

COMMANDER'S COLUMN

This is the second part of the article on hypothermia. Again I did not write this, kudos to whoever did.

You Last Longer than You Think: If you have ever heard the phrase, "That water is so cold, you will die from hypothermia within ten minutes." then you have been lied to about hypothermia. For that matter you can replace ten minutes with twenty, or thirty, or even an hour, and you've still been lied to. In most cases, in water of say 40 degrees (all variables to one side), it typically takes a full hour to approach unconsciousness from hypothermia the third stage of cold water immersion – though you must be wearing flotation to get this far. We are all different in this regard, but I once spent an hour in 44 degree water wearing street clothes and my core temperature was only down by less than two degrees (I was not clinically hypothermic). It was as uncomfortable to be sure, and I wouldn't recommend finding your own limit, but it probably would have taken another hour to lose consciousness, and an hour after that to cool my core to the point of no return. The bodies efforts to keep the core warm – vasoconstriction and shivering – are surprisingly effective. The shivering and blood shunting to the core are so effective, that twenty minutes after jumping in (twice the "you'll be dead in ten minutes" time), I had a fever of 100.2.

Rescue Professionals Think You Live Longer: There is a good side to the misconceptions about hypothermia. Should you ever be in the water in need of rescue, you can be certain that the Coast Guard is going to give you the benefit of every possible doubt. When developing search criteria – search and rescue coordinators use something called the Cold Exposure Survival Model (CESM): It is a program wherein they enter all the available data about the victim (age, weight, estimated body fat, clothing, etc.) and about the environment (water temp, sea state, air temp, wind) and the software spits them out a number that represents the longest possible time you can survive under those conditions. I plugged my own information into it once and it said I could survive for over 4 hours in 38 degree water wearing nothing but a t-shirt and jeans and no flotation. I can tell you from experience that the CESM is full of it – I'd give me 35 minutes tops – but the error is comforting. If the program that determines how long I might live is going to be wrong – I want it to be wrong in that direction.

Out of the Water is Not Out of Trouble: I lost count of the number of survivors I annoyed in the back of the helicopter because I wouldn't let them move. I had a rule – if they came from a cold water environment – they laid down and stayed down until the doctors in the E.R. said they could stand.

SPRING EVENTS & MEETINGS SQUADRON MEETING April 23 1300 (1PM) @ FISHERMAN'S GROTTO

New US Coast Guard Fire Extinguisher Regulation Effective April 20

It didn't matter to me how good they felt or how warm they thought you were. Because the final killer of cold water immersion is post-rescue collapse. Hypothermia does things besides making everything colder. Victims are physiologically different for awhile. One of the things that changes is called heart-rate variability. The hearts ability to speed up and slow down has been effected. Getting up and moving around requires your heart to pump more blood, being upright and out of the water is also taxing, then any number of other factors collide and the heart starts to flutter instead of pump – and down you go. Victims of immersion hypothermia are two things; lucky to be alive; and fragile. Until everything is warmed back up – out of the water and dry is good enough – mobility comes later.

Did You Learn Anything?: If you did, then hopefully you'll use it to make good decisions when it comes to being safe on and around cold water; good decisions like these:

1. When working on deck, wear flotation. This includes, especially, all fisherman in Alaska. I couldn't find more recent research, but the 31 Alaskan "fell overboard" casualties in 2005 died from drowning, not cold water. Not one of them was wearing flotation. Many couldn't stay above water long enough for their own boats to make a turn and pick them up.....over a life jacket.
2. If you witness a man overboard – getting the life ring directly to them is critical (vital – step one – must do it). Make certain that all-important piece of safety gear is not just on your vessel, but readily available and not tied to the cradle.
3. When working on deck – wear flotation. I said that already? Well, when I quit reading search reports that end with "experienced" mariners dying because they thought they understood cold water – I'll come up with better advice.
See " PFDs Save Lives" on Coos Bay Squadron website-
www.cbps.org/coos



YOU ARE INVITED
TO
Our 63rd ANNUAL
COOS BAY POWER SQUADRON
“CHANGE OF WATCH”

AT THE
SQUADRON BUILDING IN CHARLESTON, OREGON
MAY 7, 2022

MENU
CHARCOAL BROILED STEAK or CHICKEN BREAST
SALAD & MIXED VEGETABLES
BAKED POTATO & HOMEMADE DESSERTS
COFFEE OR TEA

\$35.00 PER PERSON

Social hour begins at 1800 and dinner at 1900 May 7.2022.

LOCATION

Our 63rd Change of Watch will be held at the Coos Bay Power Squadron building, which is located at 90346 Guano Rock Lane at the Small Boat Basin in sunny Charleston, Oregon. If you need specific directions, please contact Cdr Michael Gibbons, JN 541-290-7694 or P/C Art Schuldt, SN

541-756-4408

CONTACT

CBPS 2175 Everett, North Bend OR 97459 Email a.schuldt@charter.net www.usps.org/coos

DRESS

Uniform of the day will be **blazer or mufti.**

PLEASE CONFIRM RESERVATIONS BY April 30, 2022

Make checks payable to **“COOS BAY POWER SQUADRON”**

Member Name(s) Including Rank & Grade _____	Meal Selection _____
Squadron Name: _____	STEAK _____
Guest Name(s) _____	CHICKEN _____



NEW OREGON COAST RULES: (OFWC)
TAKE MORE GREEN CRABS, NO SEA STARS

Salem, OR -- Oregon's coast has a new rule effective this weekend for marine life harvesting. Oregon's Fish and Wildlife Commission (OFWC) voted yesterday to prohibit harvest of sea stars while increasing the daily bag limit for non-native European green crabs to 35, changes that took effect immediately.(03/19/22)

OFWC says European green crabs were part of the "other marine invertebrates" aggregate daily catch limit of 10 before yesterday's action. It says, "This crab has rapidly colonized temperate coastlines at several locations around the world where they are an aggressive invader with the potential to disrupt communities of native shellfish (other crab, clams, oysters, etc.)."

The Commission voted to increase the daily bag limit of European green crabs to 35 to encourage greater harvest. It says more recreational shellfishers are reporting catching green crabs, wanting to harvest more of them to remove the growing threat to native shellfish. OFWC says, "Crabbers should know that European green crab can exhibit remarkable variation in color but are easily identified by three prominent bumps between their eyes and five spines



along the side of their carapace." Information about green crabs including how to identify them is available at <https://myodfw.com/crabbing.../species/european-green-crab>.

OFWC says the Pacific Coast sea star population drastically declined starting in 2013 from Sea Star Wasting Disease deaths. The allowable harvest had been 10 in aggregate with other marine invertebrates (urchins, shore crabs) before yesterday's OFWC action. It says, "While incidental or targeted harvest of sea stars occurs infrequently and is likely not a significant threat to the populations, drastic change in sea star populations in intertidal and subtidal habitats warranted attention and management action." Commercial sea star harvest has not been allowed since 2014.



In other actions Friday, OFWC approved additional regulations for commercial bay clam fisheries including a requirement for electronic (rather than paper) fish tickets, and designation of a harvest area and annual landing cap for the commercial gaper clam dive fishery in Yaquina Bay.

Bay. (via Kim Singh)

Hazardous Weather Outlook service for the Eastern Pacific Ocean

OREGON – WASHINGTON –

In coordination with the National Weather Service (NWS) and the National Hurricane Center (NHC), the US Coast Guard is pleased to announce the addition of a new Hazardous Weather Outlook (HWO) service that covers the Eastern Pacific Ocean. This service is available to all those who could benefit from advanced warning of hazardous weather in both coastal regions and open waters.

As with the currently available Western Atlantic Hazardous Weather Outlook, Seven Day HWO's will be released every Wednesday with additional Situational HWO's issued as conditions require. The service will begin on 06 Apr 2022, however users can sign up in advance at any time.

In the recent past, several maritime tragedies and "near misses" in the coastal waters of the United States have occurred due to hazardous weather, such as the sinking of the SS El Faro in 2015.

Based on recommendations by the National Transportation Safety Board (NTSB), in cooperation with the NWS and the United States Coast Guard Navigation Center (NAVCEN), developing improved methods of delivering Marine Safety Information remain a top priority.

The NWS Ocean Prediction Center (OPC) and the NHC's Tropical and Analysis Forecast Branch (TAFB) will be providing weekly and situational reports to the USCG, who will then be making this information available to the public. Through the free online subscription service, GovDelivery, which currently offers subscribers a wide array of Marine Safety Information such as Broadcast Notice to Mariners (BNMs) and Local Notice to Mariners (LNMs) provided through USCG NAVCEN, users will be able to register to receive Hazardous Weather Outlook reports giving forewarning of major weather events.

For subscribing to Eastern Pacific Hazardous Weather Outlook reports by E-mail:

https://public.govdelivery.com/accounts/USDHSCG/subscriber/new?topic_id=USDHSCG_506

For subscribing to Eastern Pacific Hazardous Weather Outlook reports by RSS Feed:

https://public.govdelivery.com/topics/USDHSCG_506/feed.rss



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Fuel Saving Tips

One way to save money at the pump is by joining BoatUS, as one of its member benefits includes fuel discounts at nearly 400 marinas. Photo courtesy BoatUS

Tips For Before You Head Out

Tune your engine now. A once-a-year tune-up and service will help your engines run more efficiently. Match the boat's propeller to the boat and activity. Propellers are most efficient when they're matched to the kind of boat you have and what you use it for (e.g., towing water skiers, fishing). Ask the pros at a propeller shop for recommendations and experiment with different models. The right prop can potentially increase fuel efficiency by as much as 10%.

Check your WOT. Take your boat out on a calm day and run **wide-open throttle**. The WOT rating is the rpm range the motor should achieve when running at wide-open throttle. If it's not able to reach WOT—or overruns it—you've got the wrong prop and you're not getting the most bang for your fuel buck. Check for propeller damage throughout the season. A dinged or broken propeller will hurt your fuel economy, so regularly inspect yours and replace it if it's damaged. Keep the prop clean. Barnacles and other growth can attach to propellers, which can slow them down and impact fuel economy.

Keep a slick hull. For boats that spend a lot time in the water, barnacles or stuck-on grass can create drag on the hull and make the engine work harder. Boats in warm places will probably need to be cleaned weekly, while those in colder waters may be able to go a month or two.

Measure your fuel flow. Install a fuel-flow meter, which can show you in real time how many gallons per hour your



engine is burning, and allow you to dial in the most efficient speed for your boat.

Upgrade your motor—if you can. With the pandemic, engines have been hard to come by, but newer engines tend to be significantly more efficient than older models. The fuel savings alone might not be enough to justify an upgrade, but you're likely also benefitting the environment. If your vessel is suitable, there are more options for electric and hybrid propulsion than ever before.

Join BoatUS. Yes, this is a pitch, but it will save you gas money. Members receive exclusive marina fuel discounts at nearly 400 BoatUS Partner Network marinas across the United States that offer BoatUS members up to 10 cents off per gallon of fuel.

Refuel smartly ashore. Most recreational boats in the U.S. are refueled at roadside gas stations, mini-marts and other retailers. It may be wise to enroll in the retailer's customer loyalty or "cash back" program. Just read the fine print on how your discount is delivered. Your credit card company or grocery store may also offer percentage-based "cash back" programs on fuel.

Tips For At The Dock

Ditch extra stuff. Take stock of what's onboard; additional weight means more drag. Clean out anything you won't need, from extra anchors to old, unused lines and tools. Of course this does not include safety gear or necessary ground tackle.

Lighten your tanks. Don't run with a full freshwater or fuel tank unless you absolutely need it. Water weighs 8 pounds per gallon, and some boats have freshwater tanks that can hold 100 gallons, so emptying half can add up quickly. Gasoline weighs 6 pounds per gallon, so if you don't need a full tank to safely return (you obviously don't want to worry about getting stranded), lighten your load and bring less. A rule of thumb when planning for fuel use on any outing is you need to have one-third of your fuel to your destination, one-third back home, and one-third in reserve.

Avoid excess idling. It's a common misconception that engines need time to warm up. Modern engines are fuel injected, so when you start them, they're ready to go in a minute or two.

Tips For On The Water

Rearrange your passengers. Evenly distributing the load aboard your boat is the simplest way to help it run most efficiently when the boat's trimmed, which is roughly parallel to its at-rest waterline and not leaning too far to one side or the other.

Get on plane. Most recreational boats run most efficiently when they're on plane, so once you're out of the no-wake zone, safely get on plane as soon as you can. If your boat has trim tabs, experiment with the up/down switch to find the sweet spot where your boat moves most efficiently and achieves the best trim.

Watch your wake. One sign you're blowing gas is the size of your wake. While sometimes you have no option, slowing down to no-wake speed saves fuel.

Try slowing down. Yeah, that's a hard one for many people, but in addition to stretching a tank of gas, it's safer. You'll see more things and have more time to react in the water when it comes to other boats or approaching traffic.

Reduce wind drag. A canvas or bimini top is great for protection from the sun, but you can improve fuel efficiency while underway by taking it down if you can. Just be sure to bring—and apply—sunblock.

Navigate smartly. The ultimate trick to saving fuel, of course, is running your engine less. Travel to local destinations or drop anchor somewhere closer to home to enjoy your fun afternoon on the water.



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Combatting the high gas prices 😊





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MEETINGS

Squadron / Board Meetings are scheduled for **FOURTH** Saturday each month at 1300 (1:00 PM) in Squadron Bldg Charleston. Covid-19 protocol observed as required.

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