

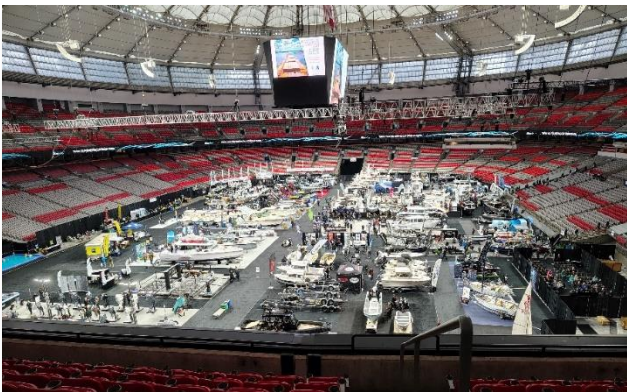


It is with great sadness that we announce the passing of our CLI President, Bob McIlwaine. Bob served the organization well for many years, seeing to the acquisition of vessels and developing processes and procedures. Bob had a distinguished career as a Reserve Naval Officer and was the owner of Cantrawl 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.

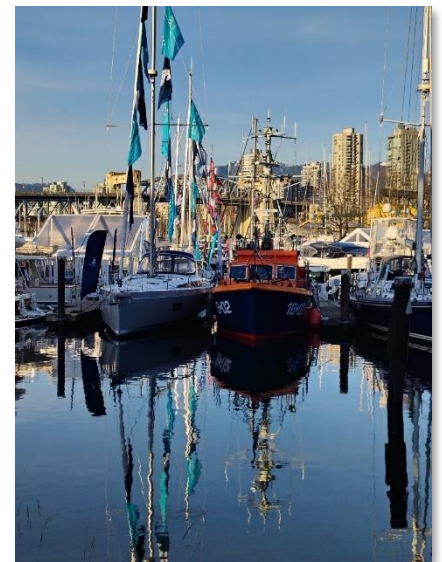


VANCOUVER INTERNATIONAL
BOAT SHOW
JAN 29 - FEB 2, 2025
BC PLACE & GRANVILLE ISLAND

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 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. Due to accepting electronic donations (\$4,623.00) the donations surpassed \$10K for the first time ever to an incredible \$13,073.00 (including \$680.00 from the Delta). Many thanks to all the crewmembers who helped to make this boat show a tremendous success. B.Z.



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





Fraser lifeboat update by David Acton

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



Richmond Community Safety Meeting presentation by Krista Kienapfel

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 the Invitation extended during Richmond's Civic Volunteer Gala. The Fraser Lifeboat is stationed in Steveston 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, the Fraser 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 if we put the work in. 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. All these things are possible if we coordinate and do it. Do any of these initiatives seem interesting to you? Please come out! Write in! Call us! Together we can do even more for marine safety!

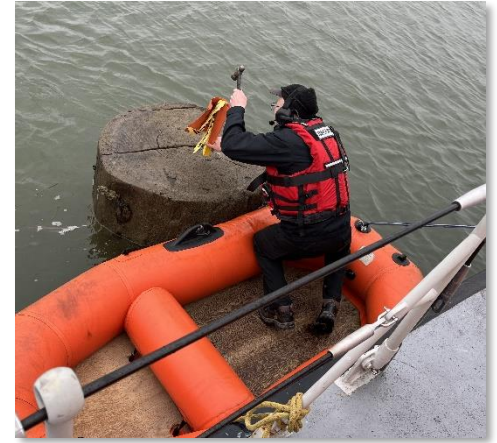
Fraser lifeboat test run

On Saturday February 15 crewmembers took Fraser 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 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. A careful approach was made by David. Richard manned the X-boat with a wooden peg and CLI flag to mark the deadhead. After he hammered it in the deadhead, it sunk under water but popped up again a little later. The tide will bring it out to the Strait of Georgia but it is a big hazard for the shipping community.





A quick stop was made at the Delta lifeboat station where the Delta crew was 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 Fraser crew joined the Delta crew for cookies and 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 arrived at its station after a good test and training morning.



SLOW BELL instead of 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
RCMBAR Check for Safety Risk Assessment Form P-0001-2020

This worksheet is a standard form to be completed by the crew before every start of a rescue mission. It is not intended to be a checklist. The worksheet is to be filled out by the crew before every start of a rescue mission. It is not intended to be a checklist. The worksheet is to be filled out by the crew before every start of a rescue mission. It is not intended to be a checklist.

Mission or Activity:

Environment & Hazards:

Rescue & Equipment:

Planning:

Crew Selection:

Crew Fitness:

Support:

Any Risk Factor with a score of 3 must be acknowledged & accepted by the Coxswain.
Any Risk Factor scores of 4 must have specific mitigation action taken before proceeding.
Any Risk Factor scores of 5 automatically make the GAR RED.

TOTAL GAR SCORE:

7-17 GREEN ACCEPTABLE RISK	18-26 AMBER ACCEPTABLE RISK WITH MITIGATION	27-35 RED STOP! NOT SAFE TO PROCEED
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Lead Hand / Advanced Crew

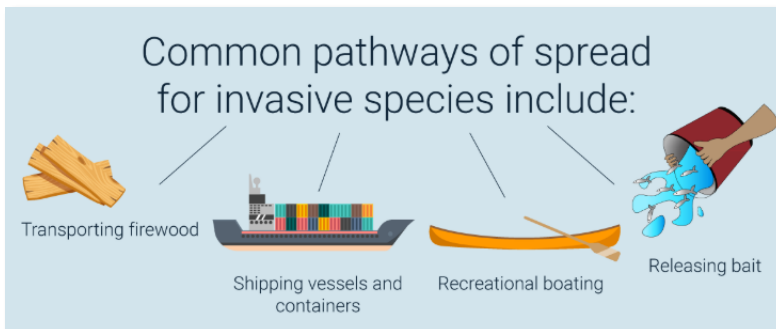
On Thursday February 21st Brian announced that Richard finished his Lead Hand / Advanced Crew task book and he is now the only one within the CLI who made it this far (besides the coxswains).

A Lead Hand crew will be required to complete 5 years (960 hours) of combination of classroom training and on the water training and service.



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...

CLEAN plants, animals and mud from boat and gear	DRAIN all water from boat and gear onto land	DRY all parts of your boat and gear completely
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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