Tarheels

THE *TARHEELS* IS AN OFFICIAL PUBLICATION OF THE WINSTON-SALEM SAIL AND POWER SQUADRON November 2005 Volume XIV Number 11

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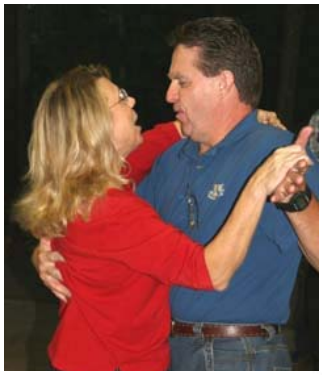

You

Say

FUN!

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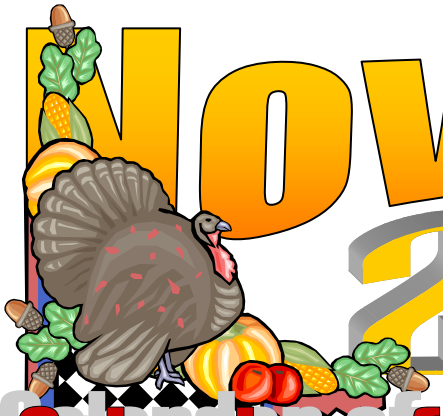


November 2005

Calendar of Events

15 November	**The Year in Pictures** *Piedmont Club*
03-05 Sept	**Coop Charting & Rendezvous** *Morehead City*
28 November	**Bridge Meeting** *at the Commander's home 336/924-2698*
28 November	***Tarheels* Articles Due** *E-mail prefered mcranford@triad.rr.com*

See the Full Calendar on page 11

(As a note, all squadron members are always welcomed and encouraged to come to the monthly Bridge Meeting on the last Monday of every month. The regular time for these meetings is 1900 at the Commander's home at 5854 Woodsway Drive, Pfafftown. Call 924-2698 for directions. Come out and join us. We would like to have your input.)

MONTHLY MEETING

WSSPS Membership Meeting

The Year In Pictures

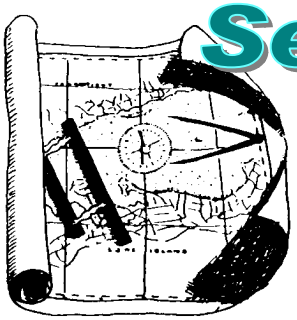
November 15

at Piedmont Club
BB & T Financial Center
19th Floor
724-7077

Dinner Cost $15/pp
Plus $1.50 for Garage Parking
Make Checks out to WSSPS
Collect at door

Social from 1830-1945
Dinner shortly thereafter

Guests are always welcome, but a reservation is required.



Setting the Course

Cdr Kristine S. Cranford, AP

I hope everyone enjoyed the Commander's Picnic. I had a great time myself. My special thanks go to Travis and Reid who spent the whole day cooking the pig. Thanks also to all who donated food and shopped for supplies: Gary and Mary Anne Lewis, Stan and Shirley Hutchins, Sandy Breda, B. Travis, Barrie Eldridge, Faye and Tisha London, and Eddie and Becky Shinlever. Thanks also to whoever arranged for the perfect weather. We enjoyed our guests from Lake Norman and Greensboro. The band was great!

On November 15 we will have our monthly meeting at the Piedmont Club. We will feature an extended social time, a presentation of the year in pictures prepared by Ray Travis SN, and a short business meeting mostly to discuss officers for next year. We still have some positions unfilled and volunteers from the membership are needed. Please attend and help us fill all the vacancies. We need officers to remain a squadron.

On Saturday, November 5, we will have a Geodetic Marker recovery. If you are interested call Gary Lewis at 722-2701. This is always good fun if you like to hunt for things.

Mark your calendars for December 15, the date of our Annual Christmas Party to be held at Bermuda Run Country Club. There will be food, drinks and entertainment. This is always one of the highlights of the year. Don't miss the fun.

The Change of Watch will be Saturday, January 28 at the Piedmont Club. A sumptuous meal is planned and the music this year will be classical guitar. Mark this on your calendar too.

There is still time to go out and see how beautiful things are from the water.

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WE SERVE

Squadron Contacts

If you have any questions concerning any of the upcoming events, classes, or any other items about the Power Squadron, please feel free to contact any of the people listed below.

Cdr Kris Cranford, AP	**924-2698**
Lt/C Scott Foster, S	**922-7632**
Lt/C Alexander Cooper, JN	**760-2994**
Lt/C Ray N. Travis, SN	**940-3168**
Lt/C Cindy Jennings, AP	**768-3134**
Lt/C Edward Shinlever, P	**725-6334**

Educational Officer

P/C Ray N. Travis, SN
(AKA "Lord Nelson")

Our Advanced Piloting class is winding down and the students will be taking their exams soon. I am sure they will do fine. Thanks go to Reid London, AP, Fred Eldridge, JN and P/D/C David Blankenbeckler, SN for their help with this class.

Another year is winding down for our squadron. We have had some small successes but there is something missing. The energy in our sails has been falling off. It seems as though we are entering the Doldrums. We are going to need some enthusiastic leaders to help us navigate us through this slow period.

The size of our fall boating class is an example of what is going on. We only have four (4) students. I have to take some of the blame. I did not get out and walk the docks looking for prospective students. Believe me, there are plenty of people who need to take a safe boating class. I should have worked harder on promoting this class. I wish I had.

Our squadron fell in its PR campaign. It is not the responsibility of one person. It should be the objective of all our members to promote this important class. We are forgetting that this is the main source of acquiring new members. New members give our squadron new energy. New members are a source of leadership, new friendships and keep our great instructors active.

Without this source, our Great Ship "WSSPS" is slowly sailing into oblivion. Leadership and shipmates working together will navigate our ship toward a set of full sails. When a ship has its sail full it is a beautiful sight. This makes the journey a real pleasure.

Administrative Officer

P/C Alexander Cooper, JN

The USPS web page has a neat feature this month under the Administrative Officers section…it is called " The Power of One."

You will need Power Point to view the several presentations and I hope you take the time…then remember we need your help to keep the Winston Salem Sail and Power Squadron a viable organization.

This is a continuation from last month…..

"The Great Rescue"

"No Boat or Crew Will Ever be Left Behind"

When two boats in our flotilla participating in a cruise wound up on the hard due to unforeseen mechanical problems, Their crews were over 160 miles from homeport with no way to get home other than renting a very costly taxi service. We had to try and organize a rescue party. A phone call went out to P/C Jack Cummins on Atlantic Beach. "Hey Jack, how would you like to organize a rescue party". The next comment was how many and when. When a fellow Squadron member is in trouble, there are many Brothers and Sisters who will help you. How many people do you know who would drive at their own expense almost 400 miles or more to bring equipment and pick up gear for a couple of stranded boaters, and then go back again 8 weeks later to tow a boat all the way back to Morehead City in a tropical storm with 14" of rain? How many people do you know who would open up their homes, provide those stranded boaters a place to sleep, feed you and then make sure you were comfortable? What do I call this? I call it "The Great Rescue".

Here is a road trip two Past Commanders will never forget. It began on the deck of the Gemini whose owners Dennis and Linda Brigadier were gracious hosts to a wonderful dinner and good company. The next morning at 0700, we began to arise and make ready for a 3 plus hour trip to Roanoke Island. The weather forecast was not looking too good, but it had to be done. If this were a cruise, we would have stayed on the dock. But meteorologists were predicting a fast clean out of the system before mid-day. As we learned later on, they were mistaken! After a quick stop along the way for a shot of our local expresso, we began to encounter tremendous heavy rain along highway 17. The closer we got to Washington the darker the clouds and the heavier the rain became. As we came upon the Washington waterfront, almost every street was flooded with 2 feet of water. For a moment we began to feel like we were driving into Louisiana not long after Katrina came by. Jack's truck plowed into the flooded waters like a trawler does on the ICW. He was putting out a wake that most Jet Skis would die for. It also looked like one of those "Macho" Ford TV commercials you see on the Super Bowl. I said to Jack, "too bad we don't have any water skis, because this would look good on TV right now".

We came out of the extended part of the Pamlico River and continued on our way up highway 17. Visibility was so poor that we almost missed our turn because Jack wanted to show me some of the rare Down East Country this part of North Carolina has to offer. Unfortunately I had a very limited view between the rain showers. However, we still got to see some of the historic single wides that lined the edges of some cotton fields. As we got closer to Roanoke Island there was a slight break in the weather. It allowed us to easily navigate by road across the island into the village of Wanchese. We found the "April Star" with all of its canvass flopping in the wind and soaked in rainwater. We made a textbook coupling to the trailer and this was the part I was really scared about. Would this trailer pull okay out of the boat yard because it has been sitting so long? There was one way to find out said Jack, "Let's just "Git er Done". And down the road we went. We took the rig to the end of the boat yard complex because we also wanted to check on "My Girl" to make sure it was secure with all of the recent weather. The wind at this point began to blow about 35kts from the NE. The trailer appeared to be pulling ok and the surge brakes seemed to slow us down a bit when applied. So we decided to make the return passage home to Morehead City.

Our first stop was to replace the air that somehow got lost in all four-trailer tires. This was a feat as we had to find a gas station that had an air pump and one that would allow the height and length of the rig we were pulling. After many small mom and pop businesses, we found one that boasted some of the finest looking "Harley Davidson" type people I have seen since leaving Connecticut 5 years ago. They were all hanging out between the single wides and the gas pumps smoking cigarettes. Some even looked alike with the same facial expressions. "No fear", said Jack as he pulled up to the air pump. A textbook landing if I may say so myself. Now this air pump is one that requires a very limited amount of mechanical knowledge and a whole bunch of quarters. This I said I could do. But I had to go inside the gas station to change my 20-dollar bill. The attendant was very nice as I cleaned out all of the quarters she had and I had to listen to the local talk about the fishing reports for the day. Good thing I did not open my mouth because they would have thought I was one of those Yankee spies or something, so I nodded my head and smiled as I walked out with a pocket full of quarters.

When I got back to the boat, there was Jack staring at this 70 year old lady watering her flowers in the rain. I thought to myself, "Is he staring at the fact that someone is actually watering in the rain, or is it that big ugly wrinkled type tattoo that was on her top right shoulder." "Wus Up" Jack?" He replied, "You're not gonna believe this. I will tell you in the truck. You better get that air in those tires before we start looking out of place here." Just as he said that one of the local residents came up to me and asked if I was putting air into the trailer tires. I replied that it was that time of year when we had to replace the summer air for

(Cont'd on page 9)

A huge Thank You goes out to our SEO P/C Ray (Lord Nelson) Travis, SN and Lt Reid London, AP for cooking our wonderful pig for the Commander's Picnic. We also want to thank all the folks from Greensboro Power Squadron for attending as well as Cdr George Ellis, AP and his lovely wife Helen from Lake Norman Power Squadron. And a big thank you to Frankie Priddy and his band for some incredible music!

2005 Beacon Award

Becky smiles proudly while looking on at her husband Lt/C Eddie Shinlever, P as he displays his Conley L. Smith Beacon Award that he had just been handed by Cdr Kris Cranford, AP at the 2005 Commander's Picnic at Tanglewood Park October 15.

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Executive Officer

Lt/C R. Scott Foster, Jr., S

Considering that the cold weather as descended upon us I thought this might be useful

Cold Water

What is it? It is difficult even for an expert to define. It is estimated to be around and under the temperature of 70 degrees. However, this will vary in each case due to the specific circumstances and physical condition of the person involved. What Happens In Cold Water?

Many of the fatal boating accidents occur in the "out-of-season" months when the water is cold. What happens to the body when suddenly plunged into cold water?

The first hazards to contend with are panic and shock. The initial shock can place severe strain on the body, producing instant cardiac arrest, as happened to a 15 year old scout in the month of March in Pennsylvania several years ago.

Survivors of cold water accidents have reported the breath driven from them on first impact with the water. Should your face be in the water during that first involuntary gasp for breath, it may well be water rather than air. Total disorientation may occur after cold water immersion. Persons have reported "thrashing helplessly in the water" for thirty seconds or more until they were able to get their bearings.

Immersion in cold water can quickly numb the extremities to the point of uselessness. Cold hands cannot fasten the straps of a lifejacket, grasp a thrown rescue line, or hold onto an over-turned boat. Within minutes, severe pain clouds rational thought. And, finally, hypothermia (exposure) sets in, and without rescue and proper first aid treatment, unconsciousness and death. We all recall the incident in which the airliner went down in the dead of winter in the water in Washington, D.C. several years ago. The vivid video of the rescue attempts and those that died due to hypothermia is not easily forgotten.

Normal body temperature of course is 98.6. Shivering and the sensation of cold can begin when the body temperature lowers to approximately 96.5. Amnesia can begin to set in at approximately 94, unconsciousness at 86 and death at approximately 79 degrees.

What to Do In the Water

Cold water robs the body's heat 32 times faster than cold air. If you should fall into the water, all efforts should be given to getting out of the water by the fastest means possible.

Persons boating in the cold water months should be thoroughly skilled in rescue and self-rescue techniques. Most accidents involve small boats which with practice, can be righted and re-entered. Most boats, even filled with water, will support the weight of its occupants. If the boat has capsized and cannot be made right, climb on top of it.

Physical exercise such as swimming causes the body to lose heat at a much faster rate than remaining still in the water. Blood is pumped to the extremities and quickly cooled. Few people can swim a mile in fifty degree water. Should you find yourself in cold water and are not able to get out, you will be faced with a critical choice - to adopt a defensive posture in the water to conserve heat and wait for rescue, or attempt to swim to safety.

Should you find yourself in the water, avoid panic. Air trapped in clothing can provide buoyancy as long as you remain still in the water. Swimming or treading water will greatly increase heat loss and can shorten survival time by more than 50%.

The major body heat loss areas are the head, neck, armpits, chest and groin. If you are not alone, huddle together or in a group facing each other to maintain body heat.

Preparation

Proper preparation is essential when boating on cold water. Make sure your boat and equipment are in first class condition. Check the weather forecast before leaving for your event. Always tell someone where you are going and when you expect to return. Dress in several layers of light clothing. Next to a diver's wet suit, wool clothing offers the best protection. Always wear a personal flotation device (PFD) when boating.

(Cont'd on page 8)

(Cont'd from page 7)

Some Important Facts to Remember

Most persons recovered in cold water "near" drowning cases show the typical symptoms of death:

- **Cyanotic (blue) skin coloration**
- **No detectable breathing**
- **No apparent pulse or heartbeat**
- **Pupils fully dilated (opened)**

These symptoms, it was discovered, did not always mean the victim was dead. They were, on the other hand, the body's way of increasing its chances of survival through what scientists call the mammalian diving reflex. This reflex is most evident in marine mammals such as whales, seals or porpoises. In the diving reflex, blood is diverted away from the arms and legs to circulate (at the rate of only 6-8 beats per minute, in some cases) between the heart, brain and lungs. Marine mammals have developed this ability to the point where they can remain under water for extended periods of time (over 30 minutes in some species) without brain or body damage.

Humans experience the diving reflex, but it is not as pronounced as in other mammals. The factors which enhance the diving reflex in humans are:

- **Water temperature - less than 70 degrees or colder, the more profound the response and perhaps the more protective to the brain**
- **Age - the younger the victim, the more active the reflex**
- **Facial immersion - the pathways necessary for stimulating this series of responses seem to emanate from facial cold water stimulation.**

The diving reflex is a protective mechanism for humans in cold water immersions, but it may confuse the rescuer into thinking the victim is dead. Resuscitative efforts for these victims should be started immediately utilizing CPR in accordance with your training.

Remember, numerous children have been brought up from freezing water after 30 minutes and been successfully resuscitated.

Expected Survival Time in Cold Water

Water Temperature	Exhaustion or Unconsciousness in	Expected Survival Time
70–80° F (21–27° C)	3–12 hours	3 hours – indefinitely
60–70° F (16–21° C)	2–7 hours	2–40 hours
50–60° F (10–16° C)	1–2 hours	1–6 hours
40–50° F (4–10° C)	30–60 minutes	1–3 hours
32.5–40° F (0–44° C)	15–30 minutes	30–90 minutes
<32° F (<0° C)	Under 15 minutes	Under 15–45 minutes

Flare Gun Malfunction

A defective opening mechanism in some 12-gauge plastic flare guns manufactured by Olin (now Orion Safety Products) prior to 2000 may not open wide enough to accept a flare cartridge. Guns with a modification to correct the possible problem are marked with U.S. Coast Guard approval code **160 028//12/1.** Boaters with older flare guns should check the operation of the opening mechanism now and at the start of each boating season. If the breech will not open wide enough to accept a cartridge, the gun should be sent back for a replacement. Send defective guns to: ORION SAFETY PRODUCTS, MARINE DIVISION, 3157N. 500W, PERU, IN 46970; 1-800-851-5260.

(Cont'd from page 5)
the fall air so the trailer would ride okay with the different air temperatures. He replied that he did not know that and was happy to learn something new today. I said to him that I was happy to help out in any way and wished him good luck. The last tire was filled and off we went back on the road again.

We approached the Alligator River Bridge, and we decided to have lunch at the Alligator River Marina. There was plenty of room to pull into with the boat and the wind was blowing harder than it was raining. Plus, this was the famous four star grill that has Alligator you can eat. Now I never had Alligator before so I was wanting to try this. I have had turtle soup, "shark bites", fried frog legs, and rattlesnake before. But never Alligator. The only Alligator I thought that was good was those cowboy boots and occasional wallets you see in the tourist stores. We had a wonderful lunch and I now can say I had Alligator for the first time. Kind of tasted like chicken. Just as we paid the bill, the sky opened up like an Asian Monsoon. Neither of us could see the bridge over the Alligator River because it was raining so hard. We decided to just wait it out because neither of us wanted to be that wet for the next several hours. The monsoon part of this storm was the last of the heavy rain and it began to clear off in an hour or so. So back on the road again.

Realizing that we had to back track over the same flooded areas we came through earlier today, we were thinking of possible detours. Taking a chance we came to some of the lower lying areas and found the roads had almost disappeared as the creeks were washing over them like a small version of a tidal wave. We got over each and every one because we knew if all failed, we had a big boat behind us to get in just in case. As we went back over those same flooded streets in Washington, we thought we had seen a TV news crew making footage for the six o'clock news. Jack and I were contemplating on watching the 11 o'clock news hoping we would see ourselves and then have bragging rights that we made it on TV today. No such luck. But we did get a lot of stares from everyone while we pulled this boat over the flooded streets. Kind of looked like an evacuation of the Navy as we slowly plowed through the now almost 3 foot water obstacles. It was almost dusk when we safely arrived back into Morehead City. We made a B line straight to the boat launch. We re-commissioned the "April Star" and she flew back on the water and made it to her slip with out incident. One boat home and one to go.

This was a road trip Jack and I will never forget. Some parts of Washington, NC looked like the Gulf Coast after the last big blow. The fury of Mother Nature once again slapped us in the face to remind us of where we live and play. Mother Nature has many angers and this time of year she can show you her bad side. Remember the Power Squadron story of the "Great Rescue"? Winston-Salem has its very own version of "The Great Rescue". To: P/C Jack Cummins, AP, and P/C Frank Styers, AP. The members of the August 2005 Cruise want to thank you and your families for opening up your homes to the stranded and giving them care and comfort. We also thank you for your support and commitment to your fellow Squadron Members who were in need of assistance. This example of "rendering assistance" can be compared to the "Great Rescue".

P/C Donald Breault, AP

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BBQ Sauce Contest - The Heat Was On!

Lt Reid London, AP won first place with his "London Tyme" at the first Annual BBQ Sauce Contest held at the Cdr's Picnic at Tanglewood.

P/C Michael Cranford, AP won second place with his Mikie's Western (NC) style sauce.

Volunteers for the tasting were (L-R) Dave Sonbert, AP, Dwight Evans, P/C Rocky Johnson, AP and P/C Leon Corbett, SN.

Winston-Salem Sail & Power Squadron
Calendar of Events for 2005

Date	Event
05-08 January	USPS Annual Meeting, Orlando, FL
22 January	WSSPS Change of Watch, Twin City Club
16 February	Membership Meeting - “New Experienced Boater’s Course”
18-20 March	D27 Annual Meeting & Change of Watch - Greensboro, NC
16 March	Membership Meeting - “BVI Trip” WSSPS Group Effort
20 April	Membership Meeting - ”The Periauger”
7 May	Fundraiser - Yard Sale - Call Sheila Breault or B Travis
18 May	Membership Meeting - “Self Defense for Boaters”
28-30 May	Memorial Day Weekend - Coop Charting - Morehead City, NC
01-05 June	USPS Spring Governing Board -Charlotte, NC
17-18June	D27 Spring Council - Fayetteville, NC
15 June	Membership Meeting - Walt Blackman’s Fabulous Fish Fry
04 July	July 4 Impromptu Get-Together Morehead City
09 July	Winston-Salem Sail & Power Squadron July Rendezvous at Jim and Genny Frazier’s Lake Norman Home
20 July	Membership Meeting - ”Claiborne Young’s New Book” - Piedmont Club
15-17July	D27 Rendezvous - New Bern, NC
06-07 August	Rendezvous - Morehead City, NC - Cancelled
17 August	Membership Meeting - “Simple Astronomy” - Darle Shouse
03-05 September	Rendezvous and Coop Charting - Morehead City, NC
06-11 September	USPS Fall Governing Board - Portland, OR
21 September	Membership Meeting - ”Scuba Diving with Blue Dolphin”
23-25 September	D27 Fall Conference - Rocky Mount, NC
15 October	Commander’s Picnic - Tanglewood Park, Shelter #3
16 November	Annual Business Meeting - Piedmont Club
15 December	Annual Christmas Party - Bermuda Run Country Club
04-08 January ‘06	USPS Annual Meeting, Orlando, FL
28 January ‘06	WSSPS Change of Watch - Piedmont Club

Many dates are tentative and subject to change as well as new events being added on a regular basis. Please make sure you check for those changes and additions in <u>each</u> month’s issue.

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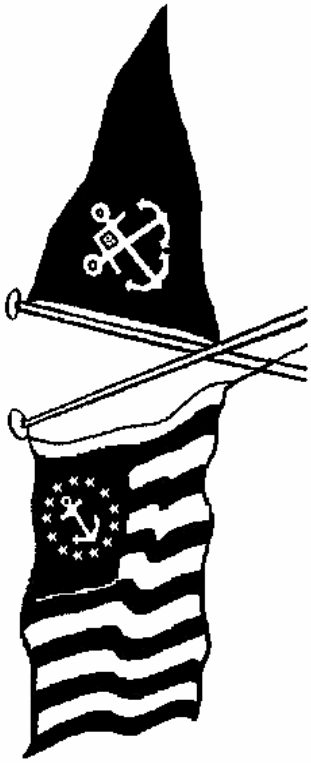

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IMPORTANT UPCOMING EVENTS

15 November	**Year In Pictures** **Piedmont Club**
15 December	**Christmas Party** **Bermuda Run CC**
04-08 January	**USPS Annual Meeting** **Orlando, FL**

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Educational Officer	P/C Ray N. Travis, SN
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