



Commander Edward Metivier's Message:

Our May meeting took place at the Stone Hedge Restaurant on Rt. 9w in West Park, NY. We had a very nice turn out of 32 people. Dick Coulter, our SEO, had a well planned meeting for us to enjoy and his guest speaker D/LT/C Peter A. Nielsen, District Educational Officer, and his wife, were a wonderful couple for all to meet and speak with. We look forward to many more meetings with them.

I don't know how you people feel, but for me I am waiting for the rain to stop before I remove the tarps. Well, two more graduations to go to in June and then, keeping my fingers crossed, back to boating.

It looks like I will be going to North Carolina to help John Kwak bring his new boat home to NY. It should be a fun sail and I am looking forward to getting my sea legs back.

MHPS Will be at Kenko Outdoor Clothing and Equipment, on Rt. 28 in Kingston, with a boating safety program on June 21st. This will be presented by Fred Mangelsdorf, outdoors under a white Canopy. If you have some free time that day, please let Fred or myself know. Uniform will be decided upon later, but it will be either Class C or appropriate dress.

Note:

I feel terrible about not mentioning Jan Silver at our Stone Hedge meeting. She helped me on Saturday at the Shad Festival. She looked very nice in full uniform and people took notice. I guess I can call it an "Intellectual Intermission". Sorry about that Jan and thanks for the help.

PS - Remember the red bucket. Fifteen minutes of your time, can produce a lot of suggestions.

High Tides.
Cdr. Ed Metivier, S



R.

JUNE 2003

No 474

The foghorn

Newsletter of the
**MID-HUDSON POWER
SQUADRON**
A UNIT OF THE
UNITED STATES
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THE JUNE MEMBER MEETING

Please accept this invitation to attend the Mid-Hudson Power Squadron June 2003 Member Meeting.

Place: Aloy's Garden Restaurant 157 Garden Street, Poughkeepsie, NY 12601

Date: Wednesday 18 June 2003

Time: Starting at 1830

Special Guest Speaker: Mr. Ed Popko SN of MHPS will feature a PowerPoint Presentation guaranteed to be interesting and informative.

Menu: *** Dinner Buffet**

Salami & Provolone Platter

Crispy Salad and Bread/Butter

Coffee/Tea

Fresh Vegetable Tray AND

Veal and Peppers, AND

Barbecue Beef Ribs, AND

Roasted Rosemary Chicken with Potatoes, AND

Crabmeat Stuffed Fresh Sole and

Dessert , Cost \$ 21.00/member/guest

Please RSVP....Email preferred----

DANKOGEORG@AOL.COM ---- You may phone and leave a message at 845-724-3702, or fax your reservation at 845-724-4529. Please indicate the number of members/guests and meal choice of Dinner Buffet or Dinner Buffet :)

See you at Aloy's. George Danko
Administrative Officer

ANOUNCEMENT

P/C Stu Steagal and his wife Jackie are Dutchess County Senior Citizens of the year. Congratulations to you both.

Mid-Hudson Power Squadron Schedule

June 4, Excom at Cosmo's, Highland
June 11, Storm King Power Squadron's 25 th. anniversary party at Cornwall Yacht club
June 18, Members Meeting, Aloy's Garden Restaurant, Poughkeepsie

Mid-Hudson Power Squadron Bridge

Commander
Cdr. Edward Metivier, S
978-422-2921, TinCanSailorEd@aol.com

Executive Officer
Lt Cdr. James M. Silver, S
845-877-4777, JimSilver@att.net

Squadron Education Officer (SEO)
Lt Cdr. Dick Coulter, AP
845-462-7219, Dick_Coulter@compuserve.com

Administrative Officer
Lt Cdr. George Danko, P
845-724-3702, dankogeorge@aol.com

Secretary
Lt Cdr. Jerry Toepfer, AP
845-462-1786, toepfer@mindspring.com

Treasurer
Lt Cdr. Janice M. Silver, S
845-877-4777, JANSilver@worldnet.att.net

Your Editor can be reached at:
P/C John C. Kwak, AP
240 Sand Hill Rd
Gardiner NY 12525
845-255-5318 jckwak@hvi.net

WEB SITE

The Mid Hudson Power Squadron web site is at 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

A **Kid's Safe Boating Course** is scheduled to be given at the 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 **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 having taken the Piloting Examination. The Exam Grades seem to be slow in coming. Anyway, we wish them the best of luck.

Eight students took the final Examination for the **Cruise Planning Course** run by Ed Weber at the **Marlboro Yacht Club**.

The annual MHPS Education Meeting took place on Wednesday, June 21. The following MHPS Members helped teach the Squadron's Public Boating Courses: **Lead Instructor:** Fred Mangelsdorf; **Instructors:** Bruce LoPresti, Dick Coulter, Sharman Fitchett, Stu Steagall, Pete Cavalla, Jim Smith, Steve A Sayegh, John Boyle, Deborah Maloney, Kent Calhoun, and John Kwak. We thank them all for their help in making each class a success.

Pat Smalley was responsible for several Kid's Boating Safety Classes. Her Energy and dedication were recognized when she was presented with the **E. Dean Wilcox Annual Educational Award**, which is awarded each year to a member of the Mid-Hudson Power Squadron who has contributed substantially to the educational efforts of the Squadron.

Ed Popko and Dave Rosenthal earned the **Education Achievement Award** (Full Certificate). We congratulate both on their achievement!

Following are listed those MHPS Members that completed **Advanced and Elective Courses** this past Education Year:

Albert Berwick, Piloting; **Edgar Bright**, Instructor Development; **Kent Calhoun**, Seamanship; **Veronica Cavalla**, Piloting; **Joseph Chernowski**, Piloting; **Judy Chernowski**, Piloting; **Dick Coulter**, Piloting, Advanced Piloting, Instructor

Development; **George Danko**, Piloting, Marine Electronics, Sail, Weather, Instructor Development; **Bruce LoPresti**, Piloting; **Deborah L. Maloney**, Piloting; **Jerry Milne**, Seamanship, Piloting, Engine Maintenance; **Edward Popko**, Instructor Development; **William Ringwood Jr.**, Piloting; **David Rosenthal**, Sail, Instructor Development; **Pat Smalley**, Seamanship; and **Michelle Tarsa**, Seamanship.

District Education Officer, Peter Nielsen and his wife, Barbara, attended the meeting, and Peter discussed the latest "educational happenings" in USPS HQ and District 2. We thank them both for helping make our Education Meeting a successful evening.

Dick Coulter, SEO

SAFETY CORNER HYPOTHERMIA PART II—SURVIVAL AND FIRST AID

Immersion hypothermia is a life-threatening situation. Keep in mind areas of the body with high blood flow and little insulation, such as the head, neck, and chest, lose heat rapidly, as do fingers, toes, and arms. As a natural reaction, the body tries to ensure blood flow to the vital organs and slows down blood supply to the extremities.

You tend to lose arm and leg strength. Both rescuer and victim should react quickly.

IN-WATER SURVIVAL

1. Tighten your life jacket. Keep clothing on. Remove any negative buoyancy items like tools but keep your safety knife, whistle, and light.
2. Assume the HELP position. HELP stands for "heat escape lessening position." As shown in the picture to the left, is similar to a fetal position, with knees tucked toward the chest and arms crossed in front. If several victims are in the water, they should assume a huddle position.
3. Conserve energy and heat. Don't swim unless it's to a nearby floating object. Some very good swimmers have died in cold water because exertion contributes to the lowering of your body temperature. Keep as much of your head and body out of the water as possible. If there is a rock nearby or portion of the vessel is floating, get out of the water.



SUGGESTED FIRST AID PROCEDURES

According to Alan Steinman, MD, USCG, the basic stages of pre-hospital treatment of hypothermia include, rescue, examination, insulation, and transportation.



Drawings courtesy of hypothermia.org

1. Follow correct crew-overboard procedures. Consider the situation serious if the person has been in the water more than a few minutes. Alert the proper authorities via cell phone, VHF, or SSB radio. This is a judgment call.
2. Slowly, gently, but deliberately, get the person back on board as soon as possible. Keep the victim horizontal. Rapid vertical recovery is not recommended. Keep the victim calm and don't let them try to "help."
3. Make a complete assessment of the person's body and vital signs. If the breathing is shallow or the pulse is very weak, consult an emergency medical professional before starting CPR. In

general, as long as there is a heartbeat, DO NOT start CPR.

4. If a thermometer is handy, check body temperature. Be aware that most home use thermometers don't read below 94F. If in doubt, treat as severe. Ensure an open airway and check pupil dilation.
5. Slowly warm the victim. Place her or him in the cabin in a horizontal position and remove wet clothing. Placing warm towels around the neck, sides, chest, and groin is an option but this risks burning the victim (also see #6). Cover with a dry blanket. If necessary, two crew members can remove their upper garments and lay, sandwich style, with the victim between them. Remember, rapid warming could be fatal. The commercial product, Res-Q-Air safe for treating all levels of hypothermia and follows established protocols, according to the manufacturer.
6. DO NOT ADMINISTER ALCOHOL. Avoid the administration of any liquid. A stiff drink will do more harm than good and you could be liable.
7. DO NOT GIVE VICTIM A HOT SHOWER OR BATH. The main reason NOT to give a victim a hot shower or bath is to avoid vasodilation. Cold blood from the extremities could flow to the heart and might cause cardiac arrest. Also, as Dr. Steinman notes, "hypothermic skin is very sensitive to heat and is easily injured."
8. In suspected severe cases begin a dialog with health professionals via your radio or cell phone as soon as possible and be prepared to answer questions in detail.

Sources consulted: boatsafe.com; hypothermia.org; Paul A. Gill, Jr. M.D., The Waterlovers Guide to Marine Medicine, Fireside Books, and Alan Steinman, M.D., USCG, "Prehospital Management of Hypothermia." Inquiries regarding Res-Q-Air products should be directed to Robert Douwens at 250-285-2980. His assistance in reviewing this article is respectfully acknowledged.

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

Morning, 27 September

Without any formal schedule, we woke up now and then through the night to check the weather. The heavy rain let up at 0200 and then resumed about an hour later. The wind was light until 0700-0800, then blew steadily at 35 to 50 knots; we estimated one or two gusts may have reached 60 knots, but no one wanted to sit in the cockpit to monitor the wind indicator. The canal was covered with one to three foot waves except where we were. The bridge pier intercepted the west wind, and we were sitting nearly motionless on calm water.

After a leisurely breakfast, we listened to the weather report and heard that Gloria was about to come ashore on the south coast of Long Island. At our location, the barometer was rising rapidly and the rain showed signs of stopping. We concluded that the storm was over for us. A walk around the marina revealed that there was no damage of any consequence. We noted with interest that many of our neighbors in the marina were showroom condition new boats on their way to the boat show in Annapolis. By 1300 the rain was over, and the sun was shining brightly; it was at that moment that we came to the terrible realization that we were not to escape unscathed! It seems that the bridge that provided us such calm conditions through the storm was many years old. It also seems that seagulls had been residents of the bridge for 'lo these many years. The strong wind had been blowing seagull deposits off the bridge all through the storm, but the heavy rain had been washing them off the boats as fast as they landed. Now that the rain had stopped but the wind was still gusting to 35 knots or so, seagull droppings were falling like snow. Seagull poop on the foredeck, seagull poop on the stern, seagull poop in the rigging – and all we could do was to manage a nervous giggle-considering what was flying through the air, that was all that would come out through clenched teeth! We searched our collective recollection of past Power Squadron courses for the appropriate action to take, but all we could think of was to close the boat and go to the restaurant's bar and see if it was open. Sadly, the delivery crews on the Annapolis-bound show boats did not have the benefit of our Power Squadron training. We watched from our table by the bar's window with growing amusement as boat crew after boat crew

learned of the situation and began frantic, frenzied and useless measures to deal with it.

1500, 27 September

The decisions facing us at that point were whether or not to leave that afternoon, and whether we should return to the Atlantic or sail to Norfolk via the Chesapeake. The marine weather report stated that seas in the ocean were 25 feet high and were expected to subside to 20 feet high by morning. As no one had any desire to see a 25-foot wave, the Chesapeake was chosen. A check of the charts revealed that our initial track down the Chesapeake was confined to a narrow channel. Because none of us had any experience in these waters, we opted for an early start the next day. We all swear that our decision *was not influenced* by the fact that the restaurant had an "all you can eat" barbecued shrimp, ribs, and chicken special that night for \$9.95!

Noon, 28 September

Rolling along on a broad reach under a clear blue sky on the northern Chesapeake! Marvelous sailing! We cleaned the boat late yesterday and got an early start as planned.

1445, 2 October

We arrived at Lloyd's dock in New Bern, North Carolina. The balance of the trip had been routine. We came across a moderate amount of damage left in Gloria's wake. When the damage involved aids to navigation, we filled out Cooperative Charting Reports and telephoned the Coast Guard in each instance when we deemed that repairs should be made as soon as possible. In retrospect, the trip was made far more memorable because of the proximity of Hurricane Gloria.

We feel the decision to leave in the face of a hurricane east of the Bahamas was justified because of the extreme care we took to insure that the hurricane would never catch us unaware at sea. Once we were certain we could safely transit the New Jersey coast, we felt that a sanctuary further to the west in Maryland was probably safer than being on a mooring in the Hudson River. Because of our conservative natures and our USPS training, the yacht Dutchess was far better prepared for any eventuality than any boat we observed throughout the entire episode. All-in-all it was a Glorious trip. The End



A NEW BEGINNING, Ernie, Dave and Dirk on DUTCHESS in Pamlico Sound NC

Pictures From The May Education Meeting



Figure 1, Our Illustrious District Education Officer D/Lt/C Peter A. Nielsen SN



Figure 2, The Honorable Instructors; Fred Mangeldorf, Dick Winchell, Marshall Bishop, Ed Weber



Figure 3, The Successful Students; Dick Coulter, Ed Bright, George Danko, Joe&Judy Chernowski , Pat Smalley, Bill Ringwood, Dave Rosenthal



Figure 4, Our own Pat Smalley, The Kids Course Instructor, receiving the E. Dean Wilcox Annual Education Award from DEO Nielsen and SEO Coulter



Figure 5, Dave Rosenthal Receiving the Education Achievement Awarde from SEO Coulter, Good work Dave.



Figure 6, The Operations class receiving their certificates from Instructor Stu Steagal