

**GLOBAL DROWNING PREVENTION**

**KEY FACTS**

- AT LEAST 236,000 people die EVERY YEAR
- OVER HALF of all drowning deaths are among those aged UNDER 30 YEARS
- MALES ARE TWICE AS LIKELY to drown as females
- Drowning is one of the 10 LEADING CAUSES OF DEATH for people aged 1-54 years

**DROWNING RATES\***

**DROWNING PREVENTION AND THE 2030 DEVELOPMENT AGENDA**

Drowning prevention helps achieve Sustainable Development Goals and targets:

- 1 NO POVERTY
- 3 GOOD HEALTH AND WELL-BEING
- 6 CLEAN WATER AND SANITATION
- 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE
- 10 REDUCED INEQUALITIES
- 11 SUSTAINABLE CITIES AND COMMUNITIES
- 13 CLIMATE ACTION
- 17 PARTNERSHIPS FOR GOALS

**RISK FACTORS**

- LIVING AROUND WATER:** Wherever there is water, there is the threat of drowning.
  - 26% DIALYSIS
  - 43% BATH
  - 13% CONTAINER
  - 7% LAKE
  - 6% OTHER
  - 5% RIVER
- YOUNG CHILDREN:** The highest drowning rates are among children aged 1-4 years.
- FLOOD DISASTERS:** caused by natural hazards, man-made or activities.
- TRANSPORT ON WATER:** especially on watercraft or poorly-maintained vessels.

**GLOBAL AGREEMENT FOR ACTION\***

UN passes HISTORIC RESOLUTION for drowning prevention

- 81 countries support RESOLUTION
- Resolution calls for MULTISECTORAL responses
- Asks WHO to coordinate DROWNING PREVENTION within UN system
- Declares July 25 WORLD DROWNING PREVENTION Day

Encourages all countries to IMPLEMENT DROWNING PREVENTION PROGRAMMING in line with WHO-recommended interventions

- Install barriers controlling access to water
- Provide safe places away from water for people at children with special skills use
- Teach school-age children basic swimming, water safety and safe rescue skills
- Train specialists in safe rescue and resuscitation
- Set and enforce safe boating, shipping and ferry regulations
- Improve flood risk management (leakage and emergency)

**World Drowning Prevention Day 25 July**

Anyone can drown, no one should.

World Drowning Prevention Day, declared through the April 2021 UN General Assembly Resolution A/RES/75/273 “Global drowning prevention”, is held annually on 25 July.

This global advocacy event serves as an opportunity to highlight the tragic and profound impact of drowning on families and communities and offer life-saving solutions to prevent it. An estimated 236,000 people drown every year, and drowning is among the ten leading causes of death for children and youth aged 1-24 years. More than 90% of drowning deaths occur in rivers, lakes, wells and domestic water storage vessels in low- and middle-income countries, with children and adolescents in rural areas disproportionately affected.

## CLI Safety Patrol “Round Bowen Island Race, 2021” by John Horton

CLI responded to a request to provide one of our lifeboats as a safety vessel for the “Round Bowen Island” paddleboard and kayak race on Sunday the 25<sup>th</sup> of July 2021. In response, ‘Delta Lifeboat’ departed Ladner at 1500 on Saturday the 24<sup>th</sup> July for transit to Snug Cove.

The lifeboat was also able to respond en route, to another request by removing a 75’ tree that was causing a problem in Ladner Harbour. An easy transit was made and a safe overnight was established in Mannion Bay.

At 0800 on Sunday morning Ken Lewis and Adrian Lee went ashore in the RHIB to attend the race briefing and confirm communication systems. Following a hearty breakfast, the lifeboat crew made final preparations for the start. PJ McMillan, CLI’s designated medic prepared all medical equipment and laid out a first aid station on the port bunk, ready for use.



The race start was staggered over 1.5 hours and Delta moved off to give close escort to the early starts while RCM SAR 1B took up station with the later starters. It was fascinating to see the various designs of paddleboards and how well they performed in a chop that at times was up to 1.5 feet. While some paddlers were standing, others were sitting, kneeling or even lying down and paddling with their hands. The course was about 23 miles and one could only be amazed at the muscular endurance of the competitors. While 45 started, 32 finished and there must have been a lot of very tired muscles.

Thankfully there were no medical requirements although a quick search had to be made for a competitor who appeared to be missing. He was quickly accounted for. Most of the retirees were because of exhaustion. Delta did have to request a number of fast moving power boats to slow down and move further away for safety and look outs had to be on their toes in case any competitor required assistance. Following the finish CLI received grateful thanks and an enjoyable transit was made back to Ladner where they secured at 2000. All in all a worthwhile deployment.





**Richmond Maritime Festival** by John Horton

The Richmond Maritime Festival was held over the August 21/22 weekend at the Britannia historic shipyard. The 'Delta Lifeboat' was invited to attend along with a fleet of historic vessels. Owing to COVID restrictions no members of the public were allowed to board vessels for a tour. However an enthusiastic crowd enjoyed viewing from the floats, discussing and learning the fascinating history of each ship. The volunteer crew of the 'Delta Lifeboat' was able to tell the work that the vessel does to provide search and rescue services in the Fraser estuary and its special role in assisting the city of Delta, fishing fleet and commercial shipping.

Prospective new volunteers were interviewed and many donations were received. Of special interest to the younger crowd was the opportunity to man the fire hoses and feel the force of water required. The cooler weather made for an enjoyable festival which was the first public event held in Richmond since COVID restrictions began.



**Model rowboat**

On Sunday we got an unexpected visit from ex crewmember Aaron Turner who dropped by at the Richmond Maritime Festival. In the past Aaron made a model of the Delta Lifeboat in a bottle and this time he showed a working model of a remotely operated rowboat which he made. The details are amazing and the rower even wears a mask. This incredible craftsmanship was well received by the Delta crew but of course also by the public.





## Delta Lifeboat assists stranded yachtsman by John Horton

A Saturday morning training session on board Canadian Lifeboat Institute's *Delta Lifeboat*, August 28, became a real-life rescue experience when crew sighted a stricken 33-ft yacht on the rocks that form the Albion Island Jetty.

A lone yachtsman was aground on the rocks, south of Steveston and close to Westham Island, from late the previous night. This area has trapped many vessels over the years and is one of the dangers that lurk in the Fraser River Estuary.



*Delta Lifeboat* Captain John Horton made a quick check with the Joint Rescue Co-ordination Centre (JRCC) in Victoria and, as the incident had not been reported, the Lifeboat was tasked to investigate. On approaching the yacht, the lone sailor advised the Lifeboat crew that he had been sailing from Victoria, but had no experience in the Fraser River and no radio to call for assistance.

Unfortunately, running hard aground at the height of the evening tide made it impossible to refloat the vessel until a full tide cycle of 24 hours.

Responding to an alert from Pacific Region's JRCC, the Sea Island-based Canadian Coast Guard hovercraft *Moytel*, made swift passage to join *Delta Lifeboat* still standing by at the rescue location. The yacht was then boarded and inspected for damage. As it was not taking on water, and with a falling tide, plans were made to attempt to refloat the yacht on the next high tide at 10 o'clock that night. It was agreed the *Delta* would return to the Albion Jetty location to tow the yacht free as the tide rose.

A crew of 7 reported aboard at 19:30 when a full briefing and refloating plan was held. The RHIB was hoisted outboard and prepared. The Lifeboat slipped at 2000 and proceeded for the Albion Box. While Exiting Sea Reach an outgoing tug reported a small vessel possibly disabled off Garry Point. "Delta" was requested to investigate. Arriving off Garry Point 10 minutes later a search found no vessel in the area and so continued on its primary mission.

Now in complete darkness "Delta" entered the box and closed the yacht from the south side on the rising tide. The yacht was now still aground but with less of a starboard heel. The RHIB was launched and closed to survey best towing points.

At 2052 a bridle was set up to 2 strong cleats. Returning to the "Delta" the tow line was run out through the bull ring and secured to the bridle. The scene was kept illuminated by "Delta's" search lights. Once secured "Delta" went astern dead slow to await high tide. Just minutes before this was reached and by applying more power, the yacht finally slid off the rocks at 2150.

A quick survey indicated no water ingress but as the owner was unable to start the engine, and using the RHIB, the tow line was transferred to the yacht's bow and "Delta" commenced towing the yacht safely out of the box and set course for Steveston.

Large commercial traffic had to be negotiated and just west of Garry Point the yachts owner reported his engine now running and able to cast off the tow. The RHIB was continuing to give close escort with "Delta" ahead as the yacht was not able to display any navigation lights.

Finally at 2250 the yacht was safely secured at the Imperial Landing and the incident closed. The "Delta Lifeboat" secured in Ladner at 2353. The incident was well handled by all the crew and the refloating deployment was text book aided by calm weather.

BZ to the RHIB's crew who ensured the gear was properly run out and secured. Communications between "Delta" and the RHIB was excellent and ensured everything went smoothly.



BZ to all the crew and thank you for your willing service.

- Bjorn Andersson
- Roz Bell
- Len Cheveldave
- Brian Cook
- Lynn Harrison
- John Horton
- Ron Van der Zwan



Support Us

Home | News | Opinion | Arts & Life | Features | Classifieds | Obituaries | Connect

## Delta Lifeboat rescues lone yachtsman

The lone yachtsman's vessel had been stranded on the Delta side of the Fraser River, south of Steveston and close to Westham Island last Friday night.

about 4 hours ago By: Elizabeth Murray/Contributing Writer





## How to do CPR on an adult: COVID-19 update

What is CPR? CPR stands for cardiopulmonary resuscitation. It combines chest compressions and rescue breaths to give a person the best chance of survival following a cardiac arrest.

**We've updated our guidance due to the COVID-19 outbreak. Do not perform rescue breaths on the casualty.** If an adult is unresponsive and not breathing normally, you still need to call 999 or 112 for emergency help and start CPR straight away.

### What to do



If you find someone collapsed, you should first perform a primary survey. **Do not place your face close to theirs.** If you have established from this that they are unresponsive and not breathing, you should ask a helper to call 999 or 112 for emergency help while you start CPR. Ask a helper to find and bring a defibrillator, if available.

- **Ask your helper to put the phone on speaker and hold it out towards you, so they can maintain a 2m distance**
- If you are on your own, use the hands-free speaker on a phone so you can start CPR while speaking to ambulance control
- Do not leave the casualty to look for a defibrillator yourself. The ambulance will bring one.



**Before you start CPR, use a towel or piece of clothing and lay it over the mouth and nose of the casualty.** Start CPR. Kneel by the casualty and put the heel of your hand on the middle of their chest. Put your other hand on top of the first. Interlock your fingers making sure they don't touch the ribs.

Keep your arms straight and lean over the casualty. Press down hard, to a depth of about 5-6cm before releasing the pressure, allowing the chest to come back up.

- The beat of the song "Staying Alive" can help you keep the right speed
- **Do not give rescue breaths.**



Continue to perform CPR until:

- emergency help arrives and takes over
- the person starts showing signs of life and starts to breathe normally
- you are too exhausted to continue (if there is a helper, you can change over every one-to-two minutes, with minimal interruptions to chest compressions)
- a defibrillator is ready to be used.



If the helper returns with a defibrillator, ask them to switch it on and follow the voice prompts while you continue with CPR.

- **Wherever possible, the helper should keep a distance of 2m.**



If the casualty shows signs of becoming responsive such as coughing, opening eyes, speaking, and starts to breathe normally, put them in the recovery position. Monitor their level of response and prepare to give CPR again if necessary.

- If you have used a defibrillator, leave it attached.

## September 17 Board of Directors COVID-19 update



In response to the developing COVID and vaccination situation, CLI provides the following instruction for immediate effect:

1. Only members with 2 vaccinations may crew the lifeboats. Please provide evidence of your vaccinations to Paul Rasmussen, if you have not already done so;
2. Maximum crew size: DELTA Lifeboat - 7; FRASER Lifeboat - 5.
3. Take the temperature of crew members before being allowed onboard. Coxns to continue questioning for possible exposures, as well as health status iaw COVID guidelines.
4. Coxns to be vigorous in requiring crew separation as much as possible, iaw the Guidelines.
5. Wipe down of affected surfaces to continue.
6. Masks will continue to be worn inside the lifeboats while working. In DELTA seating should be spaced appropriately, e.g. for meals, and masks can be taken off while seated and not moving around. On the upper deck, masks should be worn when working in close proximity.