



On Tuesday, June 30th, the Delta Lifeboat departed from Ladner harbour at 1900 hours for Lyall Harbour on Saturna Island to participate in the 77th Canada Day Lamb BBQ on Wednesday July 1st at the Gulf Island National Park Reserve, Winter Cove. This BBQ is a yearly event attended by many people from the boating community and beyond.

New crewmembers joined this trip to get more exposure to running a search and rescue vessel. The Delta Lifeboat sailed through Active Pass and arrived around 2300 hours at Lyall Harbour where it anchored for the night.

The following morning on July 1st, after a hearty breakfast, the Delta Lifeboat moved from Lyall Harbour to Winter Cove where an anchorage was found in between the many pleasure crafts. As the BBQ lunch was not served until 1400 hours the crew took out the RHIB to improve their boat handling skills. At 1330 hours the whole crew boarded the RHIB to transfer to the dock in Winter Cove. Many RHIB's were already tied up so the crew had to climb over other RHIB's to get on the dock. The event was well organized including the presence of local Search and Rescue, police, fire dept. and ambulance. The lamb roast and helpings were very tasty finished off with a cup of coffee and cookies.

At 1600 hours the crew returned to the Delta Lifeboat, weighed anchor and proceeded to Ladner Lifeboat Station through Georgeson Passage. This event was a great way for the CLI to show the flag and give new crewmembers an opportunity to improve their skills during this 1.5-day deployment.



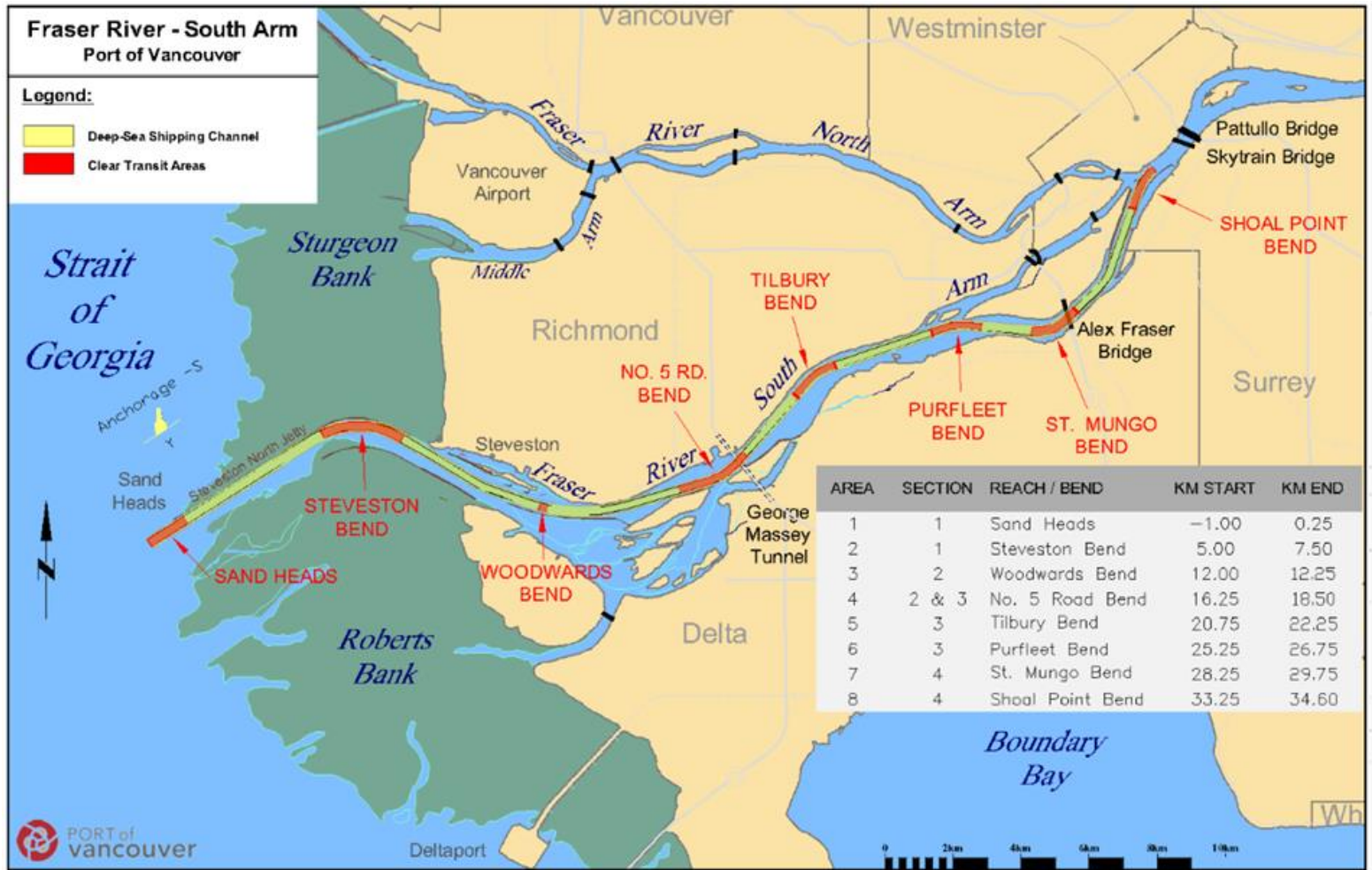


Coxswains meeting to discuss upcoming fisheries

On Tuesday July 7th a coxswains meeting was held at the Wharfinger house in Ladner Harbour to discuss the upcoming fisheries. Representatives of the Fraser River Pilots, Gordon Cooper, Fish Safe, Harold Wulff and Port Authorities, Jason Kroll, attended the meeting. The Tsawwassen First Nation and Musqueam First Nation were invited too but unfortunately; they were not able to attend.

The Fraser River Safety Program 2021 brochure from Fish Safe was discussed, especially the Clear Transit Areas.

Clear Transit Areas apply to tankers carrying product, i.e. LNG carriers, tug and barge combinations carrying any liquid cargo, and hampered vessels as designated by the port authority. These vessels must be unimpeded by any other vessel in the designated Clear Transit Areas, as illustrated in the image below.



This being the four-year cycle (large return) for sockeye salmon this run is expected to be plentiful and therefore native and commercial fishing will take place with longer openings over more days so, both lifeboats will be out and crew will work in shifts.

Channel 74 (VTS) and 78 (fishery) will be monitored. Channel 16 will be monitored as usual. Channel 17 (pilots) can be used to call a pilot directly to inform him/her of the situation ahead. If a fishing vessel needs a tow out of the shipping lane the pilot needs to be contacted before commencing towing. The pilot will advise to which side of the shipping lane the fishing vessel needs to be towed to ensure unimpeded sailing of the deep-sea.

Knowing when a fishery opens will continue to be a challenge for all parties involved. This means the lifeboats can be tasked on short notice and crewmembers should be aware and ready to man the boats. More information about the openings can be found at:

<https://www.pac.dfo-mpo.gc.ca/fm-gp/fraser/abor-autoc-eng.html>



Sea Sunday 12th July

Sea Sunday is observed annually on the second Sunday in July. It is a Global Day of Remembrance and prayer for seafarers, fishers, and their families. The 2026 theme, "Harbours of Hope," focuses on churches becoming safe havens of welcome and practical support for isolated maritime workers. The occasion highlights the sacrifices maritime workers make, including long months away from home, isolation, and dangerous conditions, as they keep global supply chains moving.

CLI crewmembers and their family attended the Sea Sunday service at the St. David's Anglican Church in Tsawwassen. The church was decorated on Saturday afternoon by crew with the sloop "Goblin", signal flags, nets, floats and "Oscar", the MOB dummy. Reverend Simbarashe Basvi led the service. At the end CLI crewmember John More played "The Last Post" on his bugle.

Coffee and cookies were served, giving everyone a chance to catch up. Then the crew took down the decorations and moved them back to the Ladner Lifeboat Station. Reverend Simbarashe Basvi followed with a blessed wreath to be laid on the Fraser River. When all guests and crew



arrived, the Delta Lifeboat departed for Ladner Reach. The tide was low but rising and luckily there was enough clearance to proceed. Delta positioned itself south of Woodward's Landing and switched off the engine. All gathered on the upper deck. Reverend Simbarashe Basvi said a few words and then dropped the wreath in the Fraser River. John More played his bugle and once the ceremony was over the Delta was flashed up and return to the lifeboat station.



Posts Saturday July 18

Fraser and Delta Lifeboats were both training today. On Fraser Lifeboat, we did some training on the Xboat. The carburetor had to be replaced and all is now working well. We tried pacing, as well as operating with 4 crew in the main channel. We also marked a dead head and did some man over board training.



At Saturday morning training Delta Lifeboat did RHIB work, practicing sticking, as well as practice with the fire pump. We also had a visit from a special guest, a retired Commander of the Indian Navy, who took the tiller in the RHIB for the first time in 40 years.





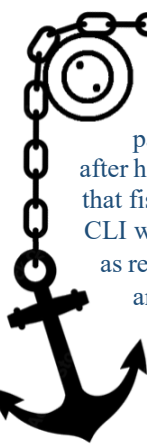
Navigational Hazard

Before the Fraser Lifeboat departed for its usual Thursday evening training on July 23rd a navigational warning was broadcasted on the traffic channel of 3 big logs that were wrapped around buoy S6. A decision was made to investigate and see if it was possible to pull the logs off and tow them to a safe location.

At arrival an SAP was performed and a plan was made. The Fraser Lifeboat backup towards the buoy and a grapplehook was used to grab the chain that connected 2 of the logs. They were then pulled off the buoy and towed upriver in the direction of Sea Reach.

In the meantime, traffic was informed of the successful removal and the plan to safely dispose of the logs. Close to Sea Reach suitable pilings were observed where the logs could be safely tied up. The same reversed procedure was used to wrap the logs around the pilings with help of the x-boat. Traffic was advised of the location of the logs and Fraser Lifeboat returned to the Steveston Lifeboat Station.

Board of Directors Corner



If you have been on the boats in the past few days, you know the Fraser River fishery opening slated for early August has started early this year. What is expected to be a very busy fishery will be a very busy Safety Patrols for CLI crews. Unfortunately, as in the past, the dates and times are announced with very short notice to all groups involved. As was the case July 23, when notice was received after hours of the fishery opening and the Thursday night training was deployed to cover the 1900 hours to 2200 hours period. It is anticipated that fisheries openings will be weekend (Friday to Monday) events, possibly working throughout daylight hours.

CLI will be looking for lots of crew participation for these events through August with both Lifeboats in operation and crew shift changes as required. The upside for crews is the increased training opportunities, teamwork building, and gaining the qualifying hours for the Search and Rescue Volunteers Tax Credit (SRVTC).

As SAR volunteers, we have the good fortune to be recognized by the federal and provincial governments as a vital and needed resource in protecting our communities. Part of this recognition is the Search and Rescue Volunteers Tax Credit for volunteers with qualifying service hours. Besides signing up for the Patrols, there is nothing you need to do. CLI will track your hours, if you have accumulated the needed hours, and CLI will provide you with a letter stating this qualification. Currently, the SRVTC is \$6000, and the BC SAR tax credit is \$6000. Which translates to approximately \$1200 in personal income tax savings.

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Aboriginal Fishery Patrol 25 July 2026

Delta Lifeboat conducted the 2nd 10-hour Aboriginal fishery patrol on the 25th of July. Owing to a lack of fish few boats were actually out. However, 'Delta' kept a watchful eye on everybody, patrolling between Garry Point and Tilbury in the Fraser River.



At 1610 hours a possible disabled fishing vessel was sighted near the S25 buoy. On closing it was discovered that the fishing vessel 'Double Trouble' was disabled with an overheated engine caused by rope wound up in the propeller.

A request was received for a tow to Steveston. Lines were passed and the vessel was towed to the Steveston Government dock for repairs.

Several of 'Delta's' crew were still under basic

training, so it gave them a real-life chance to help handle a towing incident which included a stern tow, alongside tow and docking a disabled vessel. They all performed well.



Fraser Lifeboat MOB Recovery System

On Saturday 25th of July CLI welcomed Shane and Jeanie Smith from C-Hero Safety Systems aboard the Fraser Lifeboat. They installed



a new Man Overboard rescue davit, which allows for one person to effectively rescue a person and bring aboard the vessel. Shane instructed the crew at the dock and then went out on the water to practice approaches and recoveries.

The system can be used on both sides of the Fraser Lifeboat and is easily stored in the aft cabin when not in use. In the coming months the Fraser Lifeboat crew will train regularly with this new MOB system to get all the crewmembers familiarized with the system.

The system was donated by C-Hero to the CLI and Brian thanked them on behalf of the CLI board. See them at <https://www.c-hero.com/>





Aboriginal Fishery Patrol 26 July 2026

With another 13-hour Aboriginal fishery announced for 26th of July the Delta Lifeboat deployed on a safety patrol with a crew of 9. While the morning remained fairly quiet this changed with the flood tide. A large number of fishing vessels were sighted spread out from Steveston Bend to the Massey Tunnel. Close escort was provided for several tugs with tows and C-SPAN rail ferries.

While escorting the Smitty II towing a spud equipment barge, Delta Lifeboat was advised the tug had lost power and was adrift – N.U.C. (Not Under Command). Delta Lifeboat immediately reversed course to assist, arriving on scene in approximately 5 minutes. The steel tug was 33 ft long and the barge approximately 100 ft with spuds hoisted and a large crane on board. A tow line was quickly passed and secured. Primarily this was in an attempt to stop the tug and barge being blown ashore on Steveston Island. However, the tug requested being towed to a position off the breakwater where the crew moored the barge using

its spuds. Delta Lifeboat then assisted the tug to the Steveston fuel jetty for repair.

While conducting this operation, Delta Lifeboat crew were hampered by several fishing vessels with nets out and the close proximity of the dredger 'RiverFlow Spirit'. This was a tricky operation but once again CLI's crews brought their training to the fore, responding well to an assistance request.

Aboriginal Fishery Patrol 27 July 2026

An announced fishery was held on Monday 27th of July from 0900 hours till 2200 hours. The Delta Lifeboat deployed with a crew of 7. The weather was mixed with occasional showers a few sunny periods. The forenoon proved slow with no fishing vessels observed, this changed at midday with the rising tide. Delta Lifeboat then started escorting commercial vessels through the area between the Massey Tunnel and Garry Point.

At 1405 hours an American 35 ft power boat was observed snagged up in the fishing vessel 'Mischief's' gillnet. 'Delta' closed the scene to assist as required. On closer investigation it was discovered that the native fisherman had dived over the side, swam to the pleasure craft and was under the swim grid trying to cut the net free! A very dangerous operation with a lot of vessels passing and not slowing down.

Delta Lifeboat deployed its RHIB and stood close by. Finally, the net cut free the fisherman swam back to his fishing vessel however now very cold and exhausted he could not get back on board his vessel. Delta's Lifeboat crew recovered him into the RHIB from which he was then able to climb aboard his own vessel.

Attention then turned back to the pleasure boat, which was able to proceed for Steveston on only one engine. 'Delta' provided an escort as there was only one person on board and having trouble steering. It was decided to put one crew member aboard to assist so the RHIB ran a member over which made docking in Steveston much safer.

Once safely secured, 'Delta' continued on patrol assisting several tug and tows through the main concentration of nets. With the backing tide there were several commercial transits including 5 Seaspan ferries.





At 2045 hours 'Delta' received a request for assistance from the fishing vessel 'Silver Venture' disabled at S19 buoy. The vessel was taken in an alongside tow as it was calm and safely secured in Steveston for repair. 'Delta' continued on patrol till the 2200 hours closure, securing back in Ladner Station at 2230 hours.

During the afternoon, the Musqueam Fisheries patrol came alongside where a very useful exchange was able to happen to improve fishery warnings. For this CLI is most grateful as it will help with future planning.



New!!! – CLI tumbler

A batch of new tumblers has arrived. The tumbler can be used twofold: as a coffee / wine / liquor tumbler or as a sleeve to keep your can cooled.

Due to the material and laser engraving the amount to donate to receive a tumbler has been set to \$30.00.

If you would like to have one or know of a family member, friend or neighbour who wants / needs one then please let Ron (ronvdzwan1@gmail.com) know as he can get one to you.

CLI pins

Don't forget the pins that are available as a thank you for donations of \$10.00. Help the CLI by actively promoting donations.

