

Canada Day Safety Patrol

Tuesday July 1. With a clear and sunny sky, a full crew plus an additional galley steward it promised to become a great Safety Patrol. While one crew member was cooking up bacon and blueberry pancakes, the Delta Lifeboat departed for Sand Heads through Ladner Reach. Halfway through the Reach an anchored fishing vessel was approached to see if they needed any assistance. No assistance was needed but a beer was offered, it was politely declined. While continuing the patrol an anchored pleasure craft “Lapland” flagged



the Delta Lifeboat down requesting a tow to the fuel dock at Captains Cove due to issues with its engine and or fuel. The engine would only run for a few minutes and then stalled. After checking the number of Persons on Boards (POB) and that they were wearing of life vests the Delta Lifeboat took the “Lapland” into an alongside tow. Although the fuel dock was closed the Delta Lifeboat moored the “Lapland” behind the fuel dock. After receiving their thanks, the Delta Lifeboat continued on with the Safety Patrol. At this time the crew was able to eat in shifts the breakfast becoming great tasty cold brunch.



On the way to Sand Heads the Delta Lifeboat entered Steveston Harbour to show the flag. John M. blew on his bugle the beginning of “Oh Canada” multiple times which was greatly appreciated by the onlookers and of course the crew. While continuing, the RHIB was launched giving the crewmembers the chance to practice boat handling and hull sticks.

Wind and waves made it more interesting and challenging. At the S8 channel marker the Delta Lifeboat crew did an anchoring exercise and again continued the Safety Patrol. On the way back up river, Steveston Harbour was cruised though a second time with the same response to John M. and his bugle call. At 1530 the Delta Lifeboat anchored at the south side in Ladner Reach at which time crew members were transported with the RHIB to the Lifeboat Station due to other engagements that afternoon. After the return of the RHIB the crew exercised the new fire pump. A final circumnavigation was made via Ladner Reach, Fraser River, Sea Reach and past the float homes (where the residents were treated to John M’s bugle melodies) and on to the Lifeboat Station where the Delta Lifeboat was secured at 18:00.



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Sea Sunday Church Setup

Friday July 11. Crewmembers moved John's sailboat "Goblin" to St. David's Anglican Church in preparation for Sea Sunday on July 13th. Signal flags, buoys and nets were draped over the altar for decoration.



Friday July 11 – Saturday July 12.
We left Ladner harbour accompanied by the Royal Delta Marine (see the geese).

The sailing trip was calm and sunny and we had a very nice trip arriving around 21:00 and anchoring at Jericho Beach. We enjoyed the night view of Vancouver and the full moon rising over Jericho.

The next morning proved to be as beautiful with a slight breeze for the races at the Jericho sailing club. The first race starting at 11:00 was a relay race followed by a more experienced race.

The on-shore festivities commenced about 14:00 with the Musqueam Chief praising the work that the Jericho club has achieved and welcoming us to their unceded land and water of BC. Sam Sullivan was the next speaker, the former mayor of Vancouver. He was noted as having started the adaptive sailing for handicapped at Jericho with the assistance of Rick Hansen. Finally, David Eby the Premier of the Province spoke. He was very eloquent and spoke of continued support of the Jericho facility.

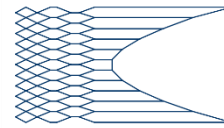
The event was well organized and the Canadian Lifeboat was highlighted as a supporter of safe boating and of the Jericho Sailing Centre. We departed after the 15:00 cake cutting and motored home under faintly calm seas arriving at Ladner Station around 18:30.





Steveston CLI Shed

The harbour authority informed the CLI that they needed the space where the Steveston shed is located and the CLI had just one week to vacate the location. Cantrawl graciously offered CLI the temporary use of a sea container on their premises. On Saturday July 12th crewmembers emptied the shed and moved all still useful items to Cantrawl. Now the CLI BOD is looking into alternatives for a new shed and location.



CANTRAWL

Sea Sunday at the St. David's Anglican Church

Early one morning just as the sun was rising, it was a beautiful clear sky and it happened to be Sunday July the 13th, 2025. Time to get up and prepare for the day ahead as the Duty Bugler for the **Sea Sunday Commemoration Service at St. David's Anglican Church in Tsawwassen in Delta.**

Thanks to the great support of our **CLI Crew Members**, the Church was "suitably dressed" for this Nautical service of commemoration. Parishioners and guests were welcomed by the **Reverend Simbarashe Basvi** at the beginning of the service and prayers and hymns followed.

The Service was also attended by the **Senior Port Chaplain the Rev. Peter Smyth**, with the **Mission to Seafarers** at the Port of Vancouver, including the Delta Ports.



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In his vital role, the Rev. Smyth and the Mission offers support to thousands of seafarers who pass through our region each year. As a former Merchant Mariner, I enjoyed the opportunity to visit these Seafarers Missions in many Ports around the world.

The CLI was well represented with seven members in attendance. The service concluded with the sounding of **Sunset and the Last Post**.

Laying of a wreath in the Fraser river with the Delta Lifeboat was scheduled right after Sea Sunday but due to the low tide it was postponed until later in the afternoon.



Thursday July 17, Fraser LB beaching exercise Steveston Island



Training with RCM-SAR Station 14 (Gibsons)

Saturday July 26. On a beautifully warm, light wind day near the T10 buoy off Iona jetty, three boats sat rafted together beam to beam. In the crew cabin of the central boat a former Royal Navy minesweeper was holding court, explaining the intricacies of performing a multi-vessel search pattern. "Spacing is everything, you've got to be in position" spoke John H emphatically. "If there is a gap, also known as a holiday, then we'll be told to run the leg again." was his admonishment. Emphasis was also added to the timing of the turns as it was crucial to execute the turns at the precise moment.

Around John sat his fellow experienced CLI coxswains, an assortment of CLI crew with varying levels of knowledge and skills, and a crew from RCM-SAR. This was to be a joint exercise involving CLI and RCM-SAR 14. The RCM-SAR 14 vessel, a prototypical high-speed inflatable



RHIB, based out of Gibsons was commanded by Jeremy and crewed by Connor, Sash, Crystal, and Max. All were extremely polite, eager, and professional.

After the thorough briefing, a quick Q and A, and a tour of the Fraser and Delta Lifeboats, the RCM-SAR team departed for their vessel and all vessels cast off the lines to make ready to commence the training operation.

The guide boat, Delta, requested over channel 13 for the vessels to form up along her starboard side. RCM-SAR 14 was sandwiched between Delta and Fraser with a half cable spacing (approximately 100 yards) between vessels. The radio then crackled with Delta Lifeboats instructions for bearing and speed (6 knots) followed by the requisite



“standby” command. Shortly after the instructions were again proclaimed but this time followed by the “Execute, Execute” command. The vessels surged forward slowly with RCM-SAR and Fraser doing their best to maintain proper spacing. After a brief period and much speed adjustment and serpentine maneuvering another command rung forth from Delta Lifeboat for a 90-degree course change to port followed by “standby”. Eventually “Execute, Execute” rang forth and the vessels turned to port for a brief period, followed by another 90 degree turn to port following the “Execute, Execute” command.

The operation continued thus alternating turns from port to starboard creating a uniform grid. After a reasonable time, the operation was suspended and the vessels rafted to Delta Lifeboat once more for a debriefing. Post analysis showed continual improvement in spacing on each leg. RCM-SAR coxswain Jeremy mentioned that spacing was difficult to accomplish initially due to the large radar signature of Delta. Their team had to make a choice as to which part of the ‘blob’ to base their distancing. Eventually it was determined that the center of the signature provided the most precise positioning. The improved traces in Delta’s Timezero software concurred with this statement.

The briefing concluded, the RCM-SAR team then asked permission to use Fraser and Delta Lifeboats to practice alongside towing. We were happy to assist them in

being the disabled vessel. The team made multiple passes, coming alongside, passing lines, and communicating with us on line placement. It was fun and informative to see their procedures up close. Delta Lifeboat soon headed to its Lifeboat Station and after multiple towing sessions on Fraser Lifeboat she too headed home. Along the way to Steveston the RCM team made pacing maneuvers to bring their boat alongside Fraser while she traveled at 9 knots. Bouncing skyward on her speedy approach over the large wake, the team then deftly brought the vessel alongside Fraser Lifeboat. Crew and gear could have easily transitioned between the boats such was the closeness and steady positioning of the rib. After rounding Sand Heads the two vessels went their separate ways.

In total the communication, multi-vessel search pattern, and SAR maneuvers were carried out enthusiastically and professionally between the two organizations which made for a fun, educational time on the water! I for one am looking forward to another joint operation!

Training with RCM-SAR Station 14 (Gibsons)

On July 26th, Delta Lifeboat coordinated a multi-vessel search exercise in collaboration with RCMSAR Station 14 and Fraser Lifeboat. The objective was to execute and refine search pattern coordination in a shared SAR zone, integrating radar, AIS, and navigation systems for effective coverage. The drill focused on executing precise parallel track search patterns, used in real-life maritime search operations. All three vessels operated in formation across a designated search area, as shown in the navigation and radar imagery. The Delta Lifeboat crew directed the ships course changes and monitored the distance between the vessels,



ensuring the distance of 0.5 cable. Track plotting displays confirm vessel adherence to planned search lanes with minimal deviation. Radar equipment was actively used to maintain situational awareness during the exercise.

Planning and Debrief

The exercise was organized and led by John aboard the Delta Lifeboat. Participants held a pre-brief and a thorough post-exercise debrief onboard, discussing performance, track coverage, and coordination. Small model boats were used as visual aids to discuss vessel positioning, search area boundaries, and tactics. The debrief highlighted the importance of timing, spacing, and clear communication between units during SAR operations.

Highlights

- Seamless collaboration between volunteer and professional crews.
- Effective use of onboard radar and electronic chart systems.
- Valuable training in large-scale, coordinated marine SAR procedures.
- Reinforcement of best practices in command and control during multi-agency maritime operations.



When There's Spilt Oil, Don't Cry – Call WCMRC

Whether you call them Western Canada Marine Response Corporation, "W-C-M-R-C," or even "Wikimrik": when there is an oil spill, they are the ones who are called.

Formed in 1976, Western Canada Marine Response Corporation (<https://wcmrc.com>) originally started out as Burrard Clean Operations.



Then in 1995, after not one, but two major oil spill disasters (one in Alaska and the other in Washington state), the Canada Shipping Act underwent significant changes that led to the creation of the West Coast-spanning WCMRC as we know it today – with Burrard Clean Operations becoming just one division of this now bigger, better response to the environmental threat of marine spills. Ever since the mid-90s it has continued to keep itself in a constant state of readiness to respond to any and all spills in Canada's West Coast waters – 24 hours a day, 7 days a week, 365 days a year (366 on leap years).

Paid for by oil companies like Trans Mountain and mandatory membership of all oil-carrying vessels and oil-handling facilities that enter or reside in Canada, tax payer dollars are not used to fuel WCMRC's financial needs. And by

mandatory, that refers to a legal requirement for any vessel (foreign or domestic) that enters Canadian waters carrying oil must pay a membership fee to WCMRC. And any ship found to be polluting, whether intentionally or accidentally, must pay all costs associated with the cleanup of that spill. A level of self-responsibility and accountability that is nice to see at a national level.

Designed to get local communities involved, the program is a multi-prong approach to spill response that will cover more area and aide the full-time WCMRC teams. This is done through paid-for training for those who have vessels and crews that can volunteer to help contain a spill and/or keep it away from sensitive ecological areas; community outreach and general education; and linking up with those that have local knowledge in order to pinpoint aforementioned sensitive ecological areas that would be the greatest affected by a marine spill and therefore aide greatly in better pre-planning and planning of a potential future cleanup operation.



AEROSTAT SURVEILLANCE PLATFORMS



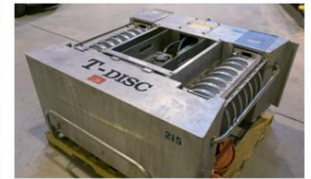
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NOFI CURRENT BUSTERS



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REMOTELY OPERATED UNDERWATER VEHICLE (ROV)



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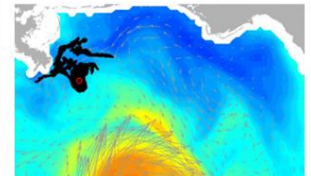
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