



Canada Day Safety Patrol

The Fraser Lifeboat was scheduled to depart today at 1300 but because of the Canada Day parade and roads being closed it was a challenge for the crewmembers to get to the boat. With some delay the Fraser was able to leave the dock at 1345 for Sand Heads. There were many pleasure crafts returning and the VHF channel 16 was busy with calls for assistance. At 1422 the Coast Guard

broadcasted a call with a request for assistance for a fishing vessel that ran aground near the Massey tunnel.

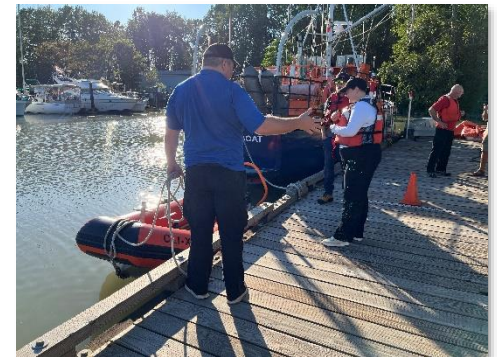
The Fraser Lifeboat turned around and gave the Coast Guard an ETA of 45 minutes. The vessel was the Kirsten F, a 32' fishing vessel with 1 person on board. At 1503 the crew had the broken-down vessel in sight. It was not aground anymore but tied up at the Canfisco pilings. The captain of the vessel informed us that his electronics failed which caused his engine not responding to his throttle commands. Because of this the current pushed him to the shore where his prop was damaged. A recreational boater came to his rescue and towed him to the Canfisco pilings. The captain requested a tow to Steveston Harbour.

The Fraser took the vessel in tow and advised the Coast Guard of the situation. In Steveston harbour the stern tow was transferred to an alongside tow. At 1640 the fishing vessel was put at the Steveston haul out dock with the thanks of a grateful captain. The Coast Guard was given a Situation Report and incident # 1008 was assigned. The crew did everything in the correct way as they regularly train towing. well-done! Update: the owner donated \$600.00 to the CLI.

RHIB Training

On Tuesday July 2nd we set up a training session to do some basic RHIB handling for new crew members. The crew reviewed basic RHIB operations including deploying and recovering the RHIB; basic boat handling and working with an outboard engine; and performing some tight-quarters maneuvering in one of the empty slips in Ladner.

Over the past year or so we have scheduled a number of these topic-specific sessions on Tuesdays to complement the regular CLI training schedule. These have always been very well attended, and often fill up fast. Keep your eye out for more of these in the future!



Time Zero Navigation Software

To join two routes together, right click on the first route and select "Extend Route". With the route builder selected, put the cursor over any leg of the second route and then right click on it. Select "Link Route" from the contextual menu. This will join the two routes together. This is applicable to both Time Zero versions on both lifeboats.

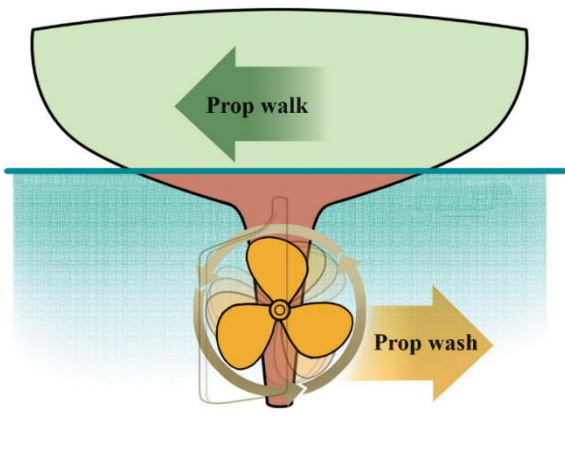
First Aid Delta

Saturday July 6. A couple of pics of us having training on the onboard first aid chart/card system. We took the first aid documents and then reviewed the chart cards to see the instructions and located the first aid bag and oxygen and AED and put it together to solve various real-life scenarios. Roz was very impressive as she made it clear and was very knowledgeable.



Saving Life on Land by Crewmember

On July 11 at approximately 5:00PM I was travelling down 104 Avenue, just having picked up my son from daycare. When I pulled up to the light at King George Boulevard, I noticed an odd congregation of people. As I got a little bit closer I noticed there was an unconscious male receiving compressions. A sense of duty came over me. I immediately pulled over into the parking lot of the gas station and approached the individual doing compressions. I let him know that I was a search and rescue member with Canadian Lifeboat Institution. A look of relief came over his face as he passed the unconscious male on over to me. Since I did not have a pocket mask I knew that I would have to rely solely on compressions and prayer. After several minutes of compressions, a police officer finally arrived and put his hand on my shoulder. It was very comforting as it was a dark time. Then the firemen showed up and the gentleman let out a huge gasp. I rechecked his vitals and he was back. I stayed with him a few more minutes during which the ambulance arrived. I handed off care to BC Ambulance.



Prop Walk Delta Lifeboat

Saturday July 13. Today all Delta Lifeboat crewmembers got time at the helm practicing departing and arriving at the dock. Because the Delta has a single prop this can be challenging due to a phenomenon called Prop Walk. Prop walk occurs when a turning propeller pushes a boat's stern sideways. A single right-handed fixed propeller will tend to push the stern of a vessel to starboard when going forward and to port when going in reverse. Prop walk is most noticeable in reverse and since Delta changed from a 3 blade to a 4 blade prop it is even more pronounced. Knowing what the effect of prop walk does to your vessel can be used in your advantage. Please use this link <https://youtu.be/155FuEmX8U8> to see a good explanation about this.

So, how does this work on the Delta Lifeboat; when going ahead there is a minimal prop walk to starboard and that will be most noticeable when steering a compass course or using the autopilot. The helmsman/autopilot will have to steer a few degrees port to counteract the prop walk.

RICHMOND NEWS

Richmond RCMP warn paddleboarders of large waves on Fraser River



Maria Rantanen
Jun 19, 2024 12:00 PM

RCMP are warning paddleboarders to be cautious on the Richmond's waterways. | Photo submitted



Richmond RCMP are warning paddleboarders to watch out for large waves from commercial boats when out on the Fraser River. It is "vital" to understand that Richmond's waterways, which include the three arms of the Fraser River, often have significant commercial vessel traffic, RCMP explained. Staff Sgt. Maj. Ross Lundie, the officer in charge of the Richmond RCMP boat The Fraser Guardian, said he's seeing an increasing number of paddleboards in the North Arm of the Fraser River. He is cautioning paddleboarders on this part of the river that they face significant risks from commercial vessel wakes. "As an experienced boat operator, I understand the wake created by all sizes of commercial vessels and the impact this can have on smaller vessels around them," said Lundie. "I encourage anyone entering the waterways to steer clear of shipping lanes and take precautions to ensure their day of pleasure does not end in tragedy."

Safety tips for paddleboarders:

Watch out for larger vessels: large vessels may have limited visibility – don't assume they can see you. Paddleboarders should operate as close to the shoreline as is safe and practical. Always wear a personal flotation device (PFD) with a whistle and a floating throw rope. Familiarize yourself with cold-water safety. Even in warm weather, water can be cold, particularly along the ocean's coastline. Bathing suits are often unsuitable for cold-water activities. Wear a wetsuit for thermal protection. Recognize the early signs of cold-water effects, such as shivering, loss of coordination and numbness. Do not consume alcohol or cannabis before or during water activities. Paddle with a partner and stay close to shore. Check weather conditions and forecasts, including tides and swells. For more water safety tips, visit the [Parks Canada website](#) on stand-up paddleboard safety.





When going slow astern the prop walk will be very pronounced and the helmsman will have to put 30 degrees of starboard wheel on to counteract the effect of the prop walk. It will take approximately 1.5 boat lengths before the speed is high enough (e.g. enough water flowing over the rudder) to overcome the prop walk (steerage way) and for the stern to start turning to starboard. This can be a challenge with the limited room at the lifeboat station, the RHIB hanging at the starboard side and the occasional vessel behind the Delta. Increasing throttle might give you steerage way faster but the prop walk will also be more pronounced. Another way to counteract the effect of prop walk is to stop engine. When you do this there is no prop walk anymore and the rudder angle combined with speed will become more effective.

Learning how the Delta Lifeboat responds in different situations is one of the skills we all have to practice regularly to get good at it. The crew this Saturday did take the first steps in mastering these skills.

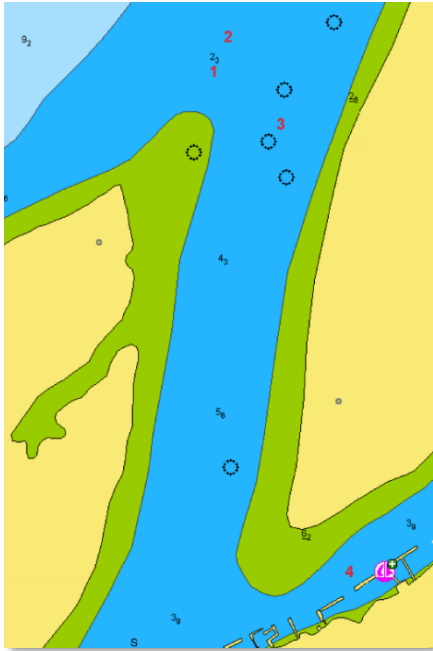


Sea Catch Toggle Release

Thursday July 18. The catch used with the Delta Lifeboat RHIB was originally not designed for the purpose it was being used. Lately there were some instances where it didn't properly release which could have resulted in injuring a crewmember. Because of this John H. searched the internet and found a release system specifically designed for what we are using it. This new Sea Catch was installed and tested today during the Thursday evening training.



The toggle release was a bit stiff in the beginning but after using it a few times it released smoothly. The difference of the "old" one compared to the new one is that it needs to be released under load. It was tried with the Delta using different speeds and all worked well. It is now expected that this new release will be safer for the crew.



Low Tide

On Saturday July 20th the Delta Lifeboat hit a few sandbars while returning to the Ladner lifeboat station. The first one was expected as the Delta Lifeboat was too close to the known sandbar but the other 3 were unexpected. The low tide was 5.4 ft at 1215 according to the tide graph of the Timezero navigation software.

After hitting the first sandbar (1) the Delta backed up and tried again (2). Delta had to backup further into Ladner Reach and leave this sandbar far to the port side. Then the Delta hit the next sandbar (3) which was totally unexpected. After increasing throttle the Delta was able to clear this bar and continued to the lifeboat station.

When making the turn to port the crew anticipated to hit another bar at the entrance to Ladner harbour but it was cleared without problems. Then again a sandbar was hit (4) at a position that has never been a problem before.

Because of this a minimum low tide of 6 ft according to the "Timezero" tide graph should be taken into account when entering and departing Ladner harbour. Note: the locations (1) - (4) are approximate.



Additional Video Footage

On Saturday July 27 the Delta sailed to Shelter Island to get additional video footage of recovery of Oscar with the RHIB. Johannes Fast joined the crew on the dock and shot the additional footage. Although the Oscar recovery was previously filmed, it was not usable due to the position of the RHIB and Delta (RHIB was blocking the view). After the crew was done, Johannes showed the preliminary result of the Delta Lifeboat video (<https://www.youtube.com/watch?v=KPOF2SiMgko>). The video gives a great insight of what the CLI does and an overview of the Delta from stem to stern



Touring Delta Lifeboat - A 1944 Wooden Lifeboat Built in Pearl Harbour & Adm. Nimitz Private vessel



narrated by John Horton. It can be used as a promotional video but also as a learning tool for new (and existing) crewmembers.



Johannes invited the crew to have a look at the restoration work they were doing on the shore. Johannes is the Marketing & Media Director of 'Favourite Boatworks' (<https://www.favouriteboatworks.com/>). They provide shipwright services to wooden boat owners of the pacific north west. Their experienced and diverse team of passionate shipwrights and marine technicians combines maritime knowledge from all corners of the nautical world. Crewmembers were impressed with what they saw.



Special General Meeting of Members

A special General Meeting of Members was held on Thursday July 31st to vote on the resolution to increase the maximum size of the board of directors from maximum 7 to maximum 9, change of registered and records office.

Promotional mugs

New mugs have been ordered and received on time for the Richmond Maritime Festival, Victoria Classic Boat Festival and next year's Vancouver International Boat show.

