



AIS Class A Fraser Lifeboat

A new Class A AIS has been installed on the Fraser Lifeboat (navigation station) replacing the Class B AIS. While doing exercises with the Delta it was noticed that the Fraser was not always visible and it got worse with bigger distances. Because of that it was decided to replace the AIS Class B for a Class A. The main difference between Class A and Class B AIS is the power at which they transmit, which affects their range. Also, AIS information from a class A will always be prioritized and thus, be shown to other ships in the area, whereas AIS information from a class B will not be shown until or if there is room on the AIS channel.

Before departing the Lifeboat, station crewmembers must set the destination and number of POB. This can be done in the

Home/Voyage Data Settings. The user manual for the CLA2000 AIS has been uploaded to the website.

Scoop / Clamshell stretcher

A new scoop / clamshell stretcher has been purchased for the Delta lifeboat and brackets to store it were installed by P.J. The Scoop Stretcher (Clamshell) provides superior comfort and safety to patients who need spinal immobilization. The Scoop eliminates the need for log-roll maneuvers, which significantly decreases movement to the cervical spine. The Scoop is made from X-ray translucent, lightweight, high-impact composite materials. The two hinged, interlocking pieces allow operators to bring the two halves together beneath the patient and gently scoop them up.



Shelf Delta Lifeboat

A new shelf has been made and installed by P.J. on the Delta. This shelf will enhance the usage of the new head.

New crewmembers

Saturday March 1. Two new crewmembers, Logan Jones on the left and Juan Gonzales on the right, were officially welcomed by Brian Cook on the Delta Lifeboat by handing them their CLI ballcap and chevrons.



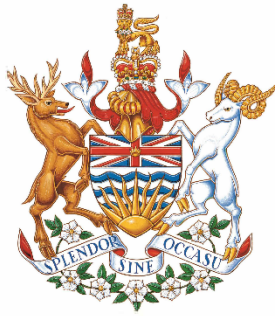


Information CLI's website

It seems to be that old and new crewmembers have issues finding information on the CLI website (cli.vr-sar.org). When logged in members will land on their Dashboard. On the right side of the Dashboard links can be found to all important information of which "File list" is the most important one. In "File list" multiple tabs can be seen with a self-explanatory names.

Manuals	Task Book	Lesson Plan	CLI Policy and Operations Manuals	Admin / Gen Info	First Aid	Global Images	Other	Boating Safety and PCCC	Selected
Training	1A-04 SOP	1B-02 SOP	FRASER Equipment Manuals	DELTA Equipment Manuals	Equipment Manuals Common to FRASER & DELTA	On Water Lifeboat Exercises	Engineering		
CLI Training Modules	RCM-SAR Training Manual by chapter	Training Reference Manuals							

Here crewmembers can find files like their Task Book, First Aid, Lifeboat Manuals and SOP's (Standard Operating Procedures). If crewmembers for instance are looking for helm commands then select the "1A-04 SOP" (Fraser) or "1B-02 SOP" (Delta) tab and in that tab, crew will find all the SOP's written for that vessel. Besides the SOP's an index file can be found to make the search for a certain SOP easier. In this example helm commands are universal so they are the same for both lifeboats. If crewmembers still have issues finding a file they should reach out to the web administrator (David Acton - admin@cli.vr-sar.org) or to a senior crewmember / coxswain.



Canada Province of British Columbia

A Proclamation

CHARLES THE THIRD, by the Grace of God, King of Canada and His other Realms and Territories, Head of the Commonwealth

To all to whom these presents shall come – Greeting

WHEREAS air, marine and ground search and rescue volunteers locate and rescue thousands of people every year, and

WHEREAS the government of British Columbia strongly supports the role of search and rescue volunteers as a vital emergency service, and

WHEREAS each year, a day is dedicated to mark the service and sacrifice of search and rescue volunteers in British Columbia, and

WHEREAS the Search and Rescue Volunteer Memorial was unveiled on March 2, 2017, as a lasting tribute to those search and rescue volunteers who have died in the line of duty and to honour all who serve in this province;

NOW KNOW YE THAT We do by these presents proclaim and declare that March 2, 2025 shall be known as


"Search and Rescue Volunteer Memorial Day"

in the Province of British Columbia.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent and the Great Seal of Our Province of British Columbia to be hereunto affixed.

WITNESS, The Honourable Leonard Marchand, Administrator of Our Province of British Columbia, in Our City of Vancouver, in Our Province, this seventeenth day of February, two thousand twenty-five and in the third year of Our Reign.

BY COMMAND.



Attorney General
and Deputy Premier



Administrator



Security camera system Fraser

On the Fraser Lifeboat a new security camera system has been stalled. The power is fed from the inverter which means is 24/7 active. All the HD video is stored on a 2 TB HDD. This unit is located behind the RayMarine console at the coxswain station where also the monitor is located. Video is fed from cameras mounted on the mast facing forward, aft, port and starboard.

Although it is a security system, the direct feed can be used by the coxswain / helmsman to see what is happening around the vessel. The stored footage can also be used for promotional videos or newscasts.





DELTA Lifeboat deployment to the Roe Herring Fishery

by John Horton

Once again, the Canadian Lifeboat Institution (CLI) planned on deploying its “Delta Lifeboat” in support of the annual roe herring fishery. Believing the start was still a few days away, CLI was unfortunately taken by surprise when an opening was announced for 1400 on March 5th. After a rushed shop for vitals and alerting the crew, “Delta” sailed at 0800 on the 6th March.

After rounding Sand Heads, a course was set for Chrome Island. Rough weather had green water over the wheelhouse which eased somewhat after Ballenas Island. Monitoring AIS and speaking to a passing seine boat indicated the action was in Lambert Channel which was reached at 1450. After cruising the length of the fishing area, “Delta” anchored in the middle of the anchored packers who were busy loading fish from the gillnetters. A visual and radio watch was

maintained through the night as active fishing continued. During the night winds backed to SE15.

At 0905 on the 7th “Delta” received a call for assistance from the FV Maile III. Their 38’ gillnet punt was flooded and requested a pump. The vessel was aground on Shingle Spit. After shifting to the area, the RHIB was sent away with the pump and successfully dewatered the punt.

At 1425 JRCC tasked “Delta” to assist a herring punt disabled and adrift in Lambert Channel between Whale Bone Pt and the Ferry Terminal. Quickly located off whalebone Point the vessel was found hanging on to an anchored gillnet which fortunately saved them from going onto the rocks. The closeness of the net and rough seas made passing the tow line very tricky, but was achieved. Also, the lifeboat was in about 6 feet of water. The punt was towed over to Shingle Spit and secured to its mother ship the “FV Simidi”.



Prior to this tasking “Delta’s” RHIB was employed transporting a fisherman from the “Maile III” to his punt still ashore awaiting the tide to float. On reviewing its new tasking “Delta” responded calling Len Cheveldave in the RHIB to follow. “BZ” to Len for performing well in very difficult conditions.

While securing to the “FV Simidi” a radio message was received from the “FV Cristov” advising a punt disabled and adrift in Lambert Channel off Shingle Spit. The weather was still picking up with a short sea and 25 Knot winds. After a brief search the vessel was found adrift with broken steering gear and in danger of drifting ashore on Whalebone Point. The tow line was secured with difficulty as the crew member on the punt was not experienced. The punt was towed over to the lee of

Shingle Spit where a lot of vessels were seeking shelter. The owner then requested we tow it to Ford Cove where he might be able to effect repairs. The punt was finally secured in Ford Cove, where it was decided “Delta” would stay as no fishing was possible owing to the high winds.

On the 8th March the gale still blew 30-38 knots, so with no fishing but staying on call, “Delta’s” crew conducted maintenance, cleaning and training. Even secured in Harbour the LB continued to roll in the surge.

March 9th saw an improvement in the weather. Boats were moving south and so “Delta” slipped at 1030 transiting south along the Qualicum shoreline patrolling





through the fleet as fishing commenced. Finally anchoring at 2050 and establishing night watches. The weather remained clear and calm.



Ken Robertson had to leave the ship on the 10th so anchor was raised at 1000 arriving off French Creek at 1020. The RHIB was launched and Ken landed at the Coast Guard Station who helped him to catch a bus. At 1045 JRCC tasked “Delta” to assist a disabled sport fisherman off French Creek. The vessel was quickly located after firing off two flares. It has to be noted that although there were about ten other sport fishermen close by, none responded the flares!!! Taken in tow alongside, as the sea was calm, the 20’ vessel was secured in French Creek at 1145.

“Delta” continued a patrol further south towards Northwest Bay and as the winds were forecast to rise again fishing would again stop and some would seek refuge in Northwest Bay. It was decided after consultation with Canfishco that this was a good option. During the evening a message was received from DFO indicating the gillnet fishery would end at 1800. It was decided therefore that “Delta” would stand down and return to Ladner in the morning, but was weather dependent.

The following morning the winds had eased and so anchor was raised at 1000 for transit back to Ladner. With area WG active for military purposes, courses were laid through the island west of Winchelsea Island. Military aircraft were observed over the area. While abeam of Hammond Bay “Delta” was tasked for a possible red flare sighting, a search of the area was started. At 1145 JRCC reported it had been determined the flare was part of a military exercise and “Delta” stood down continuing her transit.

Off Nanaimo the wind started to rise and a short sea soon developed. Marine Traffic was quite heavy with two BC Ferries, 1 tug and tow and one Seaspan Rail ferry. All showing close CPA’s which made for good navigation training. The transit to Sand Heads continued into a 4’ sea which threw spray over the lifeboat. Sand Heads was rounded at 1431 and “Delta” secured at her station at 1550.

Later it was discovered the DFO had again opened the gillnet fishery, there remaining a further 100 ton of quota to catch. It appeared a miscommunication between DFO and Industry had occurred!!! All in all, it was a very good deployment. CLI was where it was needed when it was needed. The crew are to be commended for their excellent service and dedication. “BZ” to you all. Thanks were received from Industry and several fishing skippers. Congratulations were even received from the BC Ferry operations in Lambert Channel who had obviously monitored “Delta’s” activities.



2025 Herring fishery report by Ken Robertson

John Horton called us all on Wednesday afternoon, alerting everyone that the fishery had started at 2pm on Wednesday afternoon, therefore we would be sailing the next day (Thursday) at 8am. Thursday was a glorious day, with clear skies, and no wind (at the Ladner dock). However, as the skies were clear overnight, there was frost on the dock.

The intrepid crew, consisting of John H, John, O, Leonard C, Nick R and Ken R, slipped the dock at 8.10, heading down river, which was busy with Seaspan tugs and barges. All was good until we rounded Sand Heads lighthouse, getting out of the lee of the breakwater. We headed straight into the wind & waves, kicked up by a 20kn NW wind. The nasty chop slowed us down to approximately 8kn, with green water being thrown over the boat. We plowed our way north, past Entrance Is, Ballenas Island, and as the weather started to moderate, came to anchor on the east side of Denman Is, just



north of Whalebone Point, in amongst a fleet of packers and gillnet fishboats. They had been actively fishing, which was confirmed by the number of laden packer boats we had passed heading south, delivering the herring to market.

After dinner, we retired for the night, taking two-hour watches to maintain a radio vigil. We did notice a slow migration of boats leaving the anchorage, heading south, following the herring which were following the shore line.

Friday started out quite slow, just doing routine maintenance, when we received a radio call asking if we had a pump that could pump out a herring skiff that had become beached on Shingle Point, on Hornby Island. As the tide was dropping, the owner thought that there was no rush to get there. However, we realized that postponing taking the pump would mean having to carry the pump, whereas going now meant that the RHIB could go right to the skiff. Leonard and Nick suited up, loaded the pump, picked up the owner off the mother

ship and went to the skiff. It took about 30 minutes to get most of the water out of the skiff, which was loaded with herring. While Leonard was getting the owners information, we received a call from JRCC, relayed through CCG Radio, that there was a skiff with four people on board, in trouble north of Whalebone Point, in imminent danger of running aground. The wind had picked up to around SE 20-25kns with a short 2ft sea running. They had desperately grabbed an abandoned gill net and were in about 6ft of water, just outside the surf. Maneuvering alongside was difficult in those conditions, but after a couple of attempts, we were able to get a tow line aboard. We took them across Lambert Channel into the lee of Shingle Point where their mother ship was awaiting.



While we were towing the skiff, we received a radio call that a fish boat had lost steerage in the middle of Lambert Channel and was in need of assistance. As soon as we were able to get the skiff secured, we headed off to render assistance. Finding the boat was easy, getting a line aboard and secured was not. Leonard was able to get a heaving line across the bow, but the crew just looked at it, not attempting to grab it. On the next pass, he ignored instructions to pull it in, instead wanted to tie his bow line to it. Unfortunately, the weather drifted us apart, so the heaving line was dropped off the boat while he was trying to tie. On the next pass Len got the line on the boat (3 for 3 - good throwing Len, especially in those conditions!) and the fish-boat crew was able to pull the tow line aboard.

We first took him in astern tow into the lee of Shingle Spit where we dropped anchor to await his mother ship which was coming from Deep Bay. When we heard that the mother ship had decided not to come, we

continued the tow down to Ford Cove on Hornby Is, pausing to bring him into an aside tow, putting him alongside a tug which was tied to the dock. We tied to the breakwater float for the night. Wow, three rescues, back to back, in three hours. We had a good post-mortem that night, going over what we did and what could be improved. A very worthwhile discussion.



Saturday was a rest day, as there was no fishing due to the strong SE winds blowing. The day was spent on boat maintenance and rest. The weather abated overnight, so we headed out on Sunday morning, looking for the gill-net fleet. Most had gathered in the French Creek - Parksville area, which is where we went. The seine-net fleet gathered in the Baynes Sound awaiting an opening, which happened on Sunday evening.

I left the Delta after breakfast on Monday, as I needed to be back in Vancouver by Monday evening. On John's suggestion, I visited the French Creek Coastguard base, where I was warmly received. They were very interested in learning about CLI, and also doing some training together. The CCG CO drove me to the nearby bus stop, which delivered me to the ferry in Nanaimo. The 2025 herring fishery safety patrol was a very successful patrol, we gained a lot of experience and credit for a job well done.





Rogue sailboat in Steveston Channel remains unattended



Valerie Leung

Mar 14, 2025 4:30 PM

A sailboat has been left unattended in the Steveston channel for a while now. The boat appears to be well-taken care of, but the owner has yet to be found. Jamie Gusto, general manager of the Steveston Harbour Authority, said the boat had been tied up to the rock weir, the rocks between Steveston Wharf and Shady Island, for a while but it broken free on Feb. 22.



A lone sailboat anchored near rock weir between Steveston and Shady Island. | Photo courtesy of Jaime Gusto

However, after a day, it appeared to have anchored back upright to the rock weir. Gusto told the *Richmond News* the boat is not in the harbour authority's jurisdiction. They had to call other authorities to find a solution for the rogue sailboat.

"The coast guard has been called, Richmond RCMP and the Port of Vancouver have also been called and the boat is still here," she said. The Canadian Coast Guard confirmed they received a report on Feb. 22 around 5:40 p.m. of a sailing vessel by the name of "Endless Summer" that was grounded near Shady Island. "At 6:55 p.m., the Canadian Coast Guard determined that the sailboat was not a threat to pollute, nor did it pose a hazard to marine navigation," said the Canadian Coast Guard in an email to the *News*. They also attempted to contact the owner. By Feb. 24, the boat was re-anchored and the case was referred to Transport Canada's Navigation Protection Program.

The Canadian Coast Guard assesses vessels to determine if they are a threat to pollute the marine environment under the *Canada Shipping Act* and for being an immediate safety hazard to the public under the *Wrecked, Abandoned or Hazardous Vessels Act* legislation. "This vessel did not meet either of those criteria and the file was referred to Transport Canada. Abandoned or dilapidated vessels are assessed by Transport Canada under the Navigation Protection Program (NPP)."

The *News* has reached out to Transport Canada for more information.

<https://www.richmond-news.com/in-the-community/rogue-sailboat-floating-steveston-richmond-bc-waters-10377132>



Fraser Lifeboat training by Krista Kienapfel

Saturday March 15th, the Fraser Lifeboat had a well-attended training session with a mix of new recruits, junior crew, and experienced crew and coxswains. The newer crew members got a chance to try station keeping during an ebbing tide with substantial river current. Station keeping is important in a number of situations. If there is a vessel in distress, the lifeboat needs to be able to stay with the vessel they are helping while still able to move quickly if circumstances change. Good station keeping is vital in transferring survivors or casualties from another vessel or from the shore, for pumping water out of other vessels, fighting fires, or just staying in verbal communication with another point while in the water. We also did some man overboard drills and made progress on training crew on vessel operations. Thank you to the senior crew who put so much effort into mentorship and training.

From: **Mike Frost** <mike.frost@canfisco.com>
 Date: Sat, Mar 15, 2025 at 1:51 PM
 Subject: Thank you
 To: john@johnhorton.ca <john@johnhorton.ca>

Hello John,
 On behalf of the commercial herring fleet, I would like to extend our sincere gratitude to you and the crew of the Delta Lifeboat for their efforts during this season in the Strait of Georgia.
 Your commitment to the safety of those at sea is admirable. The professionalism and expertise displayed is deeply appreciated, as are your efforts in safeguarding crews and vessels of the fishing community.

We are grateful for your work and the hours you've put in to support us throughout the season. It's reassuring to know that, in times of need, we have such a reliable and skilled team ready to respond.

Thank you once again for everything you do.

Best,
 Mike

Mike Frost
 Director, Fisheries and Fleet Management
Canadian Fishing Company
 A Division of Jim Pattison Enterprises Ltd.



CLI 2025 dredging tour by John Horton

The ongoing dredging problems in Ladner Harbour have brought together several groups with deep concern and interest in solving this issue.

On March the 18, 2025 the South Fraser Enhancement society hosted a gathering of interested parties which included: Musqueam First Nations, Tsawwassen First Nations, South Fraser Enhancement Society, The Canadian Lifeboat Institution, City of Delta, a representative of our MP the Honourable Carla Qualtrough and the Float Home Association.



A one-hour shore side meeting was hosted by the Ladner Yacht Club and attended by Minister Randene Neill, the Provincial Minister of Water, Land and Resource Stewardship, who was visiting on a fact-finding mission, Mayor George Harvie of Delta, Bernadette Kudzin, on behalf of the Honourable Carla Qualtrough, Delta's MP, Chief Laura Cassidy of the Tsawwassen First Nations and a group of four representing the Musqueam First Nations. Informative presentations were made to illustrate the problems.



Prior to the meeting the “Delta Lifeboat” shifted to the Ladner Yacht Club. After the meeting the party boarded to have a guided tour of the River and see the problem areas including where vessels regularly go aground and where float homes are left high and dry. Delta passed through the Westham Island Bridge into Canoe Pass to view the float homes in that area. Minister Neill was shown areas of deep concern and advised about the areas suffering from the lack of dredging.

After a very informative tour all parties disembarked at the Yacht Club and “Delta” returned to station.



CLI 2025 dredging tour By Krista Kienapfel

On March 18th there was an informative meeting at the Ladner Yacht Club to address the concerns about accretion of silt along that southern arm of the Fraser River that goes from the Ladner Yacht Club and Ladner Harbour out to the float homes past the Westham Island Swing Bridge in Canoe Pass. Delegations from many organizations such as the Musqueam Environmental Group, the Tsawwassen First Nations, the Floating Home Association of BC, the City of Delta and the Mayor of Delta himself were in attendance. The Honourable Randene Neill, Minister of Water, Land and Resource Stewardship was there to assess the situation and concerns. John Horton of the CLI gave a presentation as well, before leading the attendees on a waterside survey of some key areas discussed from aboard the Delta Lifeboat. The Delta Lifeboat had a crew of 7, with John Moore in appearance as Chief Steward. The voyage was a rare chance to sail through the swing bridge, and we even caught sight of a former CLI vessel.



When asked for commentary, participants unanimously remarked that this was the first



meeting ever to have so many groups of people come together to address the issues. Everyone was really excited to be a part of this new era of cooperation and looking forwards to seeing the stretch of river maintained and cared for in a way that habitat, safety and vessel passage are maximized through ongoing generations to come. One person called the voyage on the Delta Lifeboat the crowning experience of this auspicious initiative. Indeed, the vessel was full of smiling faces under a sunny sky with calm waters in one of the most beautiful estuaries in the world. Thank you to the South Fraser River Enhancement Society for organizing and the Ladner Yacht Club for hosting this event.

Email received March 30

The Floating Home Association was pleased with the outcome of the March 18 presentation at the Ladner Yacht Club and Fraser River tour on the Delta Lifeboat. The conversations were productive and educational. It was good to see a wide collection of stakeholders come together to discuss the health of the river and its impact on communities, businesses and families. Telling a story is one thing, but having participants board the Lifeboat and experience the river in person was the perfect capstone to the day. We look forward to finding solutions to our mutual challenge of sediment building up in the Fraser.”

Sandy McKellar;
Floating Home Association





Hello friends,

We are hoping you will be visiting Victoria some time during April or May and will take the time to see this interesting exhibition.

Yes, there is a painting in the exhibition that John produced as a nine-year-old! And also, there is his latest painting, a commission of a ship that participated at D Day. There are also some coins that he designed for the Royal Canadian Mint and a special dinner gong he produced for a Vancouver Dinner Club. Plus, all the paintings, of course! - about 30 of them.

The Museum is located at 744 Douglas St, Victoria, BC V8W 2Z7 and is open daily from 10:30 am to 4:30pm. There is a small fee for the museum, (see list below) but of course the Museum supports our Maritime History and so I am hoping this will not be a problem. **Please visit the exhibition and support the Museum and John.**

0 – 5	Free
Adults	CA\$18.50
Family (2 adults and 4 children)	CA\$45.00
Individuals who self-identify as Indigenous	Free
Seniors	CA\$14.00
Students	CA\$14.00
Youth	CA\$14.00

RCYC MEMBERS & FRIENDS

Annual Boat Safety Inspection, Potluck & Swap Meet

Saturday April 12th, 2025.

Imperial Docks, Steveston, BC.

COME BY BOAT OR CAR, THE MORE THE MERRIER!

FREE MOORAGE FOR BOATS ATTENDING FRIDAY & SATURDAY.

Boat Inspection @ 11:00am – With volunteers from SAR's Canadian Lifeboat Institution inspecting your boats. All donations of \$50.00 and over will receive a tax receipt that will be emailed directly to you from SAR's. (Lynn from Lone Wolf will be collecting your donations).

Fire Extinguisher Check @ 11:00am – Complementary Fire Extinguisher Check - provided by Joe Schiller from Black Tusk Fire & Security. *Joe will not be providing replacement Extinguishers/or taking away old, expired Extinguishers.* (There will be further information provided).

Swap Meet from 11:00am to 4:00pm.

Potluck Luncheon to start as close to noon as possible.

For the Potluck, please remember that our Sar's Inspectors are also invited to join in. This year we are adding a table just for sweets.

Doug and Derek will have their famous Hot Dogs &
Lone Wolf will provide the Hot Chocolate.

😊 Please **bring along your appetite, plus chairs, utensils, plates, etc.**

