



The Heaving Line has now its own email address – [theheavingline@cli.vr-sar.org](mailto:theheavingline@cli.vr-sar.org) Please use this email address if you have photos, stories, articles or anything else you would like to share with The Heaving Line readers.



## Welcome

### New crewmember Vladimir Milovanovic

I moved to Vancouver from Serbia four months ago. I have been involved in water sports since I was very young. First there was a competition in a rowing boat, then in a kayak and finally recreational rowing in a canoe. I found out about the Canadian Lifeboat Institution quite by chance at the Vancouver Boat Show, and of course I signed up right away. I am very grateful for the CLI membership because I will be able to learn, sail, help people and protect the environment.



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## Welcome

### New crewmember Andrei Demidov

Hello to everyone. My name is Andrei Demidov. I have been working in the Marine industry for over 20 years on different vessels, such as: supply vessels, refrigerators and fishing. In that time, I have gained a lot of experience and

knowledge about the maritime industry and its operations. Started in the 1984 as deckhand/marine electrician until 1991, when we immigrated to Canada. In 2001 started working at Albion Ferry as a deckhand. On my time off complete course at BCIT as Master 60t and last 5 years, before ferry shutdown, worked as deckhand/relive mate. In 2009 went back to BCIT and complete the program for oil barge operator (SOTO). All marine certificates are up to date. Including medical, First AID/CPR, MEDs, SVOP, Advance scuba diver. I'm looking forward to contribute my best to the team and learn something new.

### Transport Canada PCCC training



On Sunday April 2<sup>nd</sup>, Transport Canada boating safety officers Alistair Crawford and Elaine Shen came in the morning to firehall 4 Boundary Airport to train the CLI crewmembers how to perform Pleasure Craft Courtesy Checks. 13 Crewmembers attended the training and learned what to look for, what is acceptable and what not and how to educate the boating community. It was emphasized that the boating checks are voluntary and the main goal is to educate the boater on safety equipment as well as licensing and operator competency requirements. The program also provides boaters with general information on what “good working order” means and recommendations to maintain and service equipment as per manufacturer’s instructions. A big thank you to Alistair and Elaine to come out on a Sunday morning but also to the fire chief for the use of their training room and coffee.

### Southern Straits Yacht Race, 2023 by Ken Robertson

This year the Southern Straits Yacht Race had a slightly different course than previous years, in that it now was out from Dundarave Pier to the Halibut Bank buoy, then south to the ODAS buoy just north of the US border, back up to Halibut Bank buoy. From here the long race went up to the Sisters Island lighthouse, then south around Entrance Island and back to the finish line at Point Atkinson. The medium course went around Halibut Bank, to the ODAS buoy, back to Halibut buoy, around Entrance Island and then to the finish line.

Over the years CLI has provided a safety escort and radio relay for the long race. This year we provided a safety escort, concentrating on the medium course which had the most contestants (28 vs 9). We had six crew on board;





Brian (safety coxswain), Gord (first time aboard), John A (just back from six months in Mexico), Ken R (acting coxswain), Pat N (also back from Mexico) and Paul H.

The Delta got underway just before midday on Friday. The sun was shining, with a light SE wind. We made our way down to Sand Heads, and then north towards Halibut Bank, running at half speed. There was no need to rush. We could monitor the yachts on AIS as they were making their way to Halibut Bank. With the relatively calm conditions we launched the RHIB to practice maneuvers. John and Paul took turns “sticking” the RHIB to the Delta while underway. This also gave Gord some time to learn the deck procedures.

As the race forerunners headed south towards the ODAS buoy, we turned south as well, crossing to be on the leeward side of the course, keeping out of the way of the racers. In the light wind, the racers were strung out along the south leg. We decided to put into Kendrick Cove to cook

dinner and watch on AIS as the race passed by a couple of miles away. We anchored at 1730 in calm conditions.

Paul cooked a superb dinner which was well appreciated. After washing up we relaxed in the wardroom, getting to know each other. A radio watch was maintained all night. There was little traffic on the radio, except from yachts calling the Race Committee as they crossed the finish line.

At daybreak on Saturday, while Paul cooked another superb meal, the rest of the crew brought the RHIB inboard and stowed the foredeck lines in preparation for the return trip, which was forecast to be a boisterous one. The wind was predicted to be SE 30kn, and was.

Getting underway at 8am, we passed Thrasher Rock and headed out into a three to four-foot chop, with green waves crashing across the foredeck in poor visibility. As we neared Sand Heads, the waves slowly decreased, enabling us to steer a more direct course. The trip upriver was surprising in that the waves hardly decreased, but the rain continued. We docked back in Ladner just after midday.

One of the interesting events of the weekend was the near sinking of one of the contestants. Around 6.15 on Saturday morning, there was a “Pan Pan” on VHF 16. Coastguard Radio responded asking for particulars. It appeared that water was rising in the boat, it was up to 3ft with no idea where it was coming from. They were one mile south of Bowen Island, too far for us to respond. I was impressed with the way Coastguard Radio handled the situation, getting the hovercraft from the airport and the cutter out from Kitsilano. A tug boat was nearby and was able to standby. Eventually the boat was towed into Eagle Harbour and promptly lifted out of the water. The radio traffic was interesting to listen to, and provided a lesson on how to correctly respond to an emergency.

All in all, it was a good trip, with lots of learning and crew bonding.



## Delta L/B refit

On Monday April 10<sup>th</sup> the Delta sailed to Shelter Island to be hauled out for a refit. One of the hull planks needed to be replaced, a 4-blade prop (instead of a 3-blade) installed and painted. The haul out was scheduled for 3 weeks till Friday April 28<sup>th</sup>. Many crewmembers showed up and were a great help and because of this we were able to put the Delta back in the water on Thursday April 27<sup>th</sup>. Thank you all for your great help!



## Boating safety checks

Saturday April 15<sup>th</sup>. At the request of the Royal City Yacht Club, the CLI was asked again to conduct boating safety checks of up to 11 boats, at Imperial Landing in Steveston Harbour. The Transport Canada Office of Boating Safety provided CLI members with the training and certification to conduct these Pleasure Craft Courtesy Checks. The CLI made this year their own PCCC decal which can be used for multiple years. The decal also has the CLI email address and Delta and Fraser L/B phone numbers on them so the boat owners can reach out to the CLI directly.



The boating checks went very well. All boaters were well prepared and they all received a decal. After the checks the crewmembers were invited to a dockside potluck lunch where they had a chance to converse some more with the boat owners. Doug Maxwell, crewmember of the CLI and RCYC member, who organized this event, presented the CLI with \$600.00 in donations which were thankfully accepted by Brian Cook.



## In Memory of Paul and Jill Rasmussen



Last Sunday a gathering was held in memory of Paul and Jill at the Rose and Crown Pub in Tsawwassen. It was a day of mixed weather, but well attended by Paul's and Jill's family members, a good turnout from the CLI, and other friends and associates of Paul and Jill. There was no formal service, but the various aspects of Paul's and Jill's lives were topics of many of the conversations taking place, along with pints of ale and nibbles.

Paul first came into my life when I received an email from him indicating that he and David Acton, both from the Robert's Bank Lifeboat Society (which had recently wound up), wished to consider joining the CLI. The Robert's Bank Lifeboat had been transferred to a rescue society in Harrison Hot Springs, but they would have a cheque from the society's closing bank account for presentation to the CLI. After meetings and email exchanges they both did, indeed, join the CLI and, with their expertise and dedication to lifeboat work, very quickly became extremely valuable members.

In David Acton's words "Paul Rasmussen was a coxswain for the Fraser Lifeboat, site administrator, training officer, and so much more. He had an amazing passion for SAR and to develop the skills of all crew members. Paul spent time in SAR with the Canadian Forces, was involved with aerial firefighting, was a flight nurse, served with the Canadian Coast Guard Auxiliary, Delta Marine Unit, and the Canadian Lifeboat Institution. Paul will be missed in so many ways, from being a mentor, friend, electronics specialist, coxswain, and so much more."

The Board of Directors and I echo David's comments and sincerely regret the great loss of this truly outstanding member of our organization.

*Bob McSwaine*

President



## Fraser L/B Dyke survey by Adrian Lee

DATE: Thursday April 20 - LIFEBOAT: 1A-04 Fraser - MISSION: to support survey of dike infrastructure (visual inspection) - CREW: CLI x 4 (AL, DA, KL, RK) - EMBARKED: City of Delta Engineering Dept x 5 - SLIPPED: Ladner Small Craft Harbour 09:00 approx - RTB: 15:00 approx (Returned To Base, alongside) - CONDITIONS: overcast, windy, mid-day low tide

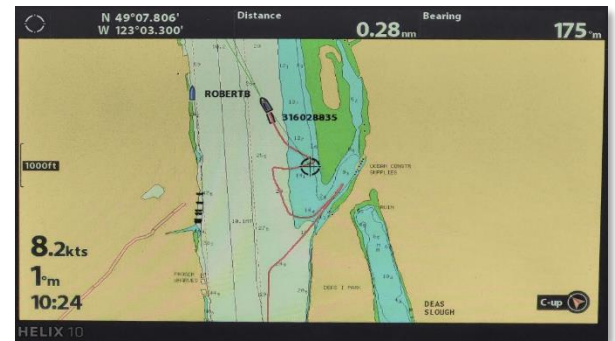
ROUTE TAKEN as directed by the survey inspection party:

- down to Canoe Passage (Westham Island Rail Bridge) = came around
- entered Deas Slough = came around
- Ladner Reach to Gravesend Reach (George Massey Tunnel > Tilbury/Seaspan > LaFarge) - City Reach (Alex Fraser Bridge)
- entered Gundersen Slough = came around
- Annieville Channel (Shoal Point / New West) = came around
- Annacis Channel (swing bridge) - Gravesend Reach to Ladner Reach = RTB

Here's one more shot... of the ENC... which well illustrates the nature of our assignment supporting the City of Delta; how we pulled in, as requested from time to time, to give the team from Delta Engineering a closer look-see at some features they wanted to get a better look at.

For example, if a large tree branch is caught in a drainage outlet grating (positioned at the low tide level), the one-way flap valve would not close properly and would remain stuck open... allowing the ingress of water to back up into the system as the tide floods.

Such a blockage isn't always easy to detect while onshore looking down from above. So, our assignment had to coincide with the day's low tide period when the concerned features along the dikes are uncovered. Dikes can slough (sluff), requiring remediation apparently.



## National Day of Mourning at the Fisherman's Memorial

by Jim Fox

Friday April 28. Delta piped the "Still" to open the ceremony. After opening moment of silence, Delta sounded the "eight bells". At the end of the ceremony Delta piped the "Carry On". Several organizations and dignitaries in attendance and presenting: Mayor Brodie, Work Safe, Richmond MLA, and others.

