



National Volunteer Week - Delta Optimist May 1st, 2025.



THANKS TO ALL OUR VOLUNTEERS

In recognition of National Volunteer Week, Delta's Emergency Management Office extends its appreciation and thanks to City of Delta and Delta Fire & Emergency Services volunteers, including:

Emergency Support Services (ESS), Delta Amateur Radio Society, and Canadian Lifeboat Institution volunteers for their support and ongoing commitment to public safety in Delta.



For more information on volunteer opportunities, visit delta.ca/Volunteer.



A "TEAM SAR" PARTNER
Supporting the Delta Emergency Program



Coast Guard hovercraft operating with the "Delta" and "Fraser" lifeboats.

Please support our volunteers who provide approximately 8000 hours of service annually. **DONATE NOW!**

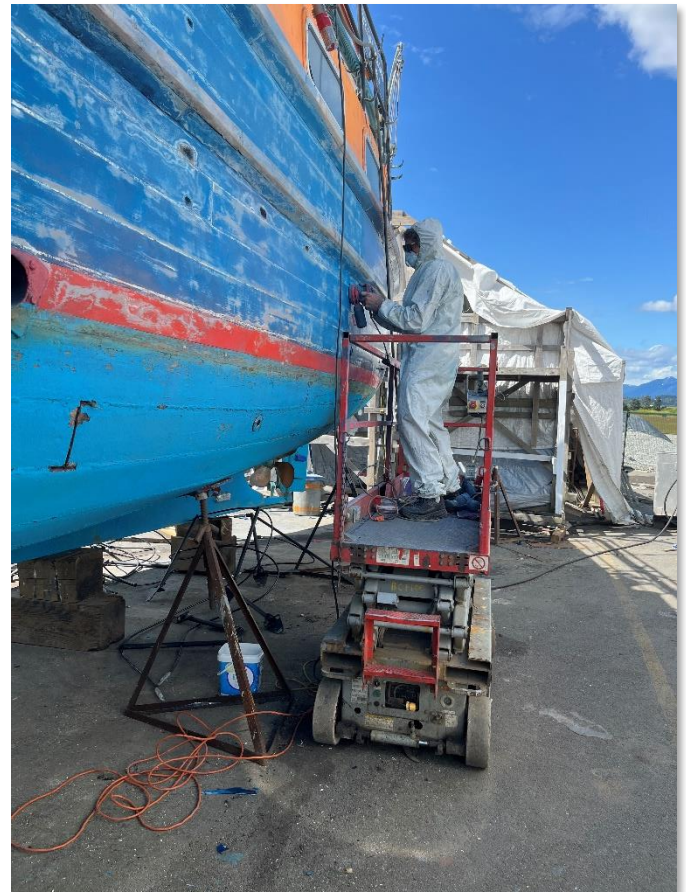



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Delta Lifeboat Refit 2025

Now that the Delta Lifeboat is on the hard at Shelter Island, crewmembers are working hard to prepare the Delta Lifeboat for painting. The hull above and below the waterline and the upper structure required painting. Our wood boat shipwright, Simon, is taking care of some bad spots by skillfully removing the affected wood planking and inserting new.



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Secondary Channel Dredging Update: Three weeks ago, the Minister of Water, Land, and Resource Stewardship took a tour up our secondary channels in Ladner to see f...

Ian Paton
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Secondary Channel Dredging Update: Three weeks ago, the Minister of Water, Land, and Resource Stewardship took a tour up our secondary channels in Ladner to see for herself how badly they need to be dredged - the Coast Guard can't get out, tilting float homes. I pointedly asked her this week what she's going to do about it now that she's seen it firsthand:

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Kim Rose

Thank you Ian Paton. I've lived in the water on a secondary channel in Ladner for over 20 years. Dredging is an ongoing 'discussion' with very very little 'action'.

2d

Kim Rose replied · 1 Reply

Laurie Gillespie

Thank you each side bimpertisan is the only way

1d

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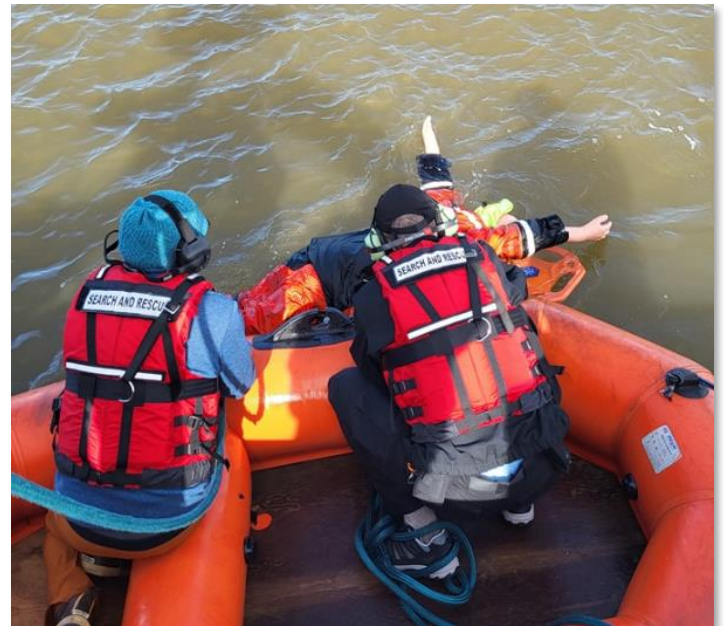
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Fraser Lifeboat Training

Saturday May 3, before vessel departure the Electronic Flare and was discussed with crew who had not seen it before. The Fraser Lifeboat departed to Ladner Reach where various Man Over Board (MOB) drills were conducted, practicing different ways to bring victim on board, including: rope under arms and pull up, rig Jason's Cradle and recover, by placing the X-boat (dingy) along side and recover into it then in to Fraser Lifeboat, also practiced with spine board was conducted. Next, headed to



Captains Cove Marina, using Fraser Lifeboat SOP's crew worked through lowering the mast, went under bridge into Deas Slough, came back and raised mast. Docking practice at Ferry Road Boat Launch, crew brought boat to dock. A fair size dead head was in there so a tow was rigged with help of the X-boat and then Fraser Lifeboat dragged it out, towed into reach and let go near beach by the Range lights. To finish off the training, beaching exercises were conducted across from Gilligan's Island. Returned to Ladner Lifeboat Station in place of the Delta Lifeboat in drydock.



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Battle of the Atlantic

On May 4, 2025, Canada commemorated the 80th anniversary of the end of the Battle of the Atlantic, a pivotal naval campaign during World War II. The commemorations involved various events across the country, including ceremonies at the Victoria Cenotaph, the St. John's National War Memorial, and HMCS Prevost, with parades and wreath-laying ceremonies.

HMCS Discovery holds their Battle of the Atlantic Church Parade every year on the first Sunday of May, at the Merchant Service Memorial in North Vancouver. The Colour Party steps off with the veterans being the first group behind the Colour Party. This year I was asked to take charge of the Veterans. The various participating organizations start to gather near the North Vancouver Seabus terminal about 10 and step off at about 1040. To be fallen in for prayers, before the 1100 moment of silence, the ringing of the ships bell, the sounding off of the ships lost due to the violence of the enemy, "Sir, They Do Not Answer". I have participated every year I have been able to since joining HMCS Discovery in march of 1969. There is a lot of history in remembering the fallen on this day.

The Battle of the Atlantic, which began in September 1939 and ended in May 1945, was the longest continuous military campaign of World War II. It involved the Allied powers, including the Royal Navy, Royal Canadian Navy, and United States Navy, against the German Kriegsmarine and its U-boats. The Battle of the Atlantic was crucial for securing the vital supply lines that brought essential goods to the United Kingdom and the Allied forces, ultimately contributing to the Allied victory in the war.



RVYC Sail Past

On Saturday May 10th the Royal Vancouver Yacht Club invited the CLI to attend its official year opening celebration Sail Past. The CLI



was represented by the Fraser Lifeboat, that departed from Ladner Harbour to reach Jericho before 09:30 for the pre-event radio report. Before lining up for the Parade, a vessel from RCM-SAR station 2 in North Vancouver came alongside and we exchanged tours of our respective vessels. It's always a delight to connect with our fellow search and rescue volunteers.

We lined up in the parade before the distinguished Naval ship where Commodore Leigh Stratton and her crew were set to review the fleet. Each vessel's crew lined up straight and saluted as they sailed by, dipping the flag like a bow of formal acknowledgement in the ceremonial procession. Despite the formality all around us, Jericho was filled with recreational boaters, some youngsters in sail boats barely larger than bathtubs even came right by us. Further away, there were deep sea transport vessels, a backdrop of blocky shapes and a working ocean. The beautiful water, smiling faces and diversity of vessels out together made us grateful to be protected by our Navy and other armed forces, appreciative of our community, and honoured to be part of a serious tradition that is carried on by the Royal Vancouver Yacht Club. We are all united by our love of maritime activities.

After the Sail Past, the crew were ferried ashore to visit the RVYC club house in Jericho. Our noble coxswain Bill Parsons stayed behind to secure the vessel while we got shore leave. It was a picnic atmosphere with

many generations of the RVYC socializing in the beautiful spring weather. Our crew has their own families to attend to, so after a brief interlude, we had to depart and sail home to rejoin birthdays and dinners back in the vicinity of Ladner. Thank you, Royal Vancouver Yacht Club.



On Saturday May 17 the Fraser Lifeboat departed early in the morning from Steveston for a transition to Coal Harbour, Vancouver. The CLI was invited, like last year at Granville Island, to participate in the kickoff event of the Safe Boating Awareness Week. The Vancouver Fraser Port Authority hosted this event with participants of the Canadian Safe Boating Council, Boating BC, Canadian Coast Guard, Jericho Sailing Centre, Mustang Survival, Royal

Canadian Marine Search and Rescue, Royal Canadian Mounted Police, Transport Canada, Vancouver Fire Rescue Services and the Vancouver Police Department.

A band member of the Quatsino First Nations opened the event with an impressive speech and song, followed by Transport Canada and Jason Kroll, manager marine operations and fleet of the port authority.

After the official opening all the vessels were open to visitors. Unfortunately, due to the weather and no signage on the walkway, not many visitors came to the docks. Those who did come conveyed their appreciation of what the CLI does to the crewmembers. According to Jason Kroll next year's event will likely take place at the Royal Vancouver Yacht Club followed by Steveston in 2027.



Safety Patrol May Long Weekend

On Monday May 19th the Fraser Lifeboat performed a safety patrol between Sand Heads and the reaches. Traditionally this is the first busy weekend of the boating season but due to the weather (strong wind from the south and 4 ft waves) not many boaters were out there. After heading to Sand Heads it was decided to anchor at the north side of the Sand Heads behind the jetty, thus protected by the waves. Crewmembers kept an eye on the traffic and listened to the radios. When anchor was weighed a rope was caught. It looked like an abandoned crab pot line but no crab floats were seen. The line was removed with a boathook and the Fraser continued the patrol upriver. At 1415 the Fraser returned to the Lifeboat Station.



First-aid Care Card Training

On Tuesday May 20 Roz started the first monthly event of recurring first aid training. Crewmembers were asked to review information before class; head, back and pelvic injuries, and the care card pertaining to this. Topics that were discussed and practiced were measuring and applying the hard-cervical collars, when is it appropriate to insert oral pharyngeal airways, handling a casualty while maintaining neutral body alignment, and safely securing a casualty on the back board. The treatment for all three of these suspected injuries is basically the same. Crewmembers practiced on each other and improved methods on the way while securing patients on the back board. Discussions held does show that regular first-aid training sessions are important to keep the skills up.



Escort Training and Safety Patrols

On Wednesday May 21 coxswains met with Chris Nilsson, Senior Harbour Patrol Officer of the Vancouver Fraser Port Authority Marine Operations Division, for a presentation about escorts in the Fraser River in preparation for the fishing season. It was made clear that the CLI has no enforcement power and can only advise. Informing fishermen by using short and precise instructions or hand signals is the preferred method. When there is no response or movement observed the deep sea and pilot need to be informed via the VHF traffic channel. If needed the Harbour Patrol vessel can be contacted by radio. It was mentioned that a huge pink salmon run is expected this August/September. If that happens and a commercial fishery will be opened, more dangerous situations while escorting can be expected due to them not having fished on the river for multiple years.

Another topic that came up was whenever the CLI would get in a situation where we have to go to court, only a coxswain is allowed to use the logbook to help arguing their case. Anyone else on the vessel is not allowed to use the logbook for their own defense. They can use their own notes made at the time. It is therefore important for crewmembers to always have a notebook handy to take notes during distress calls and any other situations that might occur during safety patrols or escort services.

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DELTA LIFEBOAT REFIT – THANK YOU TO ALL WHO HAVE CONTRIBUTED!

