December 2004

THE ANCHORLINE

Commander's Report

Our fall training courses will end by the middle of December. My thanks to all of our students in the Boating and Piloting Courses. I know it seems like quite a challenge for many, with finding time to attend classes and study. However it will all be worthwhile when you graduate. And my sincere thanks to our instructors and proctors for their work that goes into teaching these classes.

Graduates of the Boating course are eligible for membership in our Canadian Power and Sail Squadron. We hope that you will take advantage of this opportunity to join us.

The date of our graduation function is Monday January 24, 2005 at the Crescent Beach Yacht Club, at 1900 hrs. This is for all graduates, instructors, proctors and interested Squadron members. I do hope that you all can make this important get-together.

I was able to attend the CPS National Annual General Meeting in Toronto in October. This event is a great learning experience for anyone. The seminar and meetings were most informative. And, I was surprised to the extent which Power Point teaching is being encouraged by the National organization and most Districts.

Other developments included an increase in membership fees by $3.00 starting in 2005, as presented in the Prop Watch of Boats and Places fall 2004 edition (Schedule "A"). Granting of the authority to the Operating Committee to terminate certain committee members (Schedule "B") was tabled.

We have some interesting program evenings coming to us, one in February, and one in March. Check the last page of this Newsletter for details. Both look most interesting.

Our Spring training courses are scheduled to start in January 2005. Please encourage your friends and acquaintances to take these important safe boating courses.

To all, an enjoyable Festive Season.

Ken Penny
Commander

White Rock Squadron
Our Bridge...

Commander	
Ken Penny	531-5602
Executive Officer	
John Naylor	538-2720
Training Officer	
Tom Fee	536-8477
Asst. Training Officer	
Gerry Spence	531-9817
Secretary	
Marilyn Mitchell	943-9058
Treasurer	
Ted MacKinnon	538-7553
Membership	
Rick Hepting	576-6670
Supply	
Ken Tomkow	536-9420
Cruise Master	
Barry Baniulis	542-0519
MAREP/Coast Guard	
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Editor	
Carlos Fuenzalida	535-0369
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Harald Hanssen	538-7311
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Bill Bateman	536-4507
Programmes	
Shirley Shea	538-6226
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Andrew Pothier	536-0430
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MAREP Reporting

Just an update on the happenings with marine reporting (Marep) which is my position at PMD and also some interesting highlights from our Government Liaison Officer Norm Dyck , December Report PMD, which coincides with Marine reporting…

First , **Marep Report:**
At the present time Canadian Hydrographic Auxiliary is working on implementing a new assured method of reporting any marine weather dangers or water navigational hazards. In the past, Hydrographics has experienced inaccuracies in data reporting and therefore considerable wasted energy on the part of both the boater filing the report and then again on hydrographics side validating the data reported.
Therefore, a new program called CHAPS (Canadian Hydrographics Auxiliary Program) is at this time being developed and ideally offered as a course with certification so hydrographics would then receive valid information from those who are certified and the accuracy would be assured.
The Victoria area Coast Guard Auxiliary are the first to begin training and hopefully the program will run smoothly so the course may be offered soon to all those interested in marep. At this time, we will have to wait for completion of the program.

Canadian Hydrographics:
Don't forget to check in the CHS site on-line www.charts.gc.ca/pub/
***New** –There is a new updated " **Chart 1"** available in CD or Book(that is symbols and abbreviations).
Also new is "**Sailing Directions – South Portion"** .
Level of Service Survey – CHS is interested in the standard of service. Be sure to take part in this survey, question #13 particularly interesting on contracting out chart making. How safe if this practice? CHS really would like your input on these questions.

Navigation and Safety Pacific Marine :
as reported by P/C/C Norm Dyck PMD Govt. Liaison Officer. Canadian Coast Guard is considering moving Buoy S2 (entrance to Fraser River) slightly further upstream to possibly solve the problem of vessels and barges damaging it. The Pilots are opposed to this as they consider it a critical buoy to entering the River.
Pilots requested that repair work be done to the Steveston jetty. It is sinking and at times completely under water. This may be contributing to the Buoy S2 problem. Allocation of VHF channels 75 and 76 to Pilots has been objected to by CCG. No explanation for the objection was available. CCG reported they had received some funding to upgrade a number of navigational aids. Enterprise Reef is to be rebuilt this fall.
Also from the National Canadian Marine Advisory Norm reports:
The new boating restriction will apply to both pleasure and non-pleasure craft.
Transport Canada is considering making DSC radio mandatory on all non-pleasure craft. Industry Canada advised that they would be issuing a report advising that Channels 75 and 76 could be used on 1 watt for port operations without interference to Ch. 16. Vessel licensing is still being worked on.
Minor changes are being made to the Safe Boating Guide for 2005. Input will be solicited for major rewrite for 2006.
Outdated flare disposal is still reported to be a major problem in many parts of the country.

Shirley Shea,
Marep Officer, Pacific Mainland District
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Hypothermia

What you know can save your life

www.saltytales.com

The movies **Titanic** and **The Perfect Storm** alerted many people to the dangers of hypothermia. Yet some of the films' scenes are seriously misleading: the Titanic's young lovers only became hypothermic in the ocean, not while wading through icy water inside the ship, nor does George Clooney suffer hypothermia while steering his fish boat through gigantic 2° (Celsius or C) waves flooding the wheelhouse. Still, the films show how cold-water immersion can bring bodily functions to a standstill.

On the B.C. coast, with water temperatures typically hovering around 10°, boaters, fishermen and kayakers can disappear at sea, either by drowning or from hypothermia that led to unconsciousness and then to drowning. Ending up in the water by falling overboard, capsizing or the sinking of a vessel, remains one of the most dangerous aspects of boating.

What is Hypothermia?

The word "hypothermia" comes from the Greek and means "under heated." The term is applied when a body's core temperature falls below 35°—about two degrees below normal. If that core temperature falls below 30°, heart failure is the usual cause of death.

You can, of course, suffer hypothermia in many environments: hiking, mountain climbing, a cold apartment, or living in high latitudes. But for water immersion the risks are greater and come faster: Because of its greater density, water conducts heat away from the body 24 times faster than air.

Research into hypothermia is relatively new. But the concept has been known as far back as 450 B. C. As described in Essentials of Sea Survival (by Frank Golden and Michael Tipton), Herodotus wrote about the sea battle of the Persians against Athens, "Some were dashed to pieces on the rocks, others drowned, while others died from cold…." In the late 18th century, Liverpool physician James Currie performed the first recorded human hypothermic experiments by submerging volunteers in cold water and documenting their temperature during and after immersion. About 60 years later, British naval physician Sir James Lind also wrote about the effects of hypothermia, describing such as symptoms body cooling, muscular exhaustion, loss of consciousness and subsequent drowning. But their findings didn't enter mainstream science.

Some breakthrough research was performed in the 1970s by University of Victoria professors John Hayward, Martin Collis and John Eckerson. Using Pedder Bay near Race Rocks as a laboratory, they calculated how long it was possible for humans to survive in cold water. Said Martin Collis, "before our work, no one knew how long people really lasted in cold water. There were wild guesses, with '15 minutes' being a common belief. I personally lasted 45 minutes with a personal flotation device (PFD)." The team measured body heat loss patterns, called "thermograms," and learned the head, torso and groin leak heat fastest. They then developed and patented the Mustang thermofloat jacket with its "beaver tail," which is still manufactured today. The jacket insulates the torso while the tail, which is attached through the legs, reduces heat loss from the groin.

Not everyone becomes hypothermic at the same rate in the same conditions. Generally, children lose body heat much faster than adults. Thus, if several people are in the water, children should be rescued first. Body size matters among adults as well. In 1993, Bob Lord fell overboard from a late evening B.C. ferry en route from Swartz Bay to Tsawwassen. Although his truck was left behind, the crew assumed he'd hitched a ride with someone else, not that he'd plunged into the briny. Lord spent the next eight hours mostly in the Strait of Georgia, drifting about 30 kilometers on the 3-knot currents until being rescued near Orcas Island. When I spoke with him recently, I asked the question he's heard innumerable times: when most people suffer hypothermia—sometimes death—within a short time of being submerged in frigid waters, how did he survive for so many hours?

Hypothermia (continued...)

"It was a miracle," he responded. But according to John Hayward, Lord's "miracle" was aided by several factors: the time of year, water temperature and body weight. Lord's immersion took place in July in "mildly cold water" of around 17-18°; the tide was ebbing (colder ocean water had warmed) and the Strait of Georgia's waters are warmed by the Fraser River's outflow. Moreover, at the time, Lord was a chunky man: at 6'4", he weighed 235 pounds. Hayward adds that immersion in cold water is the only time that body bulk is a real advantage. "Fatness provides a significant buoyancy effect making it easier to avoid sinking. It also reduces the body's cooling rate. We call it 'tissue insulation."

The Effects of Cold Water Immersion

The physical difficulties that can be created after entering cold water are not all caused by hypothermia. When the body hits the water, the skin's blood vessels contract (vasoconstriction) and the person hyperventilates. "It's called 'cold shock,'" says Tyler Brand, a Canadian Coast Guard Marine Search and Rescue training officer. "The immediate reaction is to hyperventilate. Just like when you step into a cold shower, you breathe rapidly. Trouble is, especially if you're without your PFD, struggling to stay afloat in rough waves, it's easy to inhale water. People have drowned that way in 30 seconds." Hayward adds that hyperventilation can cause you to blow off too much CO2 , which influences breathing control. "You can pass out and drown," he says. Cold shock can also raise blood pressure significantly. Thus, for those with heart trouble or high blood pressure, this sudden stress can lead to a fatal heart attack.

In cold water, it's the skin and limbs that cool first. It takes about 10-15 minutes before the internal organs begin to cool. Intense shivering, which is the body's attempt to offset heat loss, occurs next. As the body gets colder, the victim begins to mumble and fumble. Motor coordination decreases, speech slurs, skin grows pale and pupils may dilate. It's difficult for the victim to assist during rescue. Shivering ceases when the body reaches a temperature of about 32°, and usually unconsciousness follows.

Even good swimmers can find their ability to swim hampered by sudden cold water immersion. Two teenagers - both swim-team members - horsing around on a personal watercraft fell into a cold Alberta lake. One boy swam frantically to reach the craft. The cold lowered oxygen delivery to his muscles, the sudden burst of activity led to lactic acid build-up, the swimmer struggled to breathe, then disappeared. His companion waited for the cold shock to wane, then swam slowly to the craft and survived.

When should you swim? Cold water will impair your swimming ability and waves or currents can slow you, so you should swim only if you can easily reach a shore, vessel or liferaft. Of course, if you're without a PFD, you must tread water to stay afloat. "You cool one-third faster while swimming or treading water than by keeping still," says Hayward. "While keeping still, raise your knees to your chest to conserve heat. You must use every little thing to increase your survival time so you can be rescued. Recognize the risk. Use your brain, then add technology. You must have a plan to get out of the water. Then you must communicate it to those who cruise with you."

After the rescue

Man-over-board rescue methods merit a complete article of their own. Once you get your hypothermic victim out of the water, the person must be warmed. Search and Rescue vessels will have air-warming equipment to help heat the person's air passages. If you've pulled someone back onboard, strip off wet clothes, place the person in a horizontal position, isolate the limbs, turn on your heater full-blast, surround him/her with warmed blankets, apply your own body heat. If you have chemical heat packs, place them in the neck, under the arms against the chest, and in the groin area. Feed small amounts of warm liquid once the person is able to drink easily.

It's impossible to estimate how many people lose their lives each year to hypothermia. Robert Douwens, the Sooke-based manufacturer of hypothermia-treatment field equipment called Res-Q-Air, explains no national data base on hypothermia deaths exists. "It's often unclear

Hypothermia (continued...)

whether the person drowned instantly from cold shock, from cardiac overload, or from hypothermia resulting in drowning," he said. "The scenarios vary and physicians and coroners may describe causes of death in different ways." Douwens, like everyone in the search and rescue business, cautions boaters to be aware, to be prepared, and to wear the appropriate gear. "Some think that being cautious isn't cool. But being cool may lead to fatal coldness."

Avoiding hypothermia

Stay aboard. The best thing, of course, is to avoid immersion. Wear a harness and tether to keep you in the boat, especially during bad weather. If you must abandon your vessel, wait until the last moment and enter the water slowly.

Use the head. We may laugh, but the Coast Guard says urinating overboard is a common reason for men to end up in the briny. It takes only an unexpected wave to lose one's balance while unzipped.

Put on protective clothing. If you have time, put on watertight clothing, a survival suit, or a wet/dry suit. Lacking those, don layers of clothing and foul-weather gear. A hat, toque or diving helmet helps minimize heat loss through the head.

Wear a PFD. Brand says people fall overboard while moving around the deck, urinating, or standing up in open boats. "We can't overemphasize the importance of wearing an approved PFD. It saves people during cold shock, allows them to float, remain in the 'fetal position,' and extend their time in the water." If you must abandon ship, ensure your inflatable PFD is fully blown up before entering the water. You may lack the breathing control to do so once in the water.

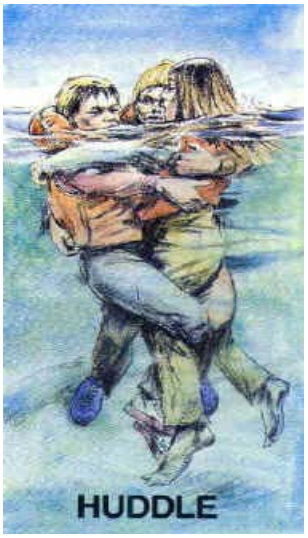
Find other flotation. Any device keeping your torso and head out of the water will extend your survivability. A life ring, blow-up ring, inner tube, log, an overturned boat—anything to reduce heat loss will help.

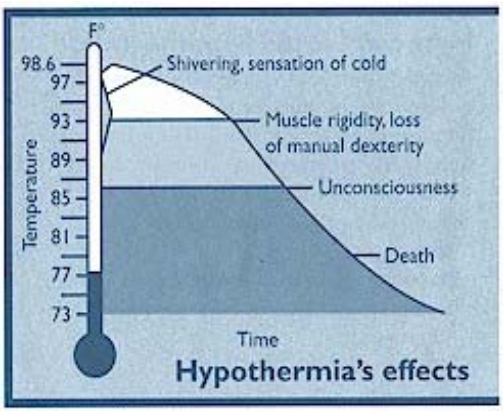
Carry other gear. To call for help, Brand strongly recommends carrying a waterproof VHF radio. This is especially true if you're single handing, fishing or rowing/kayaking/paddling alone. Whistles, flares, a personal strobe, fluorescent clothing or tape can make you more audible and visible (remember, a "one-foot chop" will hide your head).

Set goals. Bob Lord endlessly tread water for 300 strokes, then rested. Each time, he'd set the goal again: 300 strokes. He's convinced that his attitude and discipline helped save him.

Tow a line. Most people avoid overboard lines for fear of trapping them in the propeller. But 83-year-old Marshall Perrow had tied a 75', knotted dock line to the stern while single-handing. When he fell overboard, his boat kept sailing at four knots. He managed to grab the line and hold on until the boat ran aground.

Avoid booze. The liver produces less blood sugar with alcohol in the system, which can speed up hypothermia. Don't drink and drive.





2005 Spring Course Schedule

Course		Date	Cost	
BOATING	Class 1	Tue. Jan. 11 to Apr. 12	$ 195	Single
	Class 2	Wed. Jan. 12 to Apr. 13	$ 320	Couple
	Class 3	Wed. Jan. 12 to Apr. 13		
Coastal navigation, cruising skills and CCG Pleasure Craft Operator Card .				
VHF RADIO		Tue. Feb. 22 to Mar. 8	$ 45	Member
VHF Radio Talk Course earning Operator Certificate.			$ 55	Non member
SEAMANSHIP POWER		Tue. Jan. 11 to Apr. 12	$ 100	Member
Management of a power boat, building on knowledge gained on the Boating course.				
CELESTIAL NAVIGATION		Tue. Jan. 11 to Apr. 12	$ 150	Member
Plus 12 sessions in the Fall 2005.				
Traditional navigation skills with emphasis on practical applications.				
GLOBAL WEATHER		Wed. Jan 12 to Mar. 9	$ 100	Member
Worldwide weather and circulation of air masses.			$ 120	Non member
Pre-requisite: Fundamentals of Weather Course or equivalent.				
BOATPRO		Wed. Mar. 16 to Mar. 30	$ 70	
Preparation for Pleasure Craft Operator Card exam.				

Classes start at 7:00 PM — **First day registration starts at 6:30 PM**

Classes held at:
Earl Marriot Secondary School
15751 16th Avenue
Surrey, B.C.

Register by mailing cheque to :
White Rock Squadron
P.O. Box 499, 800 15355 24th Avenue
Surrey, B.C., V4A 2H9

For further information:
Contact the Squadron at 604-515-5566
Training Officer at 604-536-8477
or refer to www.whiterocksquadron.org

We are sad to report that the White Rock Power Squadron has lost a Past Commander:

Gerald Rodney (Rod) Booth
April 21st, 1920 - December 2nd, 2004

Rod was a life member of CPS and served as White Rock's Commander from 1976 to 1978. The Memorial Service was held on December 10th at Valley View on 72nd Ave, and was attended by Past Commander Ethel Archer, Past Commander Kent Smith and Heather Smith. Rod's widow Joan was very pleased to see Squadron people came to show their respect.

Cruising Schedule for 2005

Please contact Barry to let us know which cruises you are attending:

Barry Baniulis
214-15150-29A Avenue
Surrey, BC V4P IHI
604-542-0519
email:irishromy@shaw.ca

Join us for fun and fellowship happy hours, potlucks, dingy explorations, crib tournaments……
Marina moorage is becoming very tight in the summer months. Your immediate attention is requested.

Easter	**March 25 - 27**	**Port Sydney Marina**	**250-655-3711**
Victoria Day	**May 21- 23**	**Genoa Bay Marina**	**800-572-6481**
Canada Day	**July 1 - 3**	**Ganges Marina**	**250-537-5242**
Labour Day	**Sept 3 - 5**	**Thetis Island Marina**	**250-246-3464**

***** There is no extended cruise for the summer of 2005 *****

Mark these on your calendar and plan to join us for fun, fellowship, happy hours, potlucks, scavenger hunts, dinghy explorations and crib tournaments. Marina moorage is becoming very tight in the summer months and your immediate attention is requested. Please make reservations directly with the marina to secure berth. Indicate you are the White Rock Power and Sail Squadron.

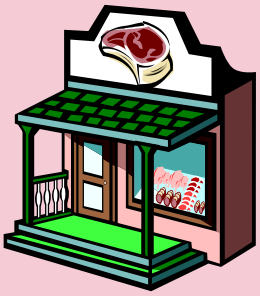
Reservations at these marinas may also be made by VHF radio on channel 66A.

A warm welcome to our newest Squadron member:
Todd Antifaev

Boat shows coming up:

Seattle Boat Show	**January 14 - 23**
Vancouver Boat Show	**February 9 - 13**

Meet your new Bridge! Come to our next monthly meeting…



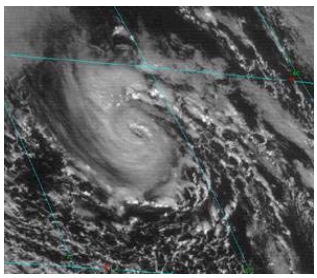
If you would like to attend one of our Squadron meetings, they are held on the third Monday of every month, at the **ABC Country Restaurant**, 2160 King George Hwy. Dinner starts at 6:30 PM, meeting starts at 7:15 PM. Please call one of the bridge members to confirm.

Educational Program Events for 2005

To be held at Windsor Square, 1959 – 152nd Ave., 7:00 p.m.

Feb. 3: Cpl. Anne Clarke of the **RCMP Coastal Watch programme**
Cpl.Anne Clarke has a 22 year career in the RCMP and brought the Coastal Watch Program to the British Columbia coastline in 1994. Coastal Watch is an initiative begun by the Drug Enforcement Branch. The purpose is two fold: To educate the public re information relative to drug importation that should be reported to RCMP and to gather & analyze & disseminate the info. Cpl. Clarke is well-known in district for her excellent presentations so do not miss this one!

March 10 : Judith Reeves of Perfect Storm vividly remembers the hurricane of October 1991 (off Canada's east coast) – 136 to 160 kilometer (100 mph) winds and 30 meter (100 foot) waves which was dubbed the "**Perfect Storm**" (the movie was based on this storm and Judith collaborated with Warner Bros. on the details). The storm claimed the lives of the Andrea Gail fishing boat crew.



During the storm Judith was working as an international fisheries observer on a 150 foot tuna long liner, the Eishin Maru No. 78 when the raging storm struck . She and the Japanese fishing boat crew struggled to stay alive, Reeves was working to co-ordinate their rescue, since she was the only English-speaking person on board. This presentation is highly recommended and Judith is a personal friend of our own Kevin Dean, who served in the Maritimes.
So there is lots of time to reread the book and/or brush up on your weather system theory from the Weather Class over the Holiday Season!

Andrea Gail at sea

Photo courtesy of Les Nagy
www.artseaphotos.com

As before, please contact Shirley at s.shea@ shaw.ca or at 604 538-6226 for the count. A reminder will be sent in the new year. Don't miss these two great events and have a safe and joyous Holiday Season!

Shirley Shea
Programmes Officer