



Delta Lifeboat Environmental Cruise

On Monday October 6, the Delta Lifeboat embarked on an environmental cruise, offering an insightful journey past the South Arm Marshes Wildlife Management Area, along the Fraser River, and past notable landmarks such as Sand Heads and Steveston Bend. This cruise was an educational and enjoyable experience for all participants, highlighting the unique ecosystems and the importance of environmental preservation in these areas.

The cruise emphasized the importance of conserving the natural environment of the Fraser River and its estuaries. The cruise offered plenty of opportunities to observe local wildlife, including fish, birds, and marine mammals, in their natural habitats.

On Monday October 13, the Delta Lifeboat embarked on the last environmental cruise of this year. The Cruise was as successful as the previous one.



Delta Lifeboat rescue of a disabled vessel in Ladner Harbour

Also on Monday October 6, on the way back from the environmental cruise, the Delta Lifeboat was involved in providing marine assistance that resulted in an alongside tow in Ladner Harbour.

The crew of the Delta Lifeboat observed a cruiser anchored in the middle of the harbour. Concerned about the possibility of distress, the crew decided to approach the vessel to offer assistance.

Upon nearing the cruiser, the Delta Lifeboat crew identified a man and a woman onboard. The owner of the cruiser explained that their engine had unexpectedly quit and was unable to restart. Recognizing the need for immediate assistance, the Delta Lifeboat crew prepared to aid the distressed vessel.

The coxswain of the Delta skillfully navigated through the tight channel. This careful maneuvering was crucial to safely approaching and assisting the cruiser without causing any additional risk or damage.

Once positioned appropriately, the Delta crew executed an alongside tow. This method involved securing the cruiser alongside the Delta, allowing for a controlled and stable tow back to a dock in the harbour.

The assistance was completed efficiently and without incident, showcasing the Delta crew's expertise in handling maritime emergencies.



CLI WhatsApp groups

To improve communications Jovan created the following WhatsApp groups: Delta Lifeboat, Fraser Lifeboat, Fundraising and General chat. Keep up to date and in touch with each other by joining these CLI WhatsApp groups

<https://chat.whatsapp.com/Kj88O6zoU1Y8KNVcvGNBtM?mode=wwt>

Training exercise at Sand Heads

On Saturday October 25, 2025, the Fraser Lifeboat set out for a training session at Sand Heads. The day promised to be both challenging and educational for the crew. As we navigated through the Fraser River, we encountered the Canadian Coast Guard vessel Sir Wilfred Grenfel, diligently working on maintaining the navigation buoys. This sight was a reminder of the essential roles various teams play in ensuring maritime safety.

Beyond Sand Heads, the Fraser crew prepared to engage in search pattern training amidst rough waters. The conditions were demanding, with winds reaching 18 knots and swells exceeding three feet. These elements posed a significant test for boat handling, requiring focused attention and teamwork from all crew members.





This session marked the first occasion for our crew to practice employing search patterns using NobelTec Time Zero software. The integration of this technology into our training provided an advanced approach to our search and rescue operations, enhancing our efficiency and accuracy in locating targets.

The rough conditions did not deter our spirits; instead, they provided a real-world setting to hone our skills. The final image from our exercise displayed a yellow dot, marking the location where the target drifted to, demonstrating the effectiveness of our search patterns.

Overall, the training exercise was a valuable experience, offering insights and practical knowledge that will benefit future operations. We plan to continue practicing these techniques, ensuring our readiness for real-life scenarios. Each session strengthens our capabilities and reinforces our commitment to safety and excellence in maritime operations.

Exercise with RCM-SAR 14

On Saturday November 1, the Fraser Lifeboat departed Steveston, heading towards Sand Heads for an exercise with the Delta Lifeboat and RCM-SAR 14. West of channel marker 7A, a sailing vessel named “Jade” stranded on the rocks was observed. While investigating, the Delta Lifeboat reported it to the Canadian Coast Guard, who informed the lifeboats that it was already reported the previous day and was under control.

Upon reaching a position just north of Sand Heads, the decision was made to anchor in the river, outside the shipping lane, to wait for RCM-SAR 14’s arrival and a briefing.



Once RCM-SAR 14 joined, a brief tour of the Fraser was conducted for the crew. Afterward, Bill took the helm as the Fraser cast off, preparing for RCM-SAR 14 to engage in a towing exercise. RCM-SAR 14 rigged for an alongside tow, towing the Fraser to deeper waters. The tow was then released, allowing the Fraser to move independently to a new position for a stern tow. After the stern tow the Fraser successfully executed a stern tow with RCM-SAR 14, demonstrating coordinated maneuvers in deeper waters. After the exercise, RCM-SAR 14 briefly came alongside to conclude the exercise and bid farewell to the crew.

This detailed account highlights the importance of coordination, communication, and teamwork in maritime operations, ensuring safety and efficiency during joint exercises.

Royal Naval Sailing Association’s 90th Anniversary

On Saturday November 1, the Royal Naval Sailing Association (RNSA) celebrated its 90th anniversary with a splendid event held at the prestigious Royal Vancouver Yacht Club. This milestone was marked by an evening filled with camaraderie, reflection, and a celebration of naval heritage, attended by distinguished guests and members of the sailing community.

A special highlight of the evening was the celebration of Captain John Horton’s 90th birthday. Captain Horton, a revered figure within the RNSA and the broader naval community, was honored for his years of dedication and service. His contributions to both the Royal Naval Sailing Association and the Royal Canadian Navy were fondly remembered, and his lifetime of achievements was celebrated with heartfelt speeches and applause.



The event was graced with a formal mess dinner, a traditional naval dining experience that brought together sailors old and new in a spirit of unity and tradition. The dinner took place against the stunning backdrop of English Bay, offering guests a breathtaking view as they dined and mingled.

Rear Admiral D.J. Patchell, CD Commander Maritime Forces Pacific & Joint Task Force Pacific, delivered a captivating speech, reflecting on the rich history and enduring legacy of the RNSA. He emphasized the importance of maritime traditions and the role of the association in promoting sailing and seamanship within the naval community. He thanked Captain John Horton for everything he has done and presented him with a beautiful clock.



Throughout the evening, many other esteemed speakers like PJ MacLellan, John More and Ken Lewis took to the podium, sharing anecdotes, memories, and well-wishes for Captain John Horton and for the future of the RNSA. These speeches not only honored the past but also looked forward to the continued success and growth of the association.

The 90th anniversary celebration of the Royal Naval Sailing Association was more than just a commemorative event; it was a testament to the enduring spirit of naval camaraderie and the shared love of the sea. As guests departed with hearts full of pride and memories to cherish, the event left a lasting impression of unity, tradition, and the promise of many more years of sailing and fellowship to come.



Fraser River Tunnel construction will shake the ground

But vibration expected to remain below thresholds and only near construction

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The B.C. government is advising boaters that in-river geotechnical work for the Fraser River Tunnel Project will be taking place until February 2026.

From Monday to Saturday, crews will work day shifts from barges and other marine equipment, with some night shifts as needed.

Recreational boaters are reminded to navigate carefully near the work zones.

The province has selected a design-build contractor for the project with construction planned to commence next year and the tunnel intended to be open in 2030, subject to receipt of an environmental assessment certificate and permits.

The project includes removing the existing tunnel once the new immersed tube tunnel is in operation.

Representatives with the



IMAGE SUBMITTED

The project has the potential to increase noise and vibration levels during construction.

Transportation Investment Corporation and Ministry of Transportation and Transit recently made a presentation to council to provide an update on the \$4.15 billion, eight-lane tunnel project including timelines for upcoming construction.

Tree clearing is scheduled for January 2026, followed by utility re-locations in April and temporary acoustic barrier installation and earthworks in May.

The new tunnel will be composed of six tunnel elements that will be fabricated on Deas Island and transported to the site by barge. The project requires 1,846

square metres of the regional park for permanent highway expansion, as well as 42,791 square metres to be leased for temporary construction and working space.

A Delta staff report this year noted the application also indicates that nearby residences can expect significant changes in noise levels during construction.

Construction activities, particularly pile driving, may exceed guideline threshold limits at those residences.

"A 3 dB change is not perceptible to the human ear; an increase of 4-5 dB is considered noticeable, while an increase of

10 dB is considered twice as loud as before. The project modelling indicates a maximum increase in noise of 8-12 dB during construction, at nearby residences in Hampton Cove, River Woods and River House, with the highest change in noise in the second year of construction," the report noted.

Mitigation is expected to reduce the noise levels, but it is unclear by how much because the specific mitigation measures for construction have not been finalized yet, the report noted, adding that the increase in noise at the residences during operation of the new highway, in

comparison to current highway noise, is anticipated to be 2-4 dB.

"Given that there is already noise in this area from the existing highway, the Ministry of Transportation and Transit's threshold for mitigation is less than it would be for a new highway in an area not already influenced by highway noise," the report added.

The project's website also notes that temporary increases in noise and vibration are expected during construction, including temporary and variable noise increases at locations close to construction areas, while temporary and localized vibration levels are expected during pile-driving activities but levels are expected to remain below applicable thresholds during construction.

The government also outlined measures at reducing the effects, including prioritizing quieter construction methods like vibratory pile driving over impact hammers, scheduling noise-generating work, like pile driving during daytime, as well as implementing noise-mitigation measures, including noise muffling or silencers on certain equipment.

Celebrating John Horton's 90th Birthday

On Saturday, November 8, family and friends gathered at St. David's Anglican Church in Tsawwassen to celebrate a significant milestone - the 90th birthday of John Horton. The event was a heartwarming tribute to a life well-lived, filled with laughter, music, and cherished memories.

the celebration began with a delightful luncheon featuring a variety of sandwiches, catering to all tastes with beverages available for guests. The atmosphere was warm and welcoming, fostering conversations and connections among those present.

As the guests settled in, the president of the CLI Brian Cook took to the stage to deliver a touching speech. His words were filled with admiration and gratitude, highlighting John's immense contributions and the impact he has had on everyone around him. Following Brian's





speech, a special moment unfolded as Ron and Brian presented John with a beautifully crafted plaque. This token of appreciation was given on behalf of all the CLI members, recognizing John's dedication and achievements over the years. In a heartfelt gesture, Ron read out an email from Aaron Turner, an old crew member who couldn't be present. The message was filled with warm wishes and fond memories, bringing smiles and a few tears to the gathering.

Adding to the joyous occasion, Allen entertained the guests with a musical performance. Playing the banjo, he sang a song that resonated with everyone, filling the room with melody and joy. Not to be outdone, the birthday celebrant himself, John Horton, donned a charming bowler hat and delighted the crowd by singing a few vaudeville songs. His performance was spirited and lively, showcasing his enduring love for music and entertainment.

John Horton's 90th birthday celebration was a beautiful testament to his vibrant life and the love that surrounds him. The event not only honoured his past but also celebrated his enduring legacy, leaving everyone with cherished memories of a truly special day.



Delta Lifeboat Harbour Cruise with Björn Andersson

On Sunday November 9, a memorable harbour cruise took place aboard the Delta lifeboat, with former crew member Björn Andersson leading the journey. Having dedicated seven years to CLI, Björn relocated to New Brunswick but returned for John's 90th birthday. Nine crew members joined him for the ride, eager to reconnect and share in the experience.

The trip began with the Delta setting sail, navigating through Ladner Reach. At the airport fuel terminal, the Delta turned around and Björn took the helm to continue the journey to Garry Point Park. The final leg of the cruise took the lifeboat through Sea Reach, offering a serene and picturesque view before returning to Ladner.

After the cruise concluded, the crew gathered in the galley, a space filled with camaraderie and nostalgia. Here, they embarked on a trip down memory lane, sharing stories and reminiscing about their shared experiences. It was a heartwarming reunion, filled with laughter and fond recollections of days gone by.



For Björn, it was an opportunity to reconnect with colleagues and celebrate the legacy of their collective efforts. As the afternoon drew to a close, the crew parted ways, enriched by the memories and reaffirmed by the enduring spirit of the lifeboat community.



Honoring Remembrance Day

Every year, communities come together to honor those who have served and sacrificed for our freedom on Remembrance Day. This solemn occasion is marked by various ceremonies and acts of remembrance across the country. In Ladner and around the lower mainland, the community gathers to pay tribute and ensure the stories of veterans are never forgotten.

The Ladner cenotaph is a focal point for remembrance in the community. This year, John and Nick had the honor of laying a wreath on behalf of the Canadian Lifeboat Institution. Their gesture symbolizes the deep respect and gratitude felt by many for the courageous individuals who have served in armed conflicts.



In addition to the ceremony at the Ladner cenotaph, the Fraser Lifeboat sailed for the remembrance ceremony at the Garry Point Park cenotaph. This ceremony brings together members of the community, veterans, and their families to reflect and remember. The serene setting of Garry Point Park provides a poignant backdrop for honoring those who have served at sea and elsewhere.

This year, David's father received special recognition. As part of the City of Delta's commemorate banner project, David's father was honored for his service and contributions. The banner project allows the city to celebrate and remember local veterans by displaying their images and stories prominently throughout the community.

The City of Delta's banner project is a powerful tribute, bringing visibility to the service and sacrifice of veterans.



These banners not only serve as a reminder of the past but also educate future generations about the importance of remembrance and the impact of war on individuals and communities.





St. David's Anglican Church Christmas Fair

St. David's Anglican Church hosted a delightful Christmas Fair on Saturday, November 15, at the St. David's Parish Hall. The event ran from 10:00 AM to 2:00 PM and offered a wonderful opportunity for the community to come together and celebrate the festive season. The fair featured a wide variety of items, perfect for holiday shopping and gift-giving. Attendees could explore stalls with baked goods, crafts, jewelry, books and home decor.

The Canadian Lifeboat Institution (CLI) had a stand dedicated to raising funds and awareness for their cause. They offered John's Christmas cards, mugs and earbuds which were given in exchange for donations. Thanks to the generous contributions from fair attendees, the Canadian Lifeboat Institution received a total of ****\$560.00**** in donations.

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Delta Spotlight



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The Boundary Bay Lions Club recently donated \$7,500 to the Delta Stroke Recovery Society.



CertainTeed Gypsum Delta team members partake in a volunteering day with Good360 to put together 1,000 hygiene kits to support Surrey Women's Centre.



Ladner Rotary donated \$2,000 to the Delta Lifeboat Society (DLS). To receive the donation, Ladner Rotarian, former member of the Royal Navy Reserve, and commander of the Delta Lifeboat Station, John Horton, along with his crew, invited members of the Rotary Club of Ladner to tour the mouth of the south arm of the Fraser River on the Delta Lifeboat serving this maritime area.

Fraser hit by fishing vessel

While doing an oil change at the Steveston fuel dock on Saturday November 15 the Fraser lifeboat was hit at the stern by fishing vessel New Star. There is damage on the starboard rear fairlead assembly and post. The owner of the New Star took full responsibility. The [video](#) from the Fraser security system clearly shows the occurrence and can be found in the CLI drop box .





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Paid Content

Government's New Sweeping Closures for Salmon Fishing Not Based on Science: by MLA Ian Paton



The federal government is proposing sweeping new salmon fishing closures that include the Mouth of the Fraser River, the Southern Gulf Islands, the Straight of Juan de Fuca, the Swiftsure Bank - restrictions that would shut down key sport and commercial fisheries despite strong evidence that Chinook stocks are rebounding. British Columbians deserve to know that these decisions are being made using outdated data, with limited transparency, and with little consideration for the communities whose livelihoods depend on these waters.

Across British Columbia, people are losing confidence that decisions about our land and water reflect current science or the experience of those who live closest to these resources. Whether it's forests, farms, or fisheries, policies arrive from distant offices in Ottawa or Victoria while rural and coastal communities absorb the impacts.

For coastal communities like ours, this disconnect is not abstract. Ladner was built on fishing. Generations worked the Fraser as gillnetters, tended nets in all weather, and staffed the canneries that lined the riverbank. That heritage still defines us - and it's why poorly informed decisions hit so hard.

The proposed closures are the latest example. Ottawa says they are necessary to protect the Southern Resident Killer Whales (SRKW). These whales are an iconic species that deserve every effort toward recovery - but the science being used to justify further restrictions is years out of date.

In the 2025 State of the Salmon report by the Pacific Salmon Foundation, it shows Chinook stocks have rebounded significantly. Counts in the Fraser, Nootka, Clayoquot, and Barkley Sound show multi-year increases driven by improved ocean conditions and habitat restoration. Even Fisheries and Oceans Canada's own monitoring confirms stronger recruitment and reduced exploitation rates.

Put simply: salmon are back above long-term averages. Yet DFO continues to behave as though we are still in crisis.

Despite this recovery, the Department's September 2025 consultation materials propose expanded closures in critical fishing areas. These waters support communities - places where guiding, small-boat fishing, and recreational fishing are pillars of local economies and culture.

The people affected by these decisions are not statistics. They are families and

businesses whose livelihoods hang in the balance. At a recent meeting in Port Renfrew, fishers packed a hall to urge federal officials to apply common sense.

This is not an isolated issue. This reflects a broader provincial issue: a widening gap between data and decision-making in resource management across B.C. Whether it's fish, forests, or water, too many policies are being advanced on precaution rather than precision. Communities are told to trust the process - even when the process ignores local observations, current monitoring data, and the economic realities of life.

Balanced conservation requires recognizing success, local knowledge, and creating workable solutions with current data. The recovery of west-coast Chinook stocks is a good-news story that should inform, not be ignored by, federal management.

Local knowledge is key in resource management. For example, addressing predation by seals and sea lions - a concern raised repeatedly by coastal First Nations and fishers - must be part of a holistic fisheries approach if we are serious about protecting both salmon and the whales that depend on them.

DFO's SRKW working group contends that these closed areas are needed to provide quiet areas where whales can feed without competition. Experienced anglers and guides contend the whales are rarely in most of these areas. They prefer to see a "moving avoidance bubble" strategy used instead. This means anglers would stop fishing and move a negotiated distance away from whales while they are there.

British Columbians deserve resource management grounded in up-to-date data, informed by local and Indigenous knowledge, and balanced with the economic realities of coastal communities. Stewardship is not about locking people out of their livelihoods; it's about ensuring people and nature can thrive together.

My call to action is simple: demand that the federal government update its science, listen to coastal voices, and adopt a balanced, transparent approach that protects ecosystems and the people who depend on them. Conservation depends on that trust.

When governments ignore data and local experience, they aren't safeguarding the environment - they're just weakening our trust in government.

Ian Paton

Ian Paton was elected as MLA for Delta South in 2017 and re-elected in October 2020 and 2024, and he currently serves as the Shadow Minister for Agriculture and Food.

Canadian Lifeboat Institution Christmas Dinner and Fundraiser

On Friday November 28 the Canadian Lifeboat Institution (CLI) held its annual Christmas dinner and fundraiser at the beautiful Beach Grove Golf Club. This festive event gathered CLI society members, supporters, and distinguished guests for an evening of celebration, camaraderie and good food.



The evening was a delightful experience, featuring a sumptuous buffet that showcased an array of delectable dishes.

The gathering was graced by the presence of MLA Ian Paton, who has been a staunch supporter of the CLI. Also in attendance was Fire Chief Guy McKintuck, who is set to retire next year, marking an end to a distinguished career.



One of the highlights of the evening was a speech by CLI Society President Brian Cook. He expressed gratitude for the unwavering support of the community and emphasized the importance of the CLI's mission in saving lives at sea.



In a joyous moment, attendees sang “Happy Birthday” to crew member Monika Boldak and the soon-to-be birthday celebrant Ken Robertson. This added a personal touch to the evening, creating a warm and inclusive atmosphere.



The event featured a silent auction with a variety of enticing items, encouraging attendees to bid generously in support of the CLI's life-saving initiatives. Additionally, a 50/50 draw added an element of excitement, with the prize being won by Ian Paton's spouse. In a generous gesture, she donated the winnings back to the CLI, demonstrating the spirit of giving that permeated the evening.

The Canadian Lifeboat Institution's Christmas dinner and fundraiser was a resounding success, thanks to the generosity and support of all who attended. The funds raised will go a long way in supporting the CLI's vital work, ensuring that they can continue to serve and protect those in need on the waters. The event not only celebrated the holiday season but also reinforced the strong sense of community and shared purpose among CLI supporters.

