

COMMANDER'S COLUMN

A Cautionary Tale

Warning: This column will have a lot of computer jargon in it. Feel free to jump to the last paragraph for some boating stuff. I was sitting at my computer the other day as I usually am if I have nothing else to do. Suddenly everything went blank on the monitor and the computer shut off. Some background, I have been building my own computers for about 25 years now. I think the last one I bought was a Gateway sometime in the 90's. My current computer was state of the art when I built it a couple years ago. I have one old HDD, (hard disk drive), five SSD (solid state drives) and two M.2 drives (hard to explain but really good). All but the HDD are 1 TB (Tera Byte) so I have a lot of built in storage space. In all I have 7,750,000,000,000 Byte capacity, impressed yet? You should be. In all of that computer goodness there is no camera and no microphone. You want to talk, call me, you want to talk and see me, come over. Never heard of Zoom. In any case it all went south for no reason, I turned it back on and the lights came on but nobody was home. I use two different operating systems, Linux for most things and Windows for Games. It is fairly easy to create a small flash drive to boot up free standing Linux so I did. I found out that two of my 1 TB SSD were blank. Everything was erased all of my photographs and my music collection were just gone. There was nothing wrong with the drives, they were just blank. Also a 128 GB flash drive that I use for temporary storage was plugged in and not functional. The home partition for Linux was also blank, probably the worst thing that happened that day. All on separate drives. Luckily I am a firm believer in backing up everything important from extra life jackets to data in my computer. The only thing I didn't have was a recent back up of my home directory. Photographs and music were kept backed up on drives that were not connected to the main hardware so they were not affected. It took me several hours to get the multi-boot software to work and the rest of a day and a half to get back to what passes as normal around here. I conjecture that the 128 GB flash drive failed in some spectacular fashion that wiped out some of the other drives. I don't think it was any kind of malware, Linux is not very vulnerable to viruses and it is behind a firewall. The Windows drives were not affected at all, but were not on when it all happened. OK boats, the above tale illustrates the need for spares and backup systems. In my style of boating I was often away from help and supplies for days at a time. I got used to buying two of any part I was replacing, one to use and one for next time. Common things like water pump impellers and fuel and oil filters were just kept in stock. Twice in my career I had to change fuel filters while underway 20 miles offshore. Spare parts and back ups are just a normal thing in boats and computers.

WINTER EVENTS & MEETINGS SQUADRON MEETINGS FEBRUARY 12

Election of Officers for 2022-2023



Coos Bay Power Squarron has been awarded the "Distinctive Communicator Award" for 2021 for the newsletter "The Whistler" and for the Coos Bay Squadron website.
www.usps.org/coos



AMERICA'S BOATING CLUB
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The end of the Squadron year is rapidly approaching and this brings election time. So it's time to elect officers for **2022-2023**.

The Annual election meeting will be Saturday February 12 1400 (2:00PM) at Fisherman's Grotto. All members urged to attend this important meeting.

ByLaws

Section 11.1 Candidates for elective positions to be voted upon at the annual meeting may be nominated (1) by the Nominating Committee as herein provided or (2) by petition in writing signed by at least five active members in good standing and filed with the secretary at least 15 days before the date of election.

Section 11.2 (The educational officer and the assistant educational officer (if any) are members of the USPS Educational Department, and shall be nominated and elected only after their qualifications have been approved by the national educational officer's designee.) Changed in USPS Bylaws. Now Squadron function.

Section 11.3 If vacancies exist in the properly formulated slate of nominees at the time of the election, they shall be filled by nominations from the floor duly made by voting members.

Section 11.4 No active member shall be eligible for nomination without first signifying willingness and ability to serve if elected.

Section 11.5 At any election, each voting member present and in good standing in this squadron shall have one vote for each office to be filled. Voting shall be in the following manner:

11.5.1 Cumulative voting is prohibited.

11.5.2 Election to an uncontested office may be effected by a supported motion and a ballot cast and recorded by the secretary.

11.5.3 Election to a contested office shall be effected by secret ballot, unsigned and cast in person. Such elections shall be determined by a judge of election and not less than three tellers, all of whom shall be appointed by the commander. The secret ballots shall be delivered to the judge of election and opened and inspected by the tellers, and the final results shall be tabulated and announced to the members before the close of the meeting.

11.5.4 Polls shall remain open for no more than one hour after the election is initiated as an order of business.

As you will notice below there are some vacant positions. They are needed (required) for the Squadron to continue providing Boating Education to our members and public. A few hours a month will fulfill your membership obligation and the Squadron's mission. CALL an officer listed on the Sponsor's page to fill a position.

The following members will serve in their respective office on the

2022 - 2023 BRIDGE

Commander; Michael Gibbons,JN
Executive Officer; Craig Beyer,AP
Education Officer; Allen Swanson,P
Admin Officer; Donald Starbuck,SN
Secretary; Carol Schuldt
Treasurer; Kim Singh
ASEO; Arthur Schuldt,SN

Executive Committee

Karen Gibbons,S
Arthur Schuldt,SN

Rules Committee

Arthur Schuldt,SN
3 members required

Audit Committee

Karen Gibbons,S
2 more members required

Nominating Committee

3 members required

Advanced Grades Chair

Electives Chair

Donald Starbuck,SN

Committee members are also needed.

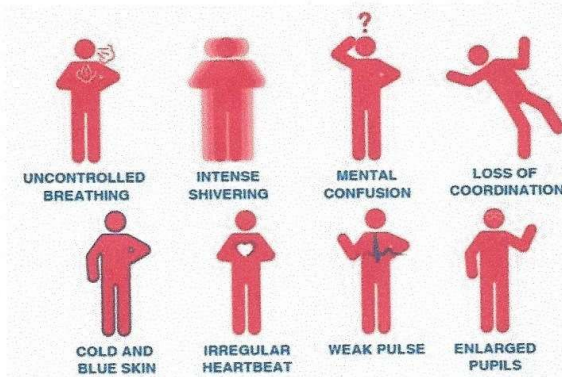
Gasp! The Four Stages of Cold Water Immersion

What you should know about cold water immersion.

Falling into cold water is more than just an inconvenience, it's downright dangerous.

For example, your body may react to the cold water or sustained immersion in cold water, in uncontrollable ways. Experts have described what happens to the body when immersed in cold water and have summarized the features and characteristics into four distinct stages. Failure to recognize this, can lead to hypothermia, a serious condition which is the abnormal lowering of internal body temperature that should be treated only by medical personnel or specially trained individuals.

1. **Cold Shock** - Falling into cold water provokes an immediate gasp reflex. If your head is under water, you'd inhale water instead of air and it is unlikely you'll resurface if you're not wearing a life jacket. Initial shock can cause panic, hyperventilation, and increase heart rate leading to a heart-attack. This stage lasts 3-5 minutes and at this point you should concentrate on staying afloat with your head above water.
 2. **Swimming Failure** - In just 3 -30 minutes, the body will experience swimming failure. Due to loss of muscle coordination, swimming becomes a struggle and the body tends to go more vertical in the water making any forward movement increasingly difficult. That's why it is not recommended to swim for help, but remain with the boat or something else that floats while keeping your head above water while awaiting rescue.
 3. **Hypothermia** - True hypothermia sets in after about 30 minutes. Most victims never make it to this stage since 75% of individuals succumb and die in the earlier stages of cold water immersion. At this stage, regardless of your body type, size, insulation of clothing, acclimatization and other factors, your body's core temperature gets dangerously low. Your survival chances are greatly lessened at this stage. Victims are usually rendered unconscious in this stage.
- **Post Rescue Collapse** - A rescued victim must be handled very carefully. When a person is removed from cold water, the body will react to the surrounding air and the body position. Blood pressure often drops, inhaled water can damage the lungs, and heart problems can develop as cold blood from the extremities is released into the body core. Proper medical attention is essential to re-warm the body safely



What to Do? And What Not to Do!

Any victim pulled from cold water should be treated for hypothermia - this is the very dangerous and important stage of survival which is a result of cold water immersion. At this point, you should seek trained medical treatment immediately. Symptoms of hypothermia may include intense shivering, loss of coordination, mental confusion, cold and blue (cyanotic) skin, weak pulse, uncontrolled breathing, irregular heartbeat, and enlarged pupils. Once shivering stops, core body temperature begins to drop critically. Try to prevent body cooling and get the victim to a medical facility immediately.

- Gently move the victim to a warm shelter.
- Check for breathing and a heartbeat. Start CPR if necessary.
- If you have dry clothes or a blanket, remove the victim's wet clothes. Use a minimum of body movement, since rough handling can cause cardiac arrest. Cut the clothes off, if necessary.

- If possible, keep the victim in the same position as he was rescued to prevent a stroke caused by moving them incorrectly. If moving is necessary (such as from a boat to shelter), carefully lay the victim in a level face-up position with a blanket or some other insulation underneath.
 - Wrap the victim in a dry blanket or dry clothes. If possible, warm the clothes first. If a stocking cap is available, put it on the victim's head since a great deal of heat is lost from the head.
 - If the person is awake and coherent, give him or her warm (not hot) liquids. Warm hot tea with sugar or honey or slightly-cooled hot chocolate are good since sugars can still be absorbed even if the stomach has shut down.
 - NEVER give a hypothermic person alcohol. Alcohol dilates (opens) your veins, which will make the body lose heat more rapidly.
- Also, do not give food or drink to unconscious victims.
- DO NOT apply heat to the arms and legs. This forces cold blood from the arms and legs back toward the heart, lungs and brain, lowering core body temperature and causing "after drop" which can be fatal.
 - DO NOT massage the victim or give the victim a hot bath. Cardiac arrest is a frequent result of hypothermia, and moving the victim roughly can be a catalyst for this condition.



New Program Aims to Prevent Aquatic Invasive Species Spread

The Pacific States Marine Fisheries Commission (PSMFC) initiated a new program to prevent delays during the transport of watercraft destined for the states of Washington, Oregon, Idaho, and Montana. The program, "Call Before You Haul," provides a toll-free phone number boat transporters can call prior to transporting watercraft from outside the Pacific Northwest to one of the aforementioned states. The program is currently being piloted in 10 states and is intended to be expanded to all states in 2022.

By calling the toll-free number, 1-844-311-4873, prior to hauling, and providing some basic information about the watercraft being transported, the destination state representative will reach out to boat transporters and provide them with information to facilitate and expedite the watercraft inspection process, and if needed, decontaminate. Proactively arranging watercraft inspections can prevent costly and timely delays at inspection stations, or if boat transporters are intercepted hauling an infested vessel by law enforcement. All four states are communicating with one another and working with one of the four states will expedite transport across two or more Pacific Northwest states.

All Pacific Northwest states have regulations that make it illegal to transport aquatic invasive species (dead or alive) within their respective states, including penalties up to, and including a no-bond felony. Much of the ongoing spread of aquatic invasive species (AIS) to inland waters throughout North America can be attributed to the overland movement of watercraft that can be towed on trailers or atop vehicles. Invasive species can be carried in bilge water, live wells, and bait buckets as well as on boat and motor exteriors and trailers. Every time a boat is transported overland after use in an infested waterway, there is the possibility that it will transfer aquatic invasive species to uninfested waterways.

In addition to reaching out to boat transport companies, PSMFC is working directly with Departments of Transportation in 10 states (as part of the pilot program) to notify them of the toll-free number and make this information available on their permitting websites. Call Before You Haul is intended to prevent unnecessary delays for boat transporters and their customers and help to ensure these companies will not be violating state, or federal, laws pertaining to unlawful transport of aquatic invasive species (e.g., quagga or zebra mussels).

The Oregon Department of Fish and Wildlife manages border inspection stations where all boats being transported are required to stop. Inspections generally take only 10 minutes and go a long way to help protect Oregon's waterways. Fees from waterway access permits, out-of-state aquatic invasive species prevention permits and motorboat registrations through the Oregon State Marine Board help pay for inspection stations and other prevention efforts.

For more information on aquatic invasive species in the West, see www.westernais.org. Visit myODFW for more information about inspection stations in Oregon and required permits.

Before heading out to local rivers and lakes, plan ahead! Use our Boat Oregon Online Maps to see where there are reported obstructions, construction, or other boating access closures. Plan, prepare, wear your life jacket and play!

Waterway Access Permits are required for paddlecraft 10 feet and longer. Revenue funds important nonmotorized access improvements, aquatic invasive species inspection stations, and boating safety education programs.





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2021-2022 OFFICERS	Phones	MEETINGS	Editor
Cdr Michael Gibbons, JN	541-290-7694	Squadron / Board Meetings	Art Schult, SN
SEO Allen Swanson, P	541-888-6178	are scheduled for FOURTH	2175 Everett
EXO Craig Beyer, AP	541-290-3957	Saturday each month at 1400	North Bend OR 97459
AO Donald Starbuck, SN	719-989-0146	(2:00 PM) in Squadron Bldg.	Phone: 541-756-4408
Treas Kim Singh	541-404-6307	Charleston.	Email:
Sec Carol Schult	541-756-4408	Covid-19 protocol	a.schult@charter.net
ASEO Arthur Schult, SN	541-756-4408	observed as required.	www.uspb.org/coos



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