



Eight Bells; "end of the watch"

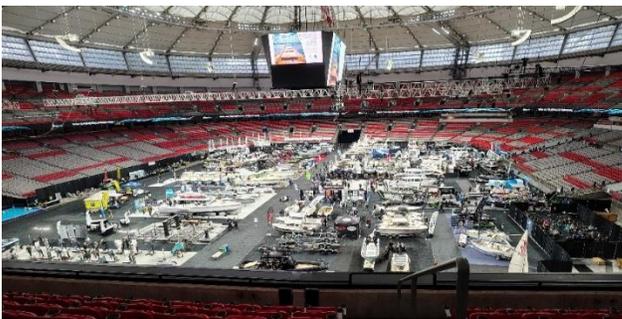
It is with great sadness that we announce the passing of our CLI President, Bob McIlwaine. Bob served the organization well for many years, seeing to the acquisition of vessels and developing processes and procedures. Bob had a distinguished career as a Reserve Naval Officer and was the owner of Cantrawl Nets Ltd. He fought a brave battle with cancer. We were very fortunate to have the benefit of all the work he did behind the scenes. Bob, you will be sorely missed; we wish you fair winds and following seas.



VANCOUVER INTERNATIONAL
BOAT SHOW
JAN 29 - FEB 2, 2025
BC PLACE & GRANVILLE ISLAND

On Sunday Vancouver got a snow dump and the Granville Island part of the boat show was not open for the public due to slippery docks. The Delta Lifeboat crew decided to leave the show in the morning for the transit back to the Lifeboat Station in Ladner. At BC Place it started slow in the morning but picked up during the day. This year we accepting electronic donations added up to \$13,073. Many thanks to all the crewmembers who helped to make this boat show a tremendous success.

Next year the boat show will be held at the Vancouver Convention Centre, Canada Place, because BC Place will get grass flooring in preparation for the FIFA World Cup 26.





Fraser Lifeboat Update

Fraser Lifeboat is nearing the end of its short maintenance refit. Thanks to several of our crewmembers, the repaired prop is back on the vessel, and the EPIRB and life raft have been serviced. We should be back in the water any day now...a real team effort!



Richmond Community Safety Meeting Presentation

On Tuesday February 11, Krista Kienapfel and Brian Cook attended the City of Richmond's Community Safety Meeting to give an introduction presentation as a follow-up from an invitation extended during Richmond's Civic Volunteer Gala. The Fraser Lifeboat is stationed in Steveston neighbourhood and the CLI takes part in many community events that deal with appreciation of maritime industry as well as patrolling the southern shores of Richmond. The introduction covered the involvement of the CLI with Richmond community events, but the main aspect was to initiate better rapport with Richmond's Emergency Services.

In the event of a disaster, a Lifeboat is an amazing asset to any municipality. We have the capabilities to become a crucial communications hub, provide transportation, first aid, as well as survey and report on the state of transportation routes. There are opportunities to work together and provide more services to increase boater safety if we pursue initiatives with follow up organization and effort. Many Richmond counsellors and emergency service leaders weren't familiar with the CLI, but are welcome to supporting us. Brian Cook suggested that members of the Richmond Emergency Services come out to see the boats and meet the people.

Some of the ideas that the CLI could pursue include doing Pleasure Craft Courtesy Checks at McDonald Beach or in Steveston, connecting with the Disaster Response Committee, asking to participate in Richmond's emergency training exercises, having a booth at the Richmond Public Works Yard Open House, doing safety patrols for school's nautical field trips, doing boater safety presentations in schools, and looking for opportunities to train with Richmond's emergency services.

Fraser Lifeboat Sea Trial

On Saturday February 15 crewmembers took Fraser Lifeboat out for a test run of a few hours to check the performance of the repaired starboard prop. At the entrance to Steveston harbour a barge was anchored and the Fraser Lifeboat kept it on the starboard side while entering the Fraser River. Different speeds were tried and the props operated like new. On the way to "Gilligan's" island a huge deadhead was seen bobbing around. Crew launched the X-boat and tied it alongside the Fraser Lifeboat. A wooden peg and CLI flag was used to mark the deadhead. The tide will bring it out to the Strait of Georgia it still remains a big hazard for the shipping and boating community.





A quick stop was made at the Delta Lifeboat Station where the Delta Lifeboat crew were going over their medical equipment. The Delta harbour was free from ice but the area around the Delta Lifeboat Station had still some ice. A slow approach was made to the dock as the crew didn't want to cause any damage to other vessels due to the moving ice. Once tied at the dock the crew joined the Delta Lifeboat crew for coffee. On the way back to Steveston it was noticed that there were a lot of logs and debris in the river. Most likely this was caused by melting ice releasing all that was "caught" during the frost period. At Crown Forrest a minimum wash was advised by Victoria Traffic due to work taking place on a barge. At 12:22 the Fraser Lifeboat arrived at its station after a good test and training morning.



SLOW BELL = Minimum Wash

Instead of minimum wash crewmembers sometimes hear on the radio a SLOW BELL advise from Victoria Traffic. So where does this term come from and what does it mean. In the old days, the ship's bell was used to communicate important information, including the ship's speed. Commands were conveyed through the engine order telegraph (E.O.T.), a critical instrument aboard ships from the 19th century until approximately 1950. It allowed the ship's captain or pilot on the bridge to communicate precise speed instructions to the engine room. Each turn of the dial triggered a bell in the engine room, signaling the desired speed adjustment.

This apparatus featured a circular dial, approximately nine inches in diameter, with a central knob, handles, and a pointer. Each rotation of the dial triggered a resounding bell in the engine room, indicating the desired speed adjustment. This communication system was the lifeblood of seafaring during that era, ensuring the seamless operation of ships through the vast seas.

Today, the term SLOW BELL is still used to indicate a reduction in speed. If crewmembers hear this request on the radio, the lifeboat has to pass the location with minimum wash.

New GAR RCM-SAR

CLI is pleased to acknowledge and commend the important work done by the RCM-SAR team in reviewing, revising, and promulgating the updated GAR process. Our Coxswains see this effort as a significant milestone in the development of Team SAR effectiveness. We are committed to its successful implementation.

New boat launch Ferry Road Ladner

On Wednesday February 19th the new boat launch at Ferry Road in Ladner was opened for the public. The new launch got some extensive upgrades like installation of a larger boat ramp and rip-rap protection, resulting in new, expanded footprints of 12m² and 130m². Dredging of approximately 685m³ of sediment from the area approaching the boat ramp and extension of the float to increase boat capacity.

GAR Worksheet
RCM-SAR Coxsain's Review of the Risk Assessment Process 2025

This worksheet is a tool used to assess the risk of a vessel or activity. It is not a substitute for the RCM-SAR Coxsain's Review of the Risk Assessment Process 2025. It is a tool to be used by the RCM-SAR Coxsain's Review of the Risk Assessment Process 2025.

Mission or Activity 1-6

Environment & Hazards

Weather & Equipment

Planning

Crew Selection

Crew Fitness

Supervision

Any Risk Factor score of 8 or more must be acknowledged & accepted by the Coxswain. Any Risk Factor score of 8 must have specific mitigation action taken before proceeding. Any Risk Factor score of 8 Automatically makes the GAR RED

TOTAL GAR SCORE:

7-17 GREEN ACCEPTABLE RISK	18-26 AMBER ACCEPTABLE RISK WITH MITIGATION	27-35 RED UNACCEPTABLE RISK
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Fraser training Saturday February 22

Last Thursday evening crewmembers learned (refreshed) through Zoom helm orders and today this was brought into practice. Every crewmember had a turn behind the helm following helm orders given by another crewmember. Both parties learned each side of the command chain to anticipate course changes and the behaviour of the vessel. At Captain's Cove Marina the crew decided to check out the new boat ramp at Ferry Road. Cautiously the Fraser approached the dock while keeping an eye on the depth. The tide was approximately 3 meters = 9.8 feet and the depth meter showed between 9 and 11 feet while approaching the dock. The Fraser moored at the S.W. end side of the dock without any issues. Also, the S.E. end side of the dock was checked with the same depth results. This means that at 3 meter tides the Fraser and Delta can bring broken down vessels to the boat ramp.



ATTENTION

Invasive species impact our waters

Once you leave the water...

<p>CLEAN plants, animals and mud from boat and gear</p>	<p>DRAIN all water from boat and gear onto land</p>	<p>DRY all parts of your boat and gear completely</p>
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Report Zebra or Quagga mussel sightings to the R.A.P.P. Hotline 1-877-952-7277
For more information: CleanDrainDry.ca

If you like what we do, donate NOW through:

You can find us on:

Like to JOIN?

