



Delta L/B safety patrol RNSA Single Handed Races

by Pat Nevraumont

This year is the 51st anniversary of the Royal Naval Sailing Association two-day regatta, a test for all those sailors who enjoy the challenge of sailing solo across the Strait of Georgia to Nanaimo on Saturday, returning the next day. Now there is a doublehanded division for couples and twosomes too.

Friday May 30 – Sunday June 1. Friday night we motored to West Vancouver Yacht Club in a rocky NW sea. We arrived around 21:30 to find it too tight to get the boat to the moorage that they had for us so we tied up at the gas dock. Next morning the wind persisted and the race committee boarded. Delta positioned herself at the Point Grey buoy and the race started with strong north westerly winds. The trip was a rocky one over with rain starting part way but ending before Nanaimo. The race ended at 17:00.



As we were entering the marina we

got a distress call that the 38 ft sailing vessel "Blue Monday" had lost power entering Nanaimo harbour so we turned around and provided a tow to the dock at the Nanaimo Yacht Club. We made it to the banquet only about 15 minutes late. We had to cut our banquet short as our bilge pumps were not working properly. John H, John A and myself worked until 22:00 repairing the pumps and cleaning the bilge as we also had an oil leak. Sunday morning was clear but NW wind was still up so the racers had a good day for sailing. We had to motor at full speed to get to the finish line ahead of the boats. The race went well and we arrived home around 19:00 as we had to take the north arm due to high seas.



Fraser L/B tasking by Victoria Traffic

by David Acton

Saturday May 31st. A tug called in advising that a large sailboat was under sail in the river and that it wasn't advisable with the amount of traffic to be doing this. Victoria traffic called FRASER L/B to speak with the sailboat and ask them to go under power and remove sail. While being in the Steveston Bend the FRASER turned around to intercept the sailboat. Once in sight, we could see through binoculars that they had lowered their sails and were now under power. Advised Victoria Traffic who gave their appreciation and released us.



June 5, passing of crewmember Ted Morgan

Ted's memorial service was held on Saturday June 28th at Valley View Funeral Home in Surrey. Some crewmembers who knew Ted well attended. The following eulogy was read by one of Ted's sons, Allen.

"Ted" Walter Edwin Morgan was born on May 13, 1934, in New Westminster, BC. He was the son of Jack and Marjorie Morgan, and brother to his only sibling, Bernice (pre-deceased April 2023). He is survived by his two sons, David and Allen Morgan, and their families.

David and Carol's children are Paul (and Tara), Katie, Taylor (and Sara), Laura (and Cory), and Kevin (and Melissa), Allen and Janey's children are Scott and (Bryony), and Brent (and Rachelle). Ted is also survived by many great-grandchildren, cousins, and several nieces and nephews, along with three sisters-in-law and one brother-in-law.

Ted's father, Jack Morgan, immigrated from Northern Ireland in 1923 to Winnipeg, Manitoba, where he received his journeyman ticket in carpentry. He then moved to Vancouver, BC, where he met his wife, Marjorie. Ted was born a year later, followed seven years later by his sister Bernice.

Ted graduated from Richmond high school in June 1952. While attending Marpole Baptist Church, he met the love of his life, Doreen Jealous. They were married on May 16, 1953, and were married for 69½ years until Doreen passed in November 2022. David arrived a year after they were married, and Allen 14 months after that.

Ted learned the trade of carpentry from his father and received his journeyman ticket in carpentry as well. Later, he became a firefighter/paramedic, retiring in 1986 with the rank of captain. In his retirement years, he taught Power Squadron and joined the Canadian Lifeboat Institution (CLI), where he helped manage their navigation and communication systems. Ted couldn't have been happier, as he loved serving alongside these men.

As a family, we enjoyed hunting, fishing, and anything outdoors. Ted and Doreen bought a home on West 64th in Vancouver in 1965, and Ted lived there until the very end. With Doreen, he travelled to Kenya, South Africa, Israel, France, and Northern Italy. Ted also loved music and played the pipe organ and piano. His children especially loved it when he played "Boogie Woogie" on the piano. He also wrote poetry. I think people who knew him would say he could fix anything. He was very creative and very intelligent. He had a passion for WWII planes, and his favourites were at the RAF Spitfire and the American P-51 Mustang.

At the height of his relationship with Doreen was his faith in Jesus Christ – it was unwavering and the foundation of our family. He will be greatly missed.





Blessing of the Fleet in False Creek by Pat Nevraumont

We had to disembark Ladner at 7:00 as tides would have been too low to give us clearance to get out of the harbour. We arrived in good time but the NW seas made it a bumpy ride again. We got a good moorage but four boats had to tie up to us. The event was well organized and the buffet was excellent again.

Ken was our coxswain going and Brian returning. We left around 14:00 but sailing was slow as we had to go North almost to the tip of Bowen Island to get a good angle back to Sand Heads as NW seas made the boat rocking considerably. With a wash down in Ladner it made it a long day.



Memorial service CLI President Bob McIlwaine

On Monday June 16th a memorial service was held for CLI President Bob McIlwaine at HMCS Discovery. Crewmembers attended this service. Brian Cook gave the following eulogy:

Mary has asked me to speak briefly about Bob, and his over 20 years of service to the Canadian Lifeboat Institution (CLI).

Initially I was going to build a story based on significant incidents and events, but as I talked with others, I began to think that such an “anecdotal” or fact-driven account would fail to do justice to what was essentially important and valuable to the growth and successes of the CLI – Bob’s capable naval leadership, work ethic, steadfastness of purpose, fairness and gentlemanly behaviour to all members, which all contributed to the wide respect for him within the greater Maritime community in Vancouver. It was these quiet, sustained, and unflinching strengths I wish to emphasize today, as they are his greatest legacy and inspiration for us as we carry on.



I have heard from John Horton that he asked Bob to take over the CLI in a time of crisis, disunity, rising interpersonal tensions, and near bankruptcy – over 20 years ago. Bob did so. He dealt with the unhappy situation and began the slow rebuild of the CLI to where it is today.

I joined the CLI the week that Bob was conducting nighttime telephone negotiations with the Royal National Lifeboat Institution Headquarters in Poole, in the UK, (RNLI) for the purchase of the former TYNE-Class offshore lifeboat *The Famous Grouse* in 2012. Within short weeks, Bob had concluded successful negotiations, arranging a very good deal, secured funding with a loan from Gulf & Fraser, our bankers, arranged for John Horton and Bruce Docherty to go to the UK to do a short workup on the boat and sail it to Holland for shipment by freighter to Vancouver.

For me, however, the most instructive lesson about how to handle an outfit like the CLI, with its many strong personalities from a variety of backgrounds, was how Bob “sucked me in” as I liked to tease him. We had already known each other for many years, if only episodically, through our Naval Reserve careers. As is frequently the case with such professional friendships, after months or even years of not having seen each other, on meeting again you pick up conversations as if they were continuing from the day before. And you know each other often well enough to know which buttons to push – in a good way, I mean. So, Bob said, “We’re getting this very impressive, very successful and storied RNLI lifeboat...and I want you to be one of the Coxswains for her.” What he did not say was that I would also be the SLJO looking out for her every need. [I won’t explain “SLJO” in this mixed gathering: a naval term, suffice to say]. But he wisely knew how to light a fire under his colleagues.

And so, we were off, on our continuing adventure for the next 12 years.

You worked with and for Bob because you wanted to, because he defined missions and goals in such a compelling, but understated way, that you knew you had to be part of this team: “Saving Lives at Sea”. You were joining him in very worthwhile activities ... while also having a very good and productive time doing so. And the members of CLI have indeed had many worthwhile and memorable times: rescues and assists at sea, training, fisheries deployments, joint operations with the Canadian Coast Guard, US Coast Guard, RCM-SAR units, the Vancouver Fraser Port Authority patrol boats, the Delta Fire and Rescue professionals, Aboriginal fishers, conducting boat safety inspections, supporting Maritime activities such as the Vancouver International Boat Show, attending Classic Boat festivals in Richmond and Victoria. To name just a few.

Bob’s patience, thoughtful, and obvious respect for others inspired in us an equal desire to be like him in his quiet professionalism, and thus to contribute to developing and expanding our CLI goals and missions. Consequently, CLI has many first-class volunteers who joined to further Bob’s work of providing functional rescue boats and motivated, effective crews; to feel that they were contributing to a very worthwhile organization. At the same time, he continually was looking outward, to find outstanding, experienced business leaders – several from the Maritime world – to serve as Directors of CLI: Captain Don Rose is here today; Captain Stephen Brown (who was for a time Chairman of the Vancouver Harbour Board) and who negotiated with the City of Delta when they asked if one of our CLI lifeboats could be homeported in Ladner, to provide a marine presence along their extensive shorelines; Captain Mike Armstrong from the Pacific Pilotage Authority; and Captain John Swann (now retired in Portugal) who had a marine risk assessment company, but who also searched at one point for gold from wrecked Spanish galleons in the Caribbean – by submarine. Also, always looking for other connections to build: supporters, sponsors, donors. Although he himself said, he hated trying to fundraise.

In conclusion, Bob lived the CLI – as he did with other organizations simultaneously – I don’t know where he got all the energy. As a result, we have thrived and created a reputation of commitment to marine safety and effectiveness in rescue operations.

Marine Interoperability Meeting

John H. and Brian attended this meeting on Tuesday June 17th.

The official name of the committee is the Port of Vancouver Marine Interoperability Committee (formerly known as Marine Emergency Response Coordination Committee – MERCC). The purpose of the committee is to provide an outlet for marine response agencies to strengthen response frameworks, clarify roles and responsibilities, and build trust to mitigate supply chain disruptions in a marine environment through

- Develop stronger relationships and understanding of roles and responsibilities, e.g., lead organization during a response
- Hold exercises to identify gaps and test protocols
- Share best practice opportunities or lessons learned
- Review latest incidents and emerging threats

The benefits expected are a close working relationship amongst the members. This will result in a clear understanding of key risks, lead response agencies, identifying gaps, and taking steps to mitigate identified gaps on the waterways in and around the Port of Vancouver jurisdiction.

Additional deliverables include:

- Sharing knowledge of roles and responsibilities for participating members to build closer working relationships
- Developing methodologies for coordination of marine activities and developing, promoting, and conducting collaborative training and exercise activities
- Building a shared exercise calendar for inter-organizational participation
- Enhanced communications interoperability
- Enhanced data sharing on public safety issues
- Promotion of safe working environment for all members

Discussions within this committee are not binding if consensus cannot be reached. Subcommittees will be formed to address specific areas of focus and will be led by a member nominated from the subcommittee. Membership of the main committee will be limited to key response organizational leads and response agencies.



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Annual General Meeting

On Tuesday June 24 the Canadian Lifeboat Institute held their AGM at the Chinese Bunkhouse in Steveston. Traditionally the evening started with pizza, pop and socializing. On display was a brand-new life jacket from Mustang that the crewmembers won during a “boat” raffle at the awards dinner of the RSNA single handed race. The retail price \$449.99 but CLI members can buy it for \$300.00. Some information about this super-duper life jacket:



Experience a game-changer in inflatable life jackets with the all-new Atlas 190 DLX Life Jacket. Mustang Survival's Atlas life jacket redefines offshore safety with ADAPT Technology and an innovative design for unmatched comfort and protection while sailing, cruising, or boating. It is a must-have for any adventurer seeking the perfect blend of style and comfort. Its ergonomic design, lightweight construction, and undeniable flair make it the ultimate companion for those who refuse to compromise on safety or sophistication. Unit is Black.

Society president Brian Cook opened the meeting with some general comments followed by the CLI lifeboat prayer read by John Horton. Some lively discussions were held about the CLI's finances after King presented the financial statement. Brian presented the operations report, Roz the first aid report and Jim gave some high-level overview of the ideas to bring in more structure. The board members Brian Cook, David Reese, Ken Lewis and Don Rose were re-elected with additional board members Keith Murray, Krista Kienapfel and Cam Thompson.



Field Day DARS by David Acton

Saturday 28 June was Field Day. It's an annual amateur radio event to test emergency communications capabilities in a filed setting. A few members of CLI were present with Delta Amateur Radio Society in either an operator or observer capacity. Steve Kern from Emergency Management BC give a brief thanks at the BBQ dinner.

