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MAY 2003

No 473

**Commander Edward Metivier's Message:**

The month of May and June are usually busy months for families. If you are a parent it's the children with all of their school and church functions, and , oh yes, weddings. If you are a Grandparent it is still the same except your starting all over again and your grandchildren still expect you to participate. So be sure to arrange time for yourself and your boating activities. These kids know that you intend to go sailing and that you will not always be at their beck and call, but you love them very much and suggest that they try sailing with you. That way you and your grandchildren can be together more and even get them to help clean the boat. Ha! Ha! Good Luck!

The Auction went well and the weather was perfect. We had plenty of food and I am sure Don was happy with the outcome.

I visited Pat's children program at the Clinton Fire House on April 12, and I want to congratulate her on doing a terrific job. Those little children remembered everything she taught them. I strongly recommend that we get behind Pat and help her to make this program grow.

PS - Don't forget the suggestion bucket, and remember we will be at the Maritime Museum on the Roundout Creek in Kingston for the Shad Festival (May 3 and 4, from 11 am to 5pm).

High Tides.  
Cdr. Ed Metivier, S

From Ed Weber  
A **RELIGHTING** ceremony for the Esopus Meadows Lighthouse navigation light will be held 7 PM May 31. Get in your boats and attend the ceremony.  
Ed Weber

**The foghorn**  
Newsletter of the  
**MID-HUDSON POWER**  
**SQUADRON**  
A UNIT OF THE  
UNITED STATES  
POWER SQUADRONS ©

**THE MAY MEMBER MEETING**

Please accept this invitation to attend the May MHPS Members Meeting on Wednesday 21 May 2003 at Stonehedge Restaurant, Route 9 W, West Park, NY 12493 starting at 1830.

This is the traditional Annual Education Meeting to Honor Our Students and Instructors and will feature District 2 Educational Officer D/Lt/C Peter A. Nielsen, SN as guest speaker.

Menu as follows:

Choice of Appetizer  
Green Salad, House Dressing  
Rolls and Butter  
Main Course....choice of:

Breast of Chicken, Cordon Bleu  
Baked Filet of Salmon, Herb Crust  
Sliced Roast Beef, Mushroom Sauce

Green Beans Amandine, Baked Stuffed Potato  
Choice of Dessert  
Coffee or Tea  
\$22.00 per member/guest

PLEASE RSVP with your reservation and choice of main course....Email preferred....[DANKOGEORG@AOL.COM](mailto:DANKOGEORG@AOL.COM) or call 845-724-3702 and leave a message. You may also fax your reservation at 845-724-4529.

See you at the meeting:

George Danko  
Administrative Officer

## Mid-Hudson Power Squadron Schedule

May7, Excom at Cosmo's, Highland  
May 14, Storm King Power Squadron Auction, at  
Cornwall Yacht Club, Cornwall.  
May21, Members Meeting, Stonehedge, West Park

## Mid-Hudson Power Squadron Bridge

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## WEB SITE

The Mid Hudson Power Squadron web site is at  
[www.midhudsonpowersquadron.com](http://www.midhudsonpowersquadron.com)  
Where you can get all the information about the  
Squadron.  
Web Master, Dave Rosenthal, N



## MHPS EDUCATION HAPPININGS

By SEO Lt.C Dick Coulter, P

Pat Smalley conducted a **Kid's Safe Boating Course**, sponsored by **MHPS**, the **Falkill Grange**, the **West Clinton Fire Company**, and the **Pleasant Plains Presbyterian Church**, held at the **West Clinton Fire Company** (located on Hollow Road) on Saturday, April 12. Five children were given valuable lessons on Boating Safety thanks to the efforts of Pat and her helpers.

A **Kid's Safe Boating Course** is scheduled to be given at thw Wilcox Park, Saturday, June 7 from 1200 to 1700. There will be 5 one hour sessions to be taught to four groups at the same time, on a rotation basis. Pat Smalley is the lead instructor. She would appreciate any help from MHPS members, from instructors to "group managers" and "gophers" for required materials.

The **Boating Class** held at **Rogers Point Boating Association**, Hyde Park, NY had 36 successful students, of which 25 passed the PWC examination. Our thanks go out to Fred Manglesdorf and all of the session instructors for making this class a big success.

The MHPS "fast track" **Boating Safety Course** held at **Certified Marine** on Rondout Creek had 15 students to complete the course, with each student qualifying for the PWC Certificate.

The **Piloting Class** taught by Dick Winchell that started on Tuesday, February 4, at the **Highland Middle School** is currently in session with eight students currently taking the Piloting Examination. We wish them the best of luck.

The **Cruise Planning** Course run by Ed Weber at the **Marlboro Yacht Club** has seven students who will soon be ready for the final Examination.

Jerry Milne took and passed the Engine Maintenance Course examinations (he made 100 on the second part). Congratulations to Jerry !

Commander Metivier is conducting an "Information Session" at Kenco, on Saturday, June 21. Fred Manglesdorf will lead the session, and would appreciate help from anyone who could be present.

# SAFETY CORNER

## HYPOTHERMIA PART 1

### WHAT IS HYPOTHERMIA?

By Jim Smith, S

Hypothermia, a drop in body temperature below 95F degrees, is a serious safety matter. It can happen in or out of the water, in any season or latitude. The purpose of this article is to acquaint MHPS members with the symptoms and basic treatment approaches. Naturally, you should check other sources and with your physician and carry a comprehensive emergency first aid guide aboard your vessel.

Hypothermia can be fatal. The warmer the water, the better your chances. Water temperatures can be very cold in our latitudes and certainly on the Hudson River.

MILD HYPOTHERMIA-- Body temperature 90-95F. Signs include shivering, cool skin, loss of physical abilities, fatigue, slurred speech, and confused or altered mental state. Basically, strength, agility and mental abilities decline.

SEVERE HYPOTHERMIA—Body temperature below 90F. Cold blueish skin, slowed pulse and respiration, increased lethargy, unconsciousness, rigid muscles are some of the basic symptoms. Shivering might have stopped. Hypothermia is progressive. As body temperature approaches 85F the risks of, drowning and cardiac arrest are substantial.

## FACTORS

1. Environmental. Low temperature, high winds, inadequate clothing, and immersion in cold water are contributing factors. Cold water draws heat from the body very rapidly. The longer the immersion time in cold water the greater the danger.
2. Age and Physical Characteristics. Both children and the elderly are more likely to have less insulating fat. This is one case where extra body fat is a plus. Overall poor physical condition and trauma can also be contributing factors.

3. Lack of Proper Attire. On boat or land, it's important to wear layers of clothing that create thin layers of air. Everybody should wear PFDs. Various survival suits can be of great assistance.
4. Drugs. Medications, alcohol, and illegal drugs can significantly impair judgment and promote heat loss.

## NOTES

Since cold water draws body heat away about 30 times faster than cold air, it takes a short time to become hypothermic when in the water but perhaps longer on deck. High winds and spray also promote loss of body heat.

Be particularly watchful when winds are Force 5 or higher and breaking waves are bathing crew members.

Since early symptoms of hypothermia can be subtle, it's wise to suspect anybody who is shivering or appears lethargic or confused, whether they have been in the water or on deck.

If you suspect a crewmember to be hypothermic, give her/him binoculars, ask them to do chartwork, or other challenging task and watch for signs of poor coordination and confusion. Keep in mind some people just aren't good with charts.

Get below on a regular basis in order to conserve body heat. This is another reason to systematically change the watch or, when safe, to let your autopilot take over for a while.

A final word about a common habit, some men are given to relieving themselves off the deck, usually from the stern. This is not only bad environmental practice, it's dangerous! Many male victims have been recovered (dead) with their zippers open. Use the head in the cabin.

Part II of Hypothermia will concentrate on Survival and First Aid

## **RENDEZVOUS WITH GLORIA**

This is the title of an article by P/C Ron Anderson (who was the MHPS Commander back in 1985), which was published in USPS Ensign in June 1986. It is the story of how a sailboat got from the Mid-Hudson area to New Bern NC. The boat is the 1977 CSY 44, "Dutchess" owned at the time of the story by P/C Lloyd Cudney. Mr. Cudney has recently passed away, we will continue to republish this story in his memory. Your editor is now the owner of Dutchess, which will be brought back to the Mid-Hudson this summer. That will be a separate story.

## **RENDEZVOUS WITH GLORIA continued**

1815, 25 September

The tip of Sandy Hook passed abeam at 1315, and we turned to follow the New Jersey coast about three to five miles offshore. At this hour the VHF weather reported Gloria to be off the coast of Florida moving north at 15 knots. We decided that making Cape May would be a piece of cake. A LORAN fix at 1715 placed us with 76 miles to go to Cape May. At 1910 we were enjoying a spectacular sunset when someone pointed out that "Red sky at night; sailors delight," is a harbinger of good weather for tomorrow, and therefore, this hurricane business is a hoax! We decided to believe the VHF instead.

0620, 26 September

Off the mouth of the Cape May Canal: Conference Time. When we planned the trip, before Gloria, we had decided to run offshore to Norfolk and enter the Intracoastal Waterway system there for the remainder of the voyage to New Bern. Now we were faced with a hurricane coming up the eastern seaboard and a long coast ahead of us with no satisfactory storm havens along it. Given Gloria's present position, off Georgia/South Carolina- picking up speed, and applying our previously stated assumption, we concluded that we had to turn up the Delaware River and seek refuge. The appropriate charts were placed on the table, and we noted the Cape May Canal was denied us because the CSY-44's 55-foot high mast – the old fixed bridge problem. Shoals to the south of Cape May, at first glance, appeared to force us to run nearly to Cape Henlopen, on the Delaware side, before we could turn up the river. Then we noticed there was a deep channel around the tip of the Cape just off the ends of the breakwaters that could easily accommodate our six-foot/six-inch draft. We decided it was safe and turned inshore to round the Cape and proceed up the river.

1400, 26 September

The weather turned suddenly cooler; the wind shifted to the north, and we could no longer keep the sails up and drawing: sails down. We were off Bombay Hook in the Delaware River, and we were debating where we should hole-up. The Delaware and Chesapeake Canal

didn't look promising for simple anchoring arbitrarily along its length. We noted Delaware City on the Delaware River just north of the canal and saw that there is a "protected" area behind an island just north of the city with sufficient water to anchor. Marginally acceptable. Looking down the chart of the canal we found an inlet opposite Chesapeake City that was obviously manmade and dredged to a minimum depth of 10 feet. That appeared a better spot, but no one on board had been in the Delaware and Chesapeake Canal and that was a concern. We postponed a decision until we could see what the canal looked like.

1500, 26 September

Gloria was less than 250 miles from Cape Hatteras and was accelerating rapidly. The wind on the Delaware River was shifting direction rapidly with each gust. The wind speed was now five to 10 knots with gusts to 15. The cloud cover was primarily lowering stratus – no rain yet. We decided to prepare the boat for the worst. The ultimate goal was to reduce, as much as possible, the boat's wind resistance. The mainsail was undone and then refurled on the boom, zig-zagging the sail's folds from leech to luff, smoothing out all wrinkles and carefully aligning the battens with the boom. After tying the sail down tightly, the sail cover was reinstalled and lock-stitched down with the bitter end of the main sheet plus a length of dock line. Careful inspection revealed no loose corners for the wind to get hold of. Next, the staysail and its cover were removed from the staysail boom, bagged and stowed below, as was the furling jib. All halyards and lifts were brought down to the bases of the lifeline stanchions and tightened. No external running rigging of any sort was left in contact with the mast. The inflatable dinghy was brought aboard, the seat completely deflated and the main air chambers partially deflated, and then inverted on the cabin top under the staysail boom. The staysail sheet was tightened to cause the boom to provide considerable downward pressure on the dinghy. The entire assembly was then tied to the cabin-top handrails with spare dock lines. Boat poles, oars, cushions and removable gear of any sort were stowed below. We reinforced the stern rail's stowing mount for the outboard motor with a length of dock line. The cockpit dodger was disassembled; the canvas portion was stored below and the metal framework was lowered and tied to nearby handrails. All three anchors on board were inspected for proper chain and rode installation and ease of access. After dogging-down all the hatches and ports, both cabins were inspected for loose or improperly stowed gear. We were ready.

1730, 26 September

It had begun to rain, lightly at first, but increasing in intensity rapidly. By this time quite a few other private boats were traveling with us, but most continued north on the river. As we approached the canal, we watched the progress of several smaller sailboats as they



entered; they seemed to be having no problem. Finally, it was our turn to enter. We found a green light, no waves and a weak current in our favor. The canal itself was quite wide with stone rip-rap banks and high intensity street lamps on both sides every 250 feet along the entire length.

2015, 26 September

AS we approached the dredged cove at Chesapeake City, within which we intended to anchor, we saw a large marina on the north shore. This was a surprise. Our marina/boating almanac didn't cover this area, and the chart did not give any indication of boating facilities. We decided to tie-up at their gas dock and make a quick inspection of the sturdiness of their dock structures before we committed to a slip: we would rather rely on our anchors than fasten ourselves to a marginal dock in the face of a hurricane. We saw quickly that the docks were strong and well attached to tall pilings that should suffice in the face of extra-high storm tides. On contacting the dock master, we were told that we could either stay on the gas dock (the fuel supplies had been shut off because of the storm) or move to slip. The slips we were shown seemed adequate enough, but our neighbors would be a small fleet of commercial fishing boats. As we had learned over the years, commercial fishing boats run noisy generators and keep bright lights lit continually. The fuel dock had two advantages going for it. First, we would be adjacent to the channel, with a possible escape route if the docks came to grief; second, we were tied up in the lee of the Route 213 highway bridge pier. This bridge, and its pier, were so massive that they would effectively block any wind coming from a westerly direction. We stayed where we were. Bow, stern and breast lines plus spring lines, fore and aft, from the bow, midship, and stern cleats were run and adjusted so the boat would rest easily on its fenders in all combinations of wind and current. We saved two large fenders for quick deployment on the canal side in case anything floated down upon us during the storm. After calling home, we called a night at 2300. To Be Continued.



**Figure 1, DUTCHESS HEADS FOR A HAULOUT 2003**



**Figure 2, PAT'S "KID'S SAFE BOATING COURSE"**

### MHPS AUCTION PHOTOS FOLLOW



**Figure 3, MHPS AUCTION, CUSTOMERS ADMIRING THE GOODS**



**Figure 4, STORM KING PS IS WELL REPRESENTED**



Figure 5, WATER FRISBEE DEMONSTRATION



Figure 8, AN ATTENTIVE AUDIENCE



Figure 6, AUCTIONEER AND YOUNG HELPERS



Figure 7, KEEPING TRACK OF THE MONEY

Join the celebration  
7 Pm May 31, 2003  
ReLighting Ceremony  
at Lighthouse Park  
PORT EWEN

After almost Forty years  
The Esopus Meadows  
Lighthouse Tower light  
will again shine to guide  
vessels plying the Hudson  
River