately did not think it necessary to secure her position in the corporation she helped to build, ending up on the outside looking in after a generational shift of ownership. Putting that behind her, Lucille went on with life, this time as a driving force behind Expo 86, the new Vancouver International Airport and St. John Ambulance, among a number of other businesses and charities. Lucille’s many recognitions include an honorary doctorate from UBC as a Woman of Distinction, and being named to both the Order of British Columbia and the Order of Canada.



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Both lifeboats departed at 0930 hours to participate in the parade. The 'Delta Lifeboat' had 8 crew, 4 of them women, and David Reece, CLI board member. 'Delta Lifeboat' went for anchor near the Fraser Surrey Docks and Fraser Lifeboat came alongside. A potluck was held and Keith had made an excellent chili which was enjoyed by all crewmembers.



At 1315 hours 'Fraser Lifeboat' and 'Delta Lifeboat' weighed anchor to transit to the west side of the Queensborough railway swing bridge, the muster point for the parade. The 'Fraser Lifeboat' tied up alongside the log booms while the 'Delta Lifeboat' puddled around, waiting for the start of the parade. At around 1400 hours the classic converted wooden tug, Viking King, started the parade followed by RCM-SAR 7, 'Fraser lifeboat', many tugs and 'Delta lifeboat' to the New Westminster boardwalk, while the Vancouver Port Authority acted as a safety vessel. Although the weather was overcast still a lot of people lined up to have a good look at the parade. Vessels sounded their horns and sirens and the public waved in return. The first pass is always subdued compared to the second time when the 'Fraser Lifeboat' showed its capability of creating a huge wake which RCM-SAR 7 used to show their capabilities. Tugs demonstrated their power by doing tug-on-tug pushing "contests". After the parade both Lifeboats returned to their home Stations.

