







ALERTABLE

The City of Delta's Public Alert System

Public Alert System for Emergencies and Critical Incidents

The City of Delta has introduced a new public alert system called Alertable, which enables the City to communicate directly with the public during emergencies and critical incidents. This includes situations like severe weather, evacuation notices, infrastructure failure, security incidents, and more.



2026 WVIC-RNSA-NYC SINGLEHAND/DOUBLEHAND REGATTA

Told by 'Diary of a Cabin Boy'

Dear Reader,

June 5th, 6 & 7th; Another Vancouver to Nanaimo Single Handed Regatta is in the books, demonstrating clearly the unceasing degradation of humanity's faculties. Gentle reader, it is with a heavy heart I must report to you that this year, more double handed racers took part in this most venerable of traditions than single handed racers. I fear, that soon not only will the race name be obsolete, but in fact the seamanship of our fine British Columbians will

sink to such a low that Davy Jones himself will have to move his locker to make room.

Fear, gentle reader, is a wicked mistress, laying waste to the spirit that mariners throughout the centuries, nay millennia, have fostered, fed and has endured, from Noah to Heyerdahl and we must not let it slip, we must be that shining beacon of hope for the next generation of men and women who will take to the sea, and it is with great pride, dear reader, that I can report to you our motley crew upon the goodship Delta Lifeboat faced man and beast without dread, practicing, if not perfect than, as near to perfect seamanship as one could hope for. Under the tutelage of our steadfast and unshakeable Captain, not even the appearance of the mighty Kraken on the return leg could veer us from our course and duty to those fine seamen still battling the raging winds of the Strait.

It was later pointed out by an erstwhile marine biologist that our Kraken was actually a pod of devil fish (gray whales to the uninitiated) breaching and slapping their tails in unison so as to give the appearance of one large fearsome creature, which, I might add, our fearless crew was unafraid.

Arriving at the marina Friday evening in West Vancouver the crew and captain were shocked to find that the yacht club had rearranged most of their docks and placed incorrect signage in a bid to scupper our





hitherto perfect passage from Ladner. You will not be surprised, gentle reader, to find that your dear cabin boy was himself not shocked, knowing full well the delight the West Vancouverites take in mischief making and exclusionary practices, but our unflappable captain demonstrated the sort of nimble fingers at the helm that can be gained only through bravery and time, maneuvering our sleek vessel between the unused piles to eventually dock at our allotted escarpment. Let it not be forgotten that on the way to West Vancouver, as the crew busied themselves with their duties, our esteemed captain set to cooking a roast beef feast with all the trimmings. Very rarely does one have the honour of being led by someone with such an egalitarian bent, or for whom his underlings mean so much, Marcus Aurelius comes to mind, and perhaps Boudicca, but of her only whispers remain. One ungrateful landlubber was heard to mention that the beef was ever so slightly overcooked, but it was obvious to all around the table that the blackguard had himself chosen the ends of the roast just so he could complain and all heartily disagreed with him and began to in fact shun him, at which point our magnanimous captain remarked that perhaps the beef was a little dry by French standards which lightened the mood and set all to redoubling their efforts in merrymaking.



The following morning, breakfast went off almost without a hitch, as your trusted cabin boy was in charge of the preparations, the only snag being the early arrival of our cherished and beloved trio of race officials who we duly invited to share our table as guest. There was then a rather heated discussion as to the size of the standard we would fly, I myself ascribe to the rule that when it comes to flags, bigger is always better, but not all agreed, at which point the ever-present fountain of nautical knowledge and wisdom, our captain, set the argument still and all happily fell in line.



The race officials, having not been satisfied with disrupting your poor cabin boy's otherwise finely executed breakfast, decided to play a cruel joke and under the auspices of a great honour, demanded that only he should come to the bridge to assist with the flag raising and lowering that was to mark the start of the competition. They did not mention the approaching squall that their fine livery would not allow to penetrate, but would pass through your cabin boy's poor rags unhindered, yet, as our glorious captain often says, "service before self", so there I stood, stalwartly against the railing, like a cat hanging onto the edge of a bath tub, as the wind and rain buffeted seemingly from all sides at once, raising and lowering some unknown piece of cloth affixed to the end of what felt like a rolled up piece of 40 grit sandpaper in one's freezing hands, yet no word of complaint escaped those blue, battered and wind ravaged lips, wanting only to do our ship and her captain proud.

The journey to Nanaimo was rather uneventful. It was with great aplomb that the crew and her captain were welcomed in Nanaimo, their best dock cleared especially for us and all but a red carpet laid out. We had barely stepped through the door of their fine establishment when we were kindly directed to the bar, the locals very much ingratiating themselves to the crew, as such actions are like to do. The coxswain appropriately bought the first round for both crew and captain, though claimed to have forgotten your poor cabin boy's lemonade amidst the barbarity and carnage a crew long at sea is apt to cause once hitting shore. The meal was plentiful, many going for seconds and even some overzealous crew going for thirds.



Once again, the breakfast was a resounding success and as our cherished race officials were now on island time, the crew and captain were able to fully enjoy the fruits of your cabin boy's labour, the contented smiles on their faces all the thanks needed, and all the thanks received might I add. The return journey to West Vancouver was uneventful besides the Kraken, as spoken about previously, turning out to be pod of gray whales. The impish West Vancouverites once again did their best to unsettle captain, but he would have none of it, docking with the grace of a swan in their crowded and unruly docks, and after offloading the race officials, our lightened ship speedily made way for homeport and our noble captain once again set to cooking a fine meal, this time spaghetti carbonara, for his weary crew. Your Cabin Boy.



Blessing of the Fleet at Granville Island

In the morning hours of June 6th, the Fraser Lifeboat departed from Steveston on a rising tide, to take part in the Blessing of the Fleet at False Creek Fisherman's Wharf. Originating in the 15th century in Mediterranean fishing communities, the Blessing of the Fleet is a maritime tradition which serves as a community prayer for fair weather, safe voyages, and for a successful fishing season.



At 1130, the crew arrived at Fisherman's Wharf, and were greeted warmly by the Harbour Authority and the Vancouver Fire Rescue Service boat. The ceremony began at 1200, with Deacon Dileep Athaide leading the prayer for safety and prosperity, to the response of a raucous chorus of horns from the vessels in the marina. I had the opportunity to speak with Deacon Athaide after the Blessing. He spoke of the importance of tradition and community, and just how vital it is to remember where exactly our food comes from, and the dangers that can come with that harvest.

After the blessing, we enjoyed a delicious meal (served by members of the Harbour Authority, no less!). The crew mixed and mingled in the sunshine with the attendees, as the sweet sounds of the Tommy West Band floated through the air.

At 1330, when the crew was fed and satisfied, they began making way back to Steveston. Once again, the crew engaged in training between the helm, keeping watch, and navigation.

Just off of Wreck Beach, the crew spotted a humpback whale, and our Whale Warning Flag experienced its

inaugural raising. Also spotted on the journey homeward: Pacific harbour porpoises, Pacific harbour seals, sea lions, and another whale, which was too far off to identify.

Just off of Iona, the crew came across a bundle of logs linked together, potentially broken off from a log boom. The local seagulls seemed to enjoy having a spot to rest, but as it was a navigational hazard, it was called in to the authorities.

Just before 1600, the Fraser Lifeboat returned to Steveston Station and the crew went their separate ways with smiles, after what had been another smooth and successful day.



Crew Engagement Notice

This early notice is so all crew members can start planning for CLI's Fishing Patrols and involvement in the 2026 Fraser River Salmon Fishery; 2026 is an Adams River 4-year cycle run.

DFO's (Department of Fisheries & Oceans) early prediction is reported to be in excess of 7.5 million fish. This is one of the highest predictions in many years.

Traditionally fishing could occur every week during August on Friday, Saturday, Sunday and Monday. This year the fishery could start the last week of July and go into September. Fishing hours may be anything between 8, 12 or even 24 hours periods. For these longer days; both lifeboats may have to deploy - meaning every crew member will be needed and to make themselves available for shifts.

What to expect:

- **DFO notices are at short notice.**
- **Crew changes can be organized.**
- **Meals and rest periods organized.**
- **Minimum crew required is 4 on each lifeboat.**
- **Lifeboats will provide close escort and communications with deep-sea ships (container ships, bulk carriers, tankers, LNG carriers, Seaspan ferries and tug and barges).**
- **Communications are kept with VTS, ship's pilots, skippers and fishing vessels to ensure safe passage for all. These protocols help to save accidents and conflicts from happening.**
- **Over the years CLI lifeboats have attended fires, sinkings, collisions, groundings, injuries and disabled fishing vessels.**

Pulling together as a team, we can maintain this much-appreciated service. Please do not leave it to a willing few.





Message from Board of Directors

First off, a big thank you to the organizers, helpers and contributors to the 45 Years CLI Crew BBQ held at Delta Lifeboat Station. This was a great opportunity to visit socially with fellow CLI members, friends, and their families. For those who attended, CLI pins were available. We hope all that attended had an excellent time and we expect this activity will continue in the future as an annual Summer event.

Be Our Anchor – Give & Gain!

For the Board, fundraising is a vital endeavor that demands both creativity and strategic planning. In the May edition of the Heaving Line, we talked about the Search and Rescue Volunteers Tax Credits (SRVTC) and this great opportunity for qualifying members to be involved in this internal fundraising initiative though this tax credit benefit. Continuing on this internal fundraising theme, we would like to introduce another initiative all members and supports can participate in - "Be Our Anchor".

By taking advantage of Canada's charitable tax credit system, a charitable donation will reduce the amount of individual taxes payable. In BC, this is a 45.8% combined Provincial and Federal tax credit. To obtain this level of credits you must have a minimum of \$200 of charitable donation in a given tax year. This base amount of \$200 will increase all additional donation amounts to the 45.8% credit level.

Be Our Anchor

Your \$200 baseline donation will provide CLI with predictable funding and will in return maximize your personal tax refund. By donating \$200 to CLI, this will unlock your 45.8% 'credit jump' on all additional charitable donation made this year.

For example;

Donation	\$200.00	\$600.00	\$1200.00
Tax Credit	\$40.12	\$223.32	\$498.12
Calculation 45.8%		\$40.12 + 183.32	\$40.12 + 458.00

We hope you'll see the 'Be Our Anchor' initiative as a meaningful way to strengthen CLI's future while also benefiting you personally. Your support keeps us steady, strong, and ready to serve.

For further information please email: CLI.board@canadianlifeboatinstitution.org

For Donation eTransfer: pay@cli.vr-sar.org

If you like what we do, donate NOW through: You can find us on: Like to JOIN?



e-Transfer
pay@cli.vr-sar.org



CLI Appreciation BBQ

On Saturday June 27 a crew, family members and supporters appreciation BBQ was held at the Delta Lifeboat station in Ladner to Celebrate 45 years of CLI Service. The Fraser Lifeboat came up from Steveston to give everyone a chance to visit both vessels.

At the beginning of the week the weather forecast was not favorable but luckily the day turned out only with a light overcast and plenty of sunshine. At 8am crew started arriving to set up the tents, tables, BBQ's and getting everything else ready.

By 10am the all was ready to receive crew members and guests. A surprise visit was made by Delta Mayor George Harvey, which was really appreciated.





He was presented him with a CLI pin and mug. At 1200 noon, the food was ready to be served. Crewmember Oliver and Canfisco donated the fresh salmon which was greatly enjoyed by all. CLI pins and mugs were available for donations. At 1:30pm, CLI President spoke and thank all for coming out to join the CLI event. With 65 people attending, we thank you all for making this day a success



Mayor George Harvey receiving the CLI pin & mug



If you like what we do, donate NOW through:

You can find us on:

Like to JOIN?



The CLI BBQ EVENT at the Ladner Lifeboat dock today was greatly appreciated by all, Crew and guests alike. The invitation included members, friends and family. And that was an important factor for me because it embraced all. What is important to me is that when I join a Lifeboat Crew, I am leaving my family and I am very cognizant of this situation. We go on the water but family can worry about us because they know what we are doing can be a challenge ..Our families lets us do what we do for the CLI. But don't complain! (Email JohnM, Jun2)





SEA SUNDAY

2026



**SUNDAY,
JULY 12, 2026**



**TIME:
10AM**



VENUE:
St Davids Anglican Church
1115 51a St, Delta,
V4M 2Y2, BC



Sea Sunday 2026 takes place on
Sunday, July 12, 2026.

It is an annual global observance dedicated to
praying for and honoring the world's seafarers.

THEME:

Harbours of Hope:
The Church Alongside Seafarers.



PRAY
for seafarers
and their families



SUPPORT
those who
serve at sea



CARE
for seafarers'
well-being



SHARE
Christ's love and
be a harbour of hope



Let us stand with seafarers.
Let us be Harbours of Hope.

— Hebrews 6:19 —

