

DELTA
OPTIMIST

THURSDAY | JULY 31 | 2025

Delta float home owners still stuck in the mud

VIPs meet, talk but no dredging action yet

SANDOR GYARMATI
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It's an increasingly serious safety concern but there's still no action when it comes to Ladner float homes sitting on a rising bed of mud.

Hoping to draw the attention of both senior governments, residents of Canoe Pass Village, on River Road, organized a media tour July 23 to highlight how low tides are creating dangers for float homeowners, boaters and the public -- because of the continued lack of regular dredging of the Fraser River's secondary channels.

On hand were Delta MP Jill McKnight, South Delta MLA Ian Paton, Delta Mayor George

Harvie, as well as the Float Home Association and the South Fraser River Enhancement Society.

Residents described how their homes tilt during low tides, forcing them to walk on a slant, while drawers pop open.

Noting their community alone comprises 43 float homes, resident Ted Dufresne described their ongoing frustration with setting up their own dredging for their section of the channel, spending more than \$80,000 and a year in the application process -- with still no permit.

In addition to homes tilting and their structures being compromised, the exposed sandbars prevent the Coast Guard from getting to emergencies, while fishermen can't get out and recreational boaters even get



SANDOR GYARMATI PHOTO

Float home residents are worried about their personal safety as their float homes tilt, while some must climb several metres to get into their homes.

beached.

The message has been an ongoing one but with few results since the last major dredging more than a decade ago, thanks to one-time funding, with

the channels silting up due to government passing the buck funding a regular maintenance program, say residents.

Noting the port authority needs to step up

and once again assume responsibility, Harvie told the *Optimist* a joint process is needed again, but there's been nothing from the province or federal government.

Paton said float homes can be a positive solution to the housing crises but the province continues with its moratorium on new float homes.

"It is something I recognize we need a longer-term sustainable solution, and it's a conversation I've already been having back in Ottawa and I'm continuing to bring forward ..." said McKnight

The South Fraser River Enhancement Society's Simon Everatt told the gathering they've come up with a proposal for dredging six channels but, so far, there's no sign of funding.

A Delta staff report last year said, despite previous one-time funding for some spot dredging, the Fraser River's natural sedimentation processes continue to affect the channels, leaving them close to pre-2013 sediment levels.

Fraser Lifeboat Rescues Two Paddleboarders on the River Near Garry Point

Thursday July 31. While Fraser Lifeboat was departing Steveston Harbour for training, the Canadian Coast Guard (CCG) sent out a call for two paddleboarders in distress south of Sand Heads jetty. A woman had been carried away by the current and was separated from her husband. Fraser Lifeboat promptly responded to the call by giving their location and that they were on their way to assist.

Just past Garry Point Park a fishing vessel was seen station keeping near the jetty, where once closer, a person was seen waving a cloth from the jetty. The CCG was advised that the first paddleboarder was located. The Fraser Lifeboat then beached on the rocks near the woman's location. The foldable ladder was deployed from the bow and Oliver assisted the woman bringing her paddleboard and paddle onboard. She was very shaken but physically unharmed. She indicated that her husband was up river.

CCG was given a situation update and Fraser Lifeboat went back up river to locate the man. He was spotted on Shady Island roughly 4 km up river on the South side of the island on the shore of the main channel that would be due South on the same longitude as the Fraser Lifeboat Station. Fraser Lifeboat beached near the paddleboarder, deployed the ladder and Oliver assisted the man getting his deflated and packed up paddleboard on to the Fraser. CCG was updated that both paddleboarders were safe on the Fraser and of the plan to drop them off at Steveston Harbour, closing with an update to CCG after the transfer to shore was completed. Drop off at the fuel station (closest to their parked car at Garry Point) was not possible as the gate was closed so the couple was dropped off on the concrete dock which is connected to the parking lot





near the cannery. Fraser stayed with the paddleboarders equipment until the couple returned with their car to pick up their gear. Crew received many thanks from the couple and continued with docking practice.

The good training regime of the crew allowed them to execute the skills needed to get the couple back safely. The CLI is fortunate to have skilled mentors passing down knowledge to the newer crew members, as well as experienced coxswains and crew to handle situations. Training times double as safety patrols, which is important as recreational waterway use grows. The current was able to separate this couple by a long distance even though they were close to the harbour. Bravo Zulu Fraser Lifeboat!

A writeup was sent to the Delta Optimist and Richmond News and both online newspapers featured it.

8/2/25, 3:17 PM

Fraser Lifeboat rescues paddleboarders - Delta Optimist



Paddleboarders rescued near Garry Point

Staff Writer
about 21 hours ago



The Canadian Coast Guard issued a radio call requesting assistance for two paddleboarders in distress south of the Sand Heads Jetty on Thursday night, July 31. Photo submitted

Two paddleboarders in distress were rescued from the Fraser River on Thursday evening (July 31) thanks to a fishing vessel reporting the incident to the Canadian Coast Guard and the Fraser Lifeboat.

Around 7:30 p.m. the Canadian Coast Guard issued a radio call requesting assistance for two paddleboarders in distress south of the Sand Heads Jetty. A female paddleboarder was carried away by the current and separated from her husband.

On the way to Sand Heads the Fraser Lifeboat found the female paddleboarder on the jetty just south of Garry Point Park. She was very shaken but had no physical injuries. She indicated that her husband was further up the river.

The Fraser Lifeboat went back up the river and spotted the male paddle boarder on Shady Island. Both paddle boarders were brought back safely to Steveston Harbour.

"Paddleboarders should check the tides on the Fraser River before they go out," said Fraser Lifeboat coxswain Ron van der Zwan. "When there is a steep falling or rising tide, paddleboarders should not paddle on the river. Wait for a slack tide before you go out."

He said the current is very strong and people may not be able to paddle against the current, wind or waves, so it's important to understand and work with the environmental factors encountered.

"When people go on the water, they should always take a cell phone with them in case they need any assistance," added van der Zwan. "Call 911 when you need help or dial *16 which connects you to the Canadian Coast Guard."

He added to always wear a personal flotation device that is in good condition, make sure people leave a trip plan with someone for safety, have a signalling device like a whistle, a floating throw line, have at least one water proof flashlight if you are going out near dusk, and it's encouraged for everyone on the water to get a marine radio and license.

"Be safe on the water and look out for each other," he said.

https://www.delta-optimist.com/local-news/paddleboarders-rescued-near-garry-point-11026023?utm_source=Email_Share&utm_medium=Email_Share... 1

8/2/25, 3:16 PM

Paddleboarders rescued near Garry Point Park in Steveston - Richmond News



Paddleboarders rescued near Garry Point, Shady Island on Thursday evening

Valerie Leung
about 24 hours ago



Two paddleboarders were rescued from the Fraser River on July 31. | Photo courtesy of Fraser Lifeboats
Two distressed paddleboarders were rescued on Thursday evening near Garry Point Park.

The Canadian Coast Guard issued a radio call around 7:30 p.m. on July 31 to help two paddleboarders in the Fraser River, just south of the Sand Heads Jetty in Richmond.

A female paddleboarder was swept away by the current and separated from her husband.

Fraser Lifeboat rescued the woman, who was "very shaken" but uninjured, on the jetty just south of Garry Point Park.

Her husband was found on Shady Island, further up the river. Both were brought back safely to Steveston Harbour.

Fraser Lifeboat coxswain Ron van der Zwan said paddleboarders need to check the tides before they head out onto the Fraser River.

"When there is a steep falling or rising tide, paddleboarders should not paddle on the river. Wait for a slack tide before you go out," said van der Zwan.

"The current is very strong and people may not be able to paddle against the current, wind or waves, so it's important to understand and work with the environmental factors encountered."

Anyone going onto the water, whether by paddleboard, kayak or boat, should carry a cellphone with them in case they need help.

"Call 911 when you need help or dial *16, which connects you to the Canadian Coast Guard."

In addition to wearing a properly maintained personal flotation device, those heading out should have a trip plan, a signalling device like a whistle, a floating throw line and at least one waterproof flashlight if you're going out near dusk.

A marine radio and licence are also recommended.

"Be safe on the water and look out for each other," van der Zwan said.

https://www.richmond-news.com/local-news/paddleboarders-rescued-near-garry-point-park-july-2025-richmond-00-11026193?utm_source=Email_Sha... 1

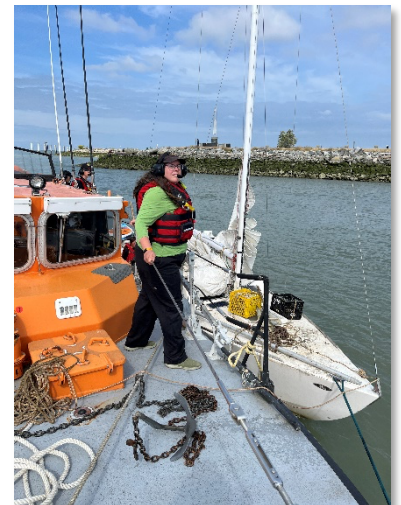


Long weekend safety patrol - sailing vessel without fuel

On Monday August 5th the Fraser LB departed Steveston harbour at 10:14 for a BC Day safety patrol. It was noticed that just outside the harbour in the middle of the shipping lane a sailing vessel was anchored with two persons and a dog. As this would be a hazard for commercial traffic the Fraser approached the vessel to see if they needed any assistance and if not, that they were not allowed to anchor in a shipping lane. The skipper informed us that they ran out of fuel

and would like to get a tow to the Steveston fueling dock if there were no towing costs involved. Fraser crew ensured them that the tow would not cost them anything at which time the skipper agreed to be towed.

Due to the proximity of Steveston harbour it was decided to take the sailing vessel in an alongside tow. Both persons on the sailing vessel were asked to put their lifejackets on. Due to the strong current it





was challenging to come alongside but the Fraser crew did manage to make the sailing vessel an integral part of the Fraser LB. The skipper tried to retrieve his anchor by himself but was not able to do so due to the strong current. Fraser crew moved the sailing vessel anchor rode to the winch on the Fraser and were now able to retrieve the anchor. The sailing vessel was then safely towed to the fuel dock in Steveston harbour where it was brought alongside at 10:45. After transferring towlines and anchor the Fraser LB continued the safety patrol.

At S4 an First Nations vessel was engaged in fishing and their net was in the shipping lane. Victoria traffic was notified. A sport fishery with approximately 15 vessels was reported north of Sand Heads. Fraser continued the patrol through Sea Reach, Ladner Reach, Captains Cove marina and back down river. Another First Nations vessel was engaged in fishing between S25 and Crown Forrest. Victoria traffic was notified accordingly. The successful safety patrol was concluded at 14:00.

Camp Artaban on Gambier Island by Pat Nevraumont

To Camp Artaban on Gambier Island to instruct adults and youth in SAR and boating safety. Anglican church camp and all meals will be provided.

Day One: Departed Ladner on Tuesday Aug 5 at 10:30 under partially cloudy skies with a 15 knot SE. Smooth sailing to Gambier Island as wind was at our stern. We had John H as our coxswain and three crew with four passengers heading to volunteer at Camp Artaban. The bay was calm and we had no trouble anchoring after offloading our passengers. The camp provided dinner and we had a great quiet evening.



Day 3: Today was a very busy day. Due to our departure on Friday we added two extra tours for the staff this morning before lunch. A brisk breeze came up so we had to test our skills in docking Delta into a new location for the loading of the tours. Expertise was required as Delta has about 10 feet to spare on the bow and stern with a strong wind. The wind was still blowing at lunch so John Horton skipped his lunch and went sailing.

Immediately following the lunch break we gave a video of Delta on the Fraser River with the fishing fleet followed by a slide show showing safety on the river. The afternoon was filled with three more tours on the Lifeboat mostly consisting of young kids with their Moms and Dads. Dinner was good but short as we were scheduled to provide a Man Overboard demonstration. Then at 19:00 we provided a safety escort for their swimming competition to Snake Island. As we are leaving



tomorrow in the early morning we loaded Goblin (our sailing craft) and the RHIB before retiring for the evening. What a full day. We barely got in before we had to lower the flags at sunset.

By Paul Holden

Part of CLI's mission is boating safety education. To fulfil this part of the mission, crew members participate in events like the pleasure craft courtesy checks. With this in mind, Delta Lifeboat sailed to Camp Artaban on Gambier Island in the first week of August. Camp Artaban is an Anglican Church of Canada camp for children and families, founded in 1923. The week that Delta attended was a family camp with children of all ages in attendance along with their parents. The theme for the week was "Rescue", hence why the CLI was invited.



A slim crew, including John Horton, Len Cheveldave, Paul Holden, and Pat Nevraumont, sailed to Gambier on the Tuesday. On arrival, the first adventure was to deal with multiple failing bilge pumps. The crew quickly discovered that the portable pump wasn't on board, even though its hose was. There was a spare bilge pump on board, which required a 12-volt power source and had no standard plug attachment. The only good luck at this point was that the hose attachment fit the pump. As the crew tried to devise a way to get power to the spare pump, they quickly realized that there were also no extension cords on board. Pat sprang into action, like McGyver, and turned a utility lamp into an extension cord, feeding power first from the generator via manually 'adjusted' plug prongs, and later from a panel at the helm station. In the end pumping out the bilges was successful, with one crew member in the engine



room holding the pump, one crew member holding the connecting wires of the ‘extension’ cord onto live 12-volt contacts at the helm, and a third crew member holding the hose which was just barely long enough to reach from the engine room and out over the gunwale. Bravo Zulu for a solid show of creative problem solving and teamwork.

The next two days were occupied by Delta offering “SAR cruises” around Port Graves Bay. Delta made 7, 40-minute trips, giving all campers, volunteers, and staff a chance to take a ride on a real SAR vessel, visit the wheelhouse, and ask the crew questions about Delta and the CLI. John made a presentation to the campers about CLI and SAR. The



repeated cruises gave the crew lots of practice with line handling and docking in close quarters. Additionally, there was no place for Delta to tie up at the public wharf, so the crew got lots of practice with anchoring.

On the second evening at Artaban, Delta received a surprise visit from the crew at RCMSAR Station 14 in Gibsons. The crew just happened to be checking tides on the navigation computer, when they noticed the RCM vessel approaching on AIS. Delta welcomed the RCM crew, including Jeremy



(Coxswain), Sydney, Connor, and Ian, aboard for tea and cookies. Crew had a chance to tour each other’s vessels before the RCM crew headed back home for the night.

The grand finale of Delta’s time at Artaban was a search and rescue demo on Thursday evening. The campers assembled on the wharf to watch as Delta and its crew performed a simulated rescue. First Oscar was thrown overboard to act as the casualty. Delta did a small loop and came back to drop the RHIB with two crew members aboard. While Delta did another loop, the crew onboard the RHIB retrieved Oscar and prepared to return to Delta. On the final pass, the RHIB came alongside while Delta was underway and used the boom and winch to lift Oscar back on board. From the time Oscar ‘fell’ overboard, to the time Oscar was brought back on deck, was about ten minutes. It was a successful simulation and the crowd on the dock applauded the Delta crew enthusiastically.



Overall it was a pleasant few days for the Delta crew at Artaban. Everyone at the camp was warm and welcoming to the crew. We extend our thanks to Camp Director Sarah Steele and Father Paul for the invitation and the opportunity to share the CLI’s work with campers.

2025 Fraser River Fishery Patrols

by John Horton

Having been pre-warned that a large run of salmon might be expected in 2025 ‘Delta’ and ‘Fraser’ lifeboats deployed on patrols beginning on the 9th of August.

The lifeboats primary role was SAR, ensuring the safety and well-being of fishers. This often involves sailing ahead of commercial traffic to provide advanced warning of traffic.

As this has been mainly an First Nations fishery, and many boats are not fitted with radios the lifeboats play a major role in assisting fishery and commercial traffic.

2025 Saw new tanker traffic carrying both LNG and high octane jet fuel. These vessels were given special attention by the lifeboats, especially as fishers do not seem aware of the new clear transit zone restrictions in effect.





On the 16th of August the 'Delta' lifeboat responded to a call for assisting of an 18 feet skiff disabled at Steveston Bend. Arriving on scene it was discovered that the crew of three had managed to restart their engine, but could make about three knots. The lifeboat escorted the fishers to safety in Steveston.

On the 17th of August while on patrol, an abandoned net was discovered against the jetty at S7 and its position reported to VTS.

Later in the day, the net had floated off becoming a hazard to navigation. 'Delta' launched its RHIB and the end of the net was towed out to the lifeboat. It was pulled across the river to calmer water where the crew cut it free from a 70 feet tree that it was tangled in. The net was retrieved (full of decaying fish) and landed in Ladner for safe disposal.

In the main fishers acted in a responsible manner although it was noted a few displayed proper lights or monitor radios!! In total, 'Delta' conducted seven days of patrols in support of the First Nations fishery.



John Oystensen engineering badge

On Saturday August 9th John Oystensen received his Engineering badge from David Acton. The engineering badge, a black round badge with golden braided rope around the edges and a golden prop in the centre, is newly introduced to easily recognize the engineering team.

First aid – patient documentation record

Roz introduced the new first aid patient check form based on the care cards. A lively discussion followed with good ideas and improvements. One suggestion to put the patient release form on the back so it stays together. Care cards are discussed. Another suggestion was to do regular care card training exercises on the Lifeboats by



going through one care card at a time. Doesn't have to take longer than 20 minutes leaving enough time for other exercises. Training was well attended and appreciated by the crew members.

August 21, 2025 The Delta Optimist A3

UP FRONT

Got A News Tip?

Contact editor Ian Jacques via email: ijacques@delta-optimist.com
or call 604-998-3616

Return of Fraser sockeye brightens B.C. summer

PHIL MELNYCHUK
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The numbers of Fraser River sockeye this year are huge, in the millions.

Yet Ladner commercial fisher Paul Kershaw, will have only a minuscule share of what could be an historic run.

Kershaw, who said it's been six years since the last commercial sockeye fishery on the Fraser, is limited to only 235 sockeye, from a run that he says is now predicted to be 10 million sockeye, and climbing.

"It's basically nothing," Kershaw said Tuesday. That works out to about \$4,500, he added.

During previous large runs, each boat would take about 3,000 sockeye, he added.

Kershaw said despite the huge numbers, Fisheries and Oceans Canada only allotted 45,000 sockeye for the entire commercial fleet.

He said the government is managing the fishery as if the fleet was larger than it is.

He said Tuesday morning that he hasn't seen two other fishing boats on the Fraser River.

"It's the biggest joke. There's



PHOTO SUBMITTED

Mick Reis, Neil Kershaw and Quin Morimoto fish for sockeye, Tuesday.

nobody fishing and they've got 10 million fish . . ."

He added that the government is managing it as if the run size will be 2.7 million sockeye.

People could be making good money, he said.

"There's good food that could be on the table, but instead, in basically two months it will all be rotten on the river bank, up river somewhere," said Kershaw.

"We may never see a sockeye run of this extraordinary magnitude again in our

lifetime."

While the run originally was predicted at 2.7 million sockeye, Kershaw says that number has already swam past Mission as of Aug. 13, with another 30 to 40 days to go.

"It's going to exceed any of our expectations. It's only a matter of how much."

Kershaw has been fishing for 53 years.

It's been six years since the last commercial sockeye fishery on the Fraser River.

"The problem is not native fishing, who do have a priority, it's the exclusion of all other stakeholders whose share can't possibly be zero on a run of this magnitude," Kershaw says.

He adds Fisheries and Oceans Canada dragged its feet in July when record numbers of sockeye were showing up in the test fisheries and now has no plan to manage such numbers.

According to the Pacific Salmon Foundation, as of July 29, 734,400 sockeye already had passed through the lower Fraser River, on their 1,200-km trip up to Fort St. James.

That compares to last year when only 26 early Stuart sockeye spawned because of the Big Bar landslide.

But the foundation cites the Pacific Salmon Commission which estimates that 65 percent of those could die before spawning, because of low water flows and high water temperatures.

However, the foundation said

that this year's early Stuart run is the largest since 1997 and represents productivity similar to that from the 1970s.

Reasons for the increase could include cooler ocean temperatures or the removal of fish farms in the Discovery Islands, on the sockeye's migration route.

The Pacific Salmon Foundation also says this year's total Fraser River sockeye run is still only expected at three million, below the average of eight million.

It also adds that the temperature of the Fraser River is 1.9 C warmer than average.

But Kershaw says a newsletter from the Pacific Salmon Commission says that spawning sockeye are arriving northwest of Prince George in overall good condition. "If there was major mortality problem, it should have shown itself," he said.

He said that permitting the entire run to move up the river to spawn, doesn't mean record returns in four years.

"Allowing millions of surplus fish to the spawning grounds does not lead to future good returns, It's called over-spawning," he said.

Richmond Maritime Festival by John Horton

CLI was again invited to attend the festival with the 'Delta' lifeboat.

Owing to festival restrictions, visitors were not allowed to board which was regrettable. However, the two-day event was well attended and enjoyed by all, with good public engagement.

Many kind donations were received.

While 'Delta' was engaged at the festival, the 'Fraser' lifeboat conducted patrol duty for the ongoing First Nations fishery.

On Saturday morning, dragon boat races were held off Britannia shipyard. A tug and barge was not given way to by the racers and the tug and barge ran aground, trying to go around them.

The barge struck the tug and continued to pass up its starboard site. With difficulty the tug powered its way off the mud and was able to continue. Lesson: do not block the channel to commercial traffic.





While at the festival, a substantial oil leak was discovered. On Monday morning an engineer from Steveston Marine was able to effect repairs to the oil supply lines and 'Delta' was able to return to Ladner on Monday morning.

While entering Ladner Harbour the 38 feet motor vessel 'Jacaranda' was observed down by the stern and listing to port. After securing 'Delta', a visit was made by car to the Riverside Marina where staff were made aware of a possible problem. On investigation the vessel was found to have 2 to 3 feet of water inside. The owner was notified, and an offer of pumps was made by CLI however, the marina had a large pump and was able to resolve the situation. CLI was not advised of the point of water ingress.



S [stevestoninsider](#) Have you seen the gorgeous new Mural painted by the talented Dean Lauzé and designed by John Horton. On your way to the Gulf of Georgia Cammy, have a peek at the wall on the side of the Steveston Café and Hotel building and you'll see it all its glory. Thank you Dean for making our Village even more beautiful. #mural #art #artist #steveston #fishingvillage #exploresteveston #supportlocal #stevestoninsider #pallamedia



by John Horton

Thanks to friend and supporter David Rushton, CLI is now a corporate member of the Rotary Club of Ladner.

While Brian Cook, John Ashikian and John Horton are named representatives, CLI members are welcome to attend the weekly lunches held every Tuesday at the Tsawwassen Coast hotel.

It is important that we give support to those who support CLI.



Victoria Classic Boat Festival by John Horton

The 'Delta' lifeboat made its annual visit to Victoria for the hugely popular festival. The event was attended by the largest fleet ever! 'Delta' again served as the medical guard ship supported by members of St. John ambulance. Four medical assists were attended, including a serious fall aboard a large motor yacht by an elderly lady and a gentleman aboard another vessel who suffered a laceration that required stitches at Victoria Hospital.

8/27/25, 1:33 PM

Maritime Festival 2025 in Steveston BC drew large crowds - Richmond News

RICHMOND NEWS RN Out and About: Richmond Maritime Festival rides high in the water

Contributor Grant McMillan
Aug 25, 2025 11:48 AM



The 22nd annual Richmond Maritime Festival drew crowds out to Britannia Shipyards National Historic Site in Steveston on Aug. 23 and 24, 2025. | Photos courtesy of Grant McMillan

This year was the 22nd annual Richmond Maritime Festival and it offered lots of fun activities combined with learning about our nautical history. The event took place at Britannia Shipyards National Historic Site in Steveston this past Saturday and Sunday.

As an island surrounded by two arms of the Fraser River, our city is ideally situated to conduct a festival that presents beautiful, authentic wooden boats and working vessels with a host of other activities. This free event was open to everyone and was superbly managed by Richmond staff, exhibitors and a large assembly of helpful volunteers.

This year continued the dynamic tradition of restored vessels, live music, displays and workshops by regional artists, walkabouts by the Three Stirling Sea Serpents and the Cannery Mermaids, puppet shows, various food trucks and much more. On the docks, 14 Maritime Heritage Vessels drew crowds who saw firsthand some examples of our sea-going history. On the festival grounds, performances took place both on and off stage. The puppet show featured the ever-popular Rikki the Rat. The Richmond youth-based Taiko Group and Japanese festival dancers brought their extraordinary talents to the stage.

Many more excellent performers provided continuous entertainment. Arts and crafts were well represented, with hands-on craft areas featuring boat design. Other crafts included the opportunity to create a cyanotype print, a crochet circle, paint by numbers and basic origami. The Steveston Maritime Modellers displayed their beautiful scale model wooden ships. The Knitting Tree provided children and adults with the opportunity to learn to crochet and knit — and add their creations to a collaborative art installation. Joy Baker involved her audience in the colouring of a giant maritime mural — a paint-by-numbers scene that included ships and mermaids.

The Richmond Maritime Festival was presented by the [City of Richmond](#), [Richmond Arts Coalition](#) and the [Britannia Shipyards National Historic Site Society](#). Funding support came from the [Department of Canadian Heritage](#) through the Canadian Heritage Building Communities through Arts and Heritage grant program and the [Province of British Columbia](#).

<https://www.richmond-news.com/opinion/out-and-about-richmond-maritime-festival-rides-high-in-the-water-11121932>



Visitors aboard during the festival were fascinated by the lifeboat's history and capabilities. Generous donations were gratefully received.

On Saturday evening CLI hosted a reception aboard with about 40 invited guests. Vice Admiral David Pachett and his wife Christine were welcomed aboard along with vice admiral (R) Nigel Brodeur. The event was a great success and a chance to catch up with so many friends and supporters.

During the evening, vice admiral Nigel Brodeur presented John Horton and Mary Horton with a special plaque "in gratitude for their years of support for Canada's Naval and Marine Service".

The CLI crew did a wonderful job of serving drinks and snacks and making guests feel so welcome.

Sunset was observed and following CLI tradition, admiral Pachett hauled down the ensign!

Sunday morning saw the usual sail past of most of the participating vessels. Sailing out of the harbour in line ahead, saluting the festival aboard 'Midnight Sun', continuing along the Victoria waterfront and return alongside. Always an enjoyable event for spectators and participants.

Sunday evening saw the festival dinner held in the lovely hotel. The awards presented to those who continue to show so much love, devotion (and money) to ensure that classic boats continue to enhance our maritime world.



CLI's John Horton was presented with a special plaque from the Canadian Coast Guard

recognizing 45 years of support to search and rescue.

John made a point that the award belonged to all the many volunteers which have served with him over the years, for without them he could not have done it.

'Delta' slipped at 0750 on Monday morning for an easy transit back to Ladner. With a rising tide, a fast return of 7 hours was conducted. Approaching Sand Heads approximately 200 recreational vessels were observed fishing for the huge run of fish still entering the Fraser. Even the riverbank was crowded with anglers trying their luck. During the transit 'Delta' had monitored a recreational vessel sinking of Sand Heads. It was later learned that the 'Fraser' lifeboat had responded and towed the vessel to Ladner. Well done 'Fraser'.

