



CLI Christmas Dinner and Fundraiser

This year's Christmas dinner was on Wednesday November 30. Due to the weather we had some no shows but it was still well attended. Like previous years we had a silent auction of items generously donated by various people and companies. Ken Harvie from the Tsawwassen Legion was thanked in person for their donation of \$3,000.00. All guests enjoyed the buffet accompanied by a beverage.





Carol Ships

Both 'Fraser' and 'Delta' lifeboats participated and supported the Ladner Carol ships parade. Taking place on the evenings of the 9th and 10th of December. The 'Delta' embarked members of the Delta community choir who entertained members of the public ashore and in the float homes that line the Ladner waterfront. Following the parade each evening, CLI crew members and choir members enjoyed a potluck dinner in the warmth of 'Delta's' mess. Thanks to all those prepared the hot dishes.



King Tide – Storm Surge

On Tuesday December 27 Ladner Harbour Park wharf was temporarily closed due to the high tide. Our boat shed became a stilt house in the middle of the parking lot (photo Delta Optimist).



Delta RADAR Training - ARPA

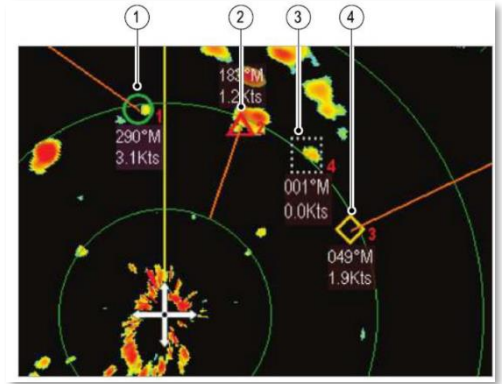
Thursday January 6, alongside training opinions were discussed with the attending crewmembers training on the radar, and the use of ARPA was decided upon. Most are familiar with the concept of RADAR; this is a brief explanation of ARPA. ARPA stands for Automatic Radar Plotting Aid. A radar with ARPA capability can track vessels using radar contacts. The system can calculate the tracked object's course, speed, range, bearing, closest point of approach (CPA) and time to CPA (TCPA), thereby knowing if there is a danger of collision with a ship or landmass. Once you identify a target you select it with your cursor and acquire the target. Target acquisition takes a bit of time because it needs multiple radar sweeps to identify and make calculations. The radar on the Delta is capable of tracking 10 targets simultaneously.

On the Delta only the radar at the coxswain position has ARPA. On the Fraser, both the Raymarine and TimeZero, have ARPA capabilities.

On the right is an example of Raymarine MARPA (M stands for Mini) targets and their target symbols.

Also, AIS gives you the same information for vessels who have AIS but for all other vessels out there without AIS, ARPA will give you automatically this very important safety information.

Item	Target symbol	Description
1		Acquired target
2		Dangerous target
3		Target begin acquiring
4		Lost target



Vancouver International Boat Show

CLI will participate in this year's Vancouver International Boat Show. We will have a stand in B.C. Place Stadium and the Delta will be moored at Granville Island marina. The CLI booth at BC Place will be manned for 10 hours, 1000 -2000 and the Delta Lifeboat will be open to visitors from 1000 - 1700 daily. Our hope is to have a 4-volunteer crew at each location at all times to effectively man the booth and the Delta.



M.E.R.C.C.

On Thursday 5th of January, CLI was present at the first inperson M.E.R.C.C. (Marine Emergency Response Coordinating Committee) meeting since Covid. The meeting was held at the Hovercraft Base in Richmond and hosted by the Canadian Coast Guard. The main presentation was given by the Joint Rescue Coordination Centre (JRCC) and covered preparations for a mass evacuation exercise at a future date. The talk gave an idea of the huge problems that face a mass evacuation event (like a sinking cruise ship for example). Communications and on scene command would be made more difficult because most of the vessels attempting to assist would have no SAR training. CLI had discussions with Delta's Fire chief and fire training officer on the same issues. As CLI are members of Delta's Emergency Program a presentation is to be made to advise other committee members of CLI's capabilities.

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The Miracle of the AED by Crewmember Roz B.

I'm sure you all remember the young football player, Damar Hamlin (NFL, Buffalo Bills), who collapsed recently on the field following a blow to the chest? He suffered from a cardiac arrest. Immediately CPR was started and as soon as they got an AED to him he was defibrillated on the field. He was taken to the hospital by ambulance and approximately one week later was discharged. He had suffered from VENTRICULAR FIBRILLATION. His heart muscle was not compromised from a heart attack when the blood flow is blocked to portions of the heart muscle. Once the electrical system that drove his heart was "rebooted" by the AED he was able to recover, start rehab and go home at the end of the week.

AED Defibrillation & CPR

- 1. AED Defibrillation**
The use of an Automated External Defibrillator (AED) in conjunction with CPR can significantly increase the chance of survival from a cardiac arrest.
The battery of a portable shock box AED will have the means of detecting a heart rhythm and the charge of the shock. For safety reasons that prevent contact with the chest pads, a controlled electric shock will be delivered automatically to the chest area of the casualty.
- 2. Danger**
Assess the situation. Make sure that you and any bystanders are safe. The hazards to look for are:
- Boat traffic
- Traffic
- Weather
- Hazards
- Responsibility
If it is not safe, advise the crew immediately. If any hazards are present, stop CPR, remove bystanders or containing them. If it is safe to proceed, continue with the AED.
- 3. Response**
Check whether the casualty is responsive.
1. Ask "Open your eyes if you can hear me?" and call their name if you know it.
2. Ask in both the casualty's ears to open their eyes.
3. Shake the casualty's shoulder.
4. Do not move the casualty unless the environment or situation is dangerous.
- 4. Airway & Breathing**
For an unresponsive casualty:
Open the airway:
1. Tilt the head to ensure there are no obvious obstructions.
2. Support the neck by tilting the chin and lifting the head back. With the tongue from the back of the throat.
3. Place a hand on the forehead, and use the other hand on the chin to hold it open and flat. This locks in normal breathing.
Is the casualty breathing?
Assess for breathing:
1. Look for the chest and feel for the chest.
2. Listen for sounds of breathing, near to the face if you can.
3. Feel for breath on your cheek.
4. Keep this out for up to 10 seconds.
Breathing normally:
- If normal breathing is present, place the casualty in the Recovery position.
Not breathing normally:
- If you have a bag and mask, use them. Call 911 for the Emergency Services and help.
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- 5. Getting Help**
Call for help.
If you use a mobile phone call the Emergency Medical Services (EMS) by dialing 911 or 112.
If a bystander is present, ask them to call the Coast Guard, the Coast Guard's Emergency Services and the Coast Guard's Emergency Services.
Getting the Emergency Medical Services.
1. Call 911 or 112 for the Emergency Services.
2. The operator will ask you which service you require.
3. Once you have stated the location, you will be connected to the ambulance control. The operator will ask you a lot of questions.
Do not hang up or stop at any of the instructions. The operator will terminate the call when appropriate.
- 6. CPR**
Only you are waiting for the AED to arrive, start CPR!
1. Ensure the casualty is on a firm flat surface.
2. Place the heel of one hand on top of the other in the center of the casualty's chest.
3. Compress the chest hard in a repetitive depth of approximately 5 cm (2 in). Give 30 chest compressions at the rate of 100 per minute.
4. Allow 30 second compressions, open the airway again, breathe and continue CPR.
5. Do the recovery with your hand and feet.
6. Give the casualty 2 minutes rest and you see the chest rise. Give 2 more breaths and return to the cycle of 30 chest compressions. Repeat this cycle until the AED and the ambulance arrive.
7. The information contained in the provider is for guidance only and should not be used as a substitute for recognized training.
- 7. Using the AED**
Place the AED on the casualty.
1. Follow the instructions on the AED.
2. Ensure the pads for the AED pads are securely connected to the AED.
3. If a red X-MARK is available, use the pads to connect any hair from the casualty's chest area.
4. If the chest is not clear, use a razor or hair clip to trim the hair.
5. Remove the AED pads from the chest before using the AED.
6. Ensure anyone touching the casualty as the AED analyzes the casualty's heart rate. If the AED will not analyze the heart rate, the AED will not analyze the heart rate.
7. A shock is required. The AED will analyze the heart rate and deliver a shock to the casualty if appropriate.
8. Repeat CPR as instructed by the AED.
9. The AED will continue to check for a heart beat, continue the cycle of CPR followed by the AED shock analysis. The process will be automatically repeated by the AED.
Do not stop CPR if:
- The casualty shows signs of recovery.
- You are instructed to do so by the Emergency Services.
- You become exhausted and unable to continue.
- The situation changes and you are now in immediate danger.

This is a prime example when CPR and Defibrillation is performed immediately, patients can sometimes go home! You don't know at the time when they collapse but the treatment is ALWAYS the same, 911, CPR, AED. I had the opportunity to perform CPR several years ago on an elderly gentleman who collapsed behind me in a local post office. The ambulance came, took over CPR and defibrillated him. He was breathing on his own before they loaded him in to the ambulance. When he was discharged after one week, he sought me out. His family invited me to their home. He was a retired mathematics professor, so happy when he told me, you must have perfused my brain well because I can do all my mathematical sums! It was a joy for me to meet

him and hear that!! He even wrote a book before he died around three years later. You never know but the treatment is ALWAYS the same if someone collapses, 911, CPR, AED (Defibrillation), always hoping for a good outcome.

Delta lifeboat Chartwork Training

Saturday January 21. Today we brought into practice what we learned the previous Thursday evening during the Zoom meeting training session. Theory can sometimes be confusing but it becomes clear when you actually do it. The crew set out some courses like Sand Heads to the TA buoy and we saw what happens when wind and current sets the vessel off course.

