



WATER SAFETY JOURNAL

December 2007 • Vol. 23, No. 3

Newsletter of the National Water Safety Congress

Join us in San Diego!

for the 12th Annual

International Boating and Water Safety Summit!

at the

**Sheraton San Diego Hotel & Marina
San Diego, California**

April 16-19, 2008

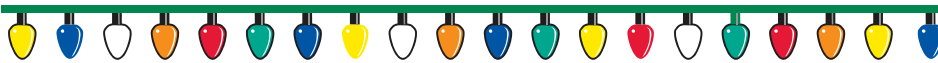
PLEASE NOTE: This is a WEDNESDAY start date for the 2008 Summit.

YOU CAN RESERVE YOUR ROOM NOW!

Contact the San Diego Sheraton Hotel and Marina at 877-734-2726 or 619-291-2900. Be sure to tell them you are with the **International Boating & Water Safety Summit** and request an **EAST TOWER ROOM**.

Watch for your Registration Form arriving in your mailbox soon!

Can't wait? Visit www.watersafetycongress.org for 2008 IBWSS and scholarship information.



USCGC Mackinaw resumes Christmas Tree Ship

Chicago - The Coast Guard Cutter *Mackinaw* (WLBB-30) arrived in Chicago with a delivery of 1,000 Christmas trees that were provided to needy families at the Navy Pier in downtown during a public ceremony on Dec. 1.

USCGC *Mackinaw* is in her second year as the Christmas Tree Ship, continuing the tradition of its predecessor (WAGB-83), which resurrected the Christmas Tree Ship in 2000. The crew of the *Mackinaw* hauls a load of trees from the woods of Michigan's Upper Peninsula and Wisconsin for distribution to more than a thousand disadvantaged Chicago-area families.

On behalf of the Ada S. McKinley Community Services, Inc., volunteers from the Sea Cadets, Young Marines and the Sea Explorer Scouts assist the *Mackinaw*

crew with the offloading ceremony.

The Chicago Christmas Ship Committee, which purchased the trees, represents diverse aspects of the Chicago boating community such as the Coast Guard Auxiliary, International Shipmaster's Association and the Chicago Yachting Association, for instance.

The original Christmas Tree Ship, the *Rouse Simmons*, started the tradition in 1896, when Captain Scheunemann docked his tree-laden schooner on the riverbank near the Clark Street Bridge.

The Christmas Tree Ship festivities included a Welcoming Ceremony, followed by the *Mackinaw* hosting School children for tours and nautical history lessons.

Mackinaw will continue her aids-to-navigation mission on her return transit to Northern Lake Michigan.



Spirit of America Foundation Youth Education Programs Recognized with Top Honors

On Thursday, November 8, the Spirit of America Foundation Youth Education was recognized with the State of Ohio's Department of Natural Resources Division of Watercraft's top honors.

During the bi-annual Confluence, Spirit was awarded with two Outstanding Educator awards which were presented by Pam Dillon, Chief of the Division, Sean Logan, Director of the Department

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Pictured here from a local recap of the award presentations are Harry Allen, Jr., Spirit of America founder, Nickolas Suvak, USCG, Doug Golding, ODNR, and Brian Davidson, Lake Metroparks. All were presented awards from ODNR for their outstanding work in boating education.

Reminder:

THE DEADLINE FOR GRASS ROOTS GRANT APPLICATIONS IS DECEMBER 31, 2007.

Thank You!

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Innovative Education Solutions for Your State

is a proud sponsor of
the *Water Safety Journal*.



THE PRESIDENT'S REPORT

by Arlyn Hendricks

As I write this I can hardly believe that another year is almost history. Could it just be a function of me getting older or is it that the more advanced technologically we have become the faster time appears to pass by? I'm guessing a little of both. I have a suggestion for all of us. Slow down during the holiday season and enjoy time with family and friends if at all possible. As you celebrate the holidays, don't forget the brave men and women that are serving in our armed forces.

No matter how long I'm around water based recreation I am still shocked and saddened by the tragedies that often occur. Here at the lake I manage we had one such incident this fall. Two brothers were killed in a boating accident where wind and cold water appear to be the two primary factors. I would like to take this opportunity to discuss cold water further.

Because the cooling of water takes place over a long period of time, a lot of people overlook the potential danger from cold water. Hypothermia, the loss of body heat to water, is a major cause of deaths in boating accidents during the fall, winter, and early spring seasons. Many times the cause of death is listed as drowning when actually the primary contributing factor is hypothermia. After an individual has succumbed to hypothermia, he or she will lose consciousness and then drown.

There is much debate on what is considered cold water and just how long a person can survive at different water temperatures. Survival times are due to many factors such as the age, weight, sex, and general physical condition of the individual. The person's actions while in the water also have a pronounced effect on survival times. A person who remains motionless in the water may survive 2 or 3 times longer than the person that swims. The survival time decreases sharply as the water temperature drops. The expected survival time in 40 to 50 degree water is only 3 hours or less. Water 40 degrees or colder usually kills in less than 90 minutes. It should be pointed out that these are estimated survival times. The time it takes a person to lose consciousness in cold water is much less, usually 1/2 to 1/3 as long as the survival time. That means that a person in 40 degree water may be conscious for only 30 minutes.

Unless a person is wearing a life jacket or has other means of staying above the water's surface, losing consciousness results in death. By remaining motionless in cold water you can prolong the survival time. Swimming or other physical activity causes the body to lose heat at an accelerated rate. Do not attempt to swim unless it is to reach a nearby boat, fellow survivor, or a floating object on which you can lean or climb upon. If you are going boating in extremely cold water, I suggest that you use a coat or jacket style life jacket as they provide much more protection from the cold than a vest. If there is more than one person in the water, huddling together will reduce the loss of body heat.

Water causes heat to be lost from the body at a much faster rate than air. This is due to the differences in the conductive properties of the two substances. A large percentage of the body's heat is lost through the top of the head. Wearing some type of covering on the head and keeping the head out of the water reduces the amount of heat lost. An overturned boat or other floating debris can be used to your advantage. Getting as much of the body as possible out of the water increases your chance for survival. A boat is also much easier to spot than a lone swimmer. Always remember to tell someone where you will be boating so rescuers will have a starting point should something happen. *(Please see the related article on page 6 for more information on hypothermia.)*

Hope to see many of you in San Diego in mid-April.

Arlyn Hendricks

President, National Water Safety Congress

Mark Your Calendars!

December 31, 2007

Deadline for grassroots grants applications*

December 31, 2007

Deadline for Summit Scholarships*

January 15, 2008

Deadline for Regional VPs to submit award winners to the Awards Chair

APRIL 16 - 19, 2008

**2008 International Boating and Water Safety Summit (IBWSS)*
San Diego, California**

** Go to www.watersafetycongress.org for applications and information.*



WATER SAFETY JOURNAL

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A publication of the National Water Safety Congress, a tax-exempt, nonprofit, public service organization dedicated to water safety.

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The *Water Safety Journal* is produced three times yearly by the National Water Safety Congress, P.O. Box 1632, Mentor, OH 44061. Phone (440) 209-9805

Send address changes to journal@watersafetycongress.org

What's New, What's News

Arizona

The **Arizona Game and Fish Department** is evaluating their first year's OUI and Boating Safety Grants. With more than \$550,000 to apply towards a variety of projects and programs, many are vying for the opportunity to have their ideas or needs funded. The results should be public in January.

The Department has moved into the new headquarters facility. Totalling some 117,115 square-feet of new construction including office space, the building features a 205-seat auditorium, several conference rooms, a climate-controlled warehouse, laboratories, a development shop and a vehicle maintenance facility.

The entire facility is designed to meet Gold Certification under the Leadership in Energy and Environmental Design Green Building Rating System. This certification addresses sustainability, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. The new headquarters complex is designed to be energy efficient far in excess of minimum requirements.

California

On October 3, the **California Boating and Waterways Commission** approved \$9.5 million in loans and grants for the construction of small craft harbors and boat launching facilities.

A previous Department press release dated October 5, 2007 incorrectly stated Skipper's Point as one of the approved grant projects.

The Skipper's Point (U.S. Bureau of Reclamation) boat launching facility grant project was deleted from the consent calendar and was not considered by the Boating and Waterways Commission on October 3.

Department loans and grants require the consent of the seven-member Boating and Waterways Commission appointed by the Governor. Funding for the projects is derived from the taxes paid by boaters on the purchase of gasoline for their vessels and from the repayment of loan and principal interest.

California Vessel Operator Certification Legislation Temporarily On Hold

AB 1458 (Duvall), sponsored by Recreational Boaters of California (RBOC), would require all operators of motorized vessels to pass an examination and obtain a life-time certificate before they operate a vessel.

Due to a variety of reasons, Assembly Member Michael D. Duvall, R-Brea, decided to not move the bill forward this year but instead introduce a similar bill next year.

Unlike many states, California law does not require recreational boat operators to be trained in safe and legal boat operation. The California Department of Boating and Waterways (Cal Boating) is in the process of talking with stakeholders about this issue and exploring the many options available.

Cal Boating is neither supporting nor opposing a boating safety education law, but is facilitating a comprehensive discussion and gathering ideas. This process has included two public meetings so far, one in Los Angeles (July 2006) and one in Sacramento (August 2006). Notes from the meetings are provided below.

At the first meeting, information was presented on boating education requirements in other states and the impact these requirements have had on boating safety. The information provided is available through the links at right. In addition, participants discussed the various forms that boating education law could take in California and the different ways such a law could be implemented. The consensus from the meeting and in comments from the public submitted through this web site has been strong support for requiring boat operators to have some type of safety training.

The second meeting focused on specifying the requirement for education and how it might be developed as a law. Participants were provided with information about the options followed by a thorough discussion and an opportunity to indicate which options they felt most favorable toward. More information about this process is available on the Department's web site at www.bdw.ca.gov on the Internet.

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Programs Recognized

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of Natural Resources, and Deputy Director Anthony Celebrezze. The two educators, both from Spirit of America programs, are **Brian Davidson** of Lake Metroparks and **Nickolas J. Suvak**, Master Chief of the United States Coast Guard Station Fairport Harbor.

The **Spirit of America Foundation** was also recognized with the Outstanding Education Program for Ohio. Spirit of America programs, which the National Water Safety Congress is the parent organization of and which is supported by a grant from the United States Coast Guard Boating Safety Division, has opened its hatches in Ohio, Iowa, and Mississippi, and will this year open programs in at least two additional states. Keep your eyes open for the boats landing near you! For more information on Spirit of America contact our office: (440) 209-9805.

The NWSC would also like to acknowledge the retirement of **Doug Golding** from his position as ODNR Division of Watercraft education officer. Doug has been a great supporter of Spirit of America and the National Water Safety Congress – you may have seen him working as part of the Summit AV team. We would like to wish Doug well in his retirement but also to let him know he is not off the hook for education and the Summit! Thank you, Doug, and all the best to you!

What can YOU do to be safer in your work and outdoor activities this winter?



Chilling Times: Hypothermia, What You Need To Know

by John Punkiewicz
 NWSC Region 2 Vice President
 john.w.punkiewicz@usace.army.mil

We all know what happens when we have a fever, your temperature rises; but do you know what happens to your body when your temperature drops? HYPOTHERMIA occurs, and it is a serious, life-threatening, medical condition that can kill!

Hypothermia occurs when you lose body heat faster than you can produce it, causing a rapid and progressive mental and physical collapse of the body, along with temperature drop of the inner core of the body. When we talk about the inner core of the body we are talking about are the internal organs, particularly the heart, lungs, and brain. Being exposed to cold, wet, windy conditions increases the chances of becoming hypothermic. The symptoms and the effects of hypothermia are increased by immersion in water and exhaustion. Many of us work and recreate in the outdoors and around water, which is why we should be aware of hypothermia, what it is and how it affects us.

Conditions that can lead to Hypothermia are:

- Cold temperatures
- Cold water
- Improper clothing and equipment
- Wetness

- Wind
- Fatigue and exhaustion
- Dehydration
- Poor food intake
- Lack of knowledge about hypothermia
- Alcohol consumption.

Our normal core body temperature is 98.6° F, when it drops to 95° F hypothermia occurs. A large majority of documented hypothermia cases occur when the air temperatures is between 30 and 50° F. Most people working and recreating in those temperatures don't believe that those temperatures can be dangerous. Immersion in cold water speeds up the loss of body heat 25 times faster than on land and the chances of survival greatly decrease.

If you fall into cold water do not attempt to swim unless safety is near. Always have your life jacket on. No one expects to or wants to be in cold water – it is that unexpected plunge that can kill. Think of it...normal body temperature is 98.6°; 70° water is cold! In the Midwest and northern states we are lucky to see 2 to 3-1/2 months a year where our rivers, lakes and pond waters are above 70°. My hobby is triathlons and I can tell some chilling stories about swimming in cold water in the Midwest during the summer months with a wet suit on! See the following chart for times relating to immersion in water.

Water Temp F°	Exhaustion	Survival Time
32.5°	< 15 min.	< 15-45 min
32.5-40°	15-30 min.	30 to 90 min
40-50°	30-60 min.	1-3 hrs.
50-60°	1-2 hrs.	1-6 hrs.
60-70°	2-7 hrs.	2-40 hrs.
70-80°	3-12 hrs.	3-indefinite
Over 80°	Indefinite	Indefinite

Know the symptoms and if you notice any of these affecting you or someone else seek warmth and medical assistance.

Symptoms of Hypothermia:

- Uncontrollable fits of shivering. *Shivering is an early warning signs!*
- Vague, slow, slurred speech.
- Memory lapses, or incoherence.
- Immobile, fumbling hands.
- Frequent stumbling.
- Drowsiness (to sleep is to die).
- Apparent exhaustion. *Inability to get up after a rest while walking or hiking.*

Remember that drinking alcohol lowers the body temperature 2-3 degrees by dilating the blood vessels.

Hypothermia is a medical emergency that needs immediate professional care. If you or someone else is hypothermic activate your local emergency number or

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**A salute to
 NWSC Region 3
 Vice President
 Mac Wimbish as
 featured in
 Northern Exposure,
 the newsletter of
 USACE Gulf Region
 Division – North
 District.**



You're on the map... thanks to Mac Wimbish, GRN Safety Officer. For many evenings, Mac took the time to paint the great US of A on the side of a bunker at Headquarters. The next time you're here, you're welcome to put a sequin on the map to mark your home state. Thanks, Mac! (Mac redeployed Sept. 2.)

WA State Moves From Warnings to Citations on Zebra Mussels



SPOKANE – Washington Department of Fish and Wildlife (WDFW) enforcement officers have shifted from warnings to issuing citations in an effort to keep Washington’s waters free of an invasive species that threatens native fish and wildlife.

The state’s first citations for illegally transporting zebra mussels were issued earlier this month to two out-of-state trucking companies hauling large boats to the Pacific coast. Live zebra mussels were found attached to boats being transported by a hauler from Ontario, Canada, and another from Iowa. The zebra mussels were spotted during Washington State Patrol commercial vehicle inspections at a Washington-Idaho port-of-entry weigh station east of Spokane.

Zebra mussels have been prohibited in Washington since 2002, but officers are taking stronger action against contaminated vessels now that zebra mussels and a subspecies known as Quagga mussels have shown up in other western states.

In the recent detections here, State Patrol officers who had been trained by WDFW on invasive species inspection spotted the tiny mollusks and contacted WDFW. WDFW issued the trucking companies gross misdemeanor citations for unlawful importation and transportation of the prohibited aquatic animals, and arranged for decontamination of the boats at marine facilities on the coast.

“We hope these citations, which can result in fines up to \$5,000, will raise

awareness that this state looks at invasive species very seriously,” said Mike Cenci, WDFW deputy chief of enforcement. “Once a species like this gets into our waters, it’s very unlikely we can contain it,” he said.

...success in controlling the spread of this invasive species will rely heavily on boat owners taking responsibility...

– Mike Cenci, WDFW

“When I talked with the truck driver and trucking company manager from Ontario, both said they fully understand because they’ve seen what zebra mussels have done to the Great Lakes area,” said Capt. Mike Whorton, who heads WDFW’s enforcement operations in eastern Washington. “One trucking company manager said he would no longer haul vessels that have not passed an aquatic-invasive-species inspection.”

Zebra mussels (*Dreissena polymorpha*) are native to the Caspian Sea. They entered the Great Lakes in the mid 1980s in ship ballast water, and have since spread to more than 20 states and two Canadian provinces. The mussels are easily transported on boats and trailers

because they can live out of water for up to a month. Once zebra mussels are introduced to a water body they multiply quickly and threaten native fish and wildlife by consuming available food and smothering other species. They also clog water-intake systems at power plants and other facilities. In southern California, Nevada and Arizona, Quagga mussels, have spread recently.

“If zebra mussels get started here they could devastate our fish and wildlife resources, as well as hydroelectric facilities and irrigation systems,” Cenci said.

Intercepting mussel-contaminated vessels at commercial vehicle inspection stations is just a small part of the solution, Cenci noted, because many recreational boats are hauled into the state without inspections. Earlier this year the Washington Legislature expanded authority and funding for random inspections and field checks of all watercraft.

“Any real success in controlling the spread of this invasive species will rely heavily on boat owners taking responsibility for their vessels,” Cenci said. “It’s important that they know what to look for and thoroughly clean their boats.”

For more information on zebra mussels and other aquatic invasive species, see http://wdfw.wa.gov/fish/ans/you_can_help.htm

Hypothermia

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call 911 and follow these steps:

1. Get yourself or the person to a warm place.
2. Remove wet clothing.
3. Gradually re-warm the body by wrapping in blankets or putting on dry clothes. Cover the head to prevent further heat loss. Up to 50% of you heat loss can escape from the head. Rapid rewarming can cause dangerous heart rhythms.
4. Drink warm nonalcoholic and decaffeinated liquids.
5. If a person is unconscious, monitor

their breathing and pulse, and be prepared to give rescue breathing or CPR.

Be aware of “afterdrop” which is when the core temperature decreases during rewarming. This is caused by the vessels in the arms and legs dilating as they are rewarmed, thus sending this cold, stagnate blood to the heart and lungs, which can lead to further temperature drop and death.

We spend a great deal of our time working and playing in the outdoors so take care of yourself and do it safe!

- Wear the proper clothes and have the proper equipment.
- Stay dry and out of the wind.

- Eat and drink properly.
- Educate yourself on the cold and weather.
- Let people know where you are going, what you’re doing, and when you expect to be back.
- Take a first aid class.
- Avoid alcohol!

This information is just hitting the tip of the iceberg of Hypothermia. A Google search of Hypothermia will find many sites for reference and additional information.

Get the knowledge to be safe as you enjoy the winter months ahead.



Photo by Itamar Gat

Mission accomplished

Solon (Ohio) High School graduate Ryan Lees proposed to classmate Lynne Albers at Camp Pendleton in California upon his return from Iraq.

*Sent by Terri L. Games-Lees,
O.D.N.R. Division of Watercraft*

Let us all remember our troops serving around the world in our thoughts and prayers during this holiday season, and always.

**Reminder: 2008 SUMMIT SCHOLARSHIP APPLICATIONS FINAL DEADLINE IS
DECEMBER 31, 2007.**

Go to the NWSCs website for applications and for information on the 2008 International Boating and Water Safety Summit in San Diego, California

www.watersafetycongress.org

Group Aims To Restore Historical WWII Warship

SARNIA – Sarnia may soon be home port to the only seaworthy Canadian fighting ship left from the Second World War.

Not only that, but if the restorers have their way, it will be a ship fit for a queen – literally.

Paul Woolley, president of a group that plans to restore the Duc d’Orleans cruise ship to its former appearance as the Q105, a Royal Canadian Navy sub chaser, said the 112-foot craft will be lifted from the St. Clair River and during the next two years will be restored – at a cost of \$200,000 to \$500,000 – to its original appearance as a combat vessel.

“This is going to be an amazing project,” said Woolley, who added a crew of volunteers, most of them ironworkers, will help with the restoration.

Canada had the world’s third-largest navy when the war ended in 1945, but only four of its 400 ships still exist. The other three, all made of steel, are no longer seaworthy.

The Duc is made of wood, but is in

surprisingly good condition, Woolley said. He doesn’t think restoration will be a major problem, provided financing can be found. “The Duc actually hasn’t been altered that much,” he said, though “the passenger cabin is on top of the original deck.”

Once it’s removed and the wheelhouse restored, volunteers will outfit it with gun turrets and depth charge launchers. It will also be painted the colours of the Royal Canadian Navy.

Federal officials have been contacted about making the restoration an official project to help mark the 100th anniversary of the Canadian navy, which takes place in 2010. If that happens, it’s expected Ottawa will help foot the restoration bill. Local fundraising events will also be held.

The Q105, built at the Sarnia docks in 1943, was used to escort convoys between Newfoundland and the mainland, perform rescue operations and clear enemy mines from Canadian waters. Af-



ter the war, McGill University used it to conduct experiments on the St. Lawrence River. After that, it became a cruise ship operating out of Quebec City. Because it cruised the Isle of Orleans, it was dubbed the Duc d’Orleans.

If all goes well, the restored ship will be rechristened in 2010 before going on a tour of the St. Lawrence Seaway. Plans call for Queen Elizabeth to be in Halifax for the navy centennial and Woolley hopes the restored vessel will be used by the monarch when she inspects the Canadian fleet.

After that, it will be returned to Sarnia to serve as a training vessel for sea cadets and a floating museum. Anyone interested in helping with the project can contact Woolley at 519-344-7660.

Benefits of NWSC Membership!

Please visit us on line for your application to become a member of the NWSC today! Applications can be downloaded, printed and sent to our office, or join directly through the web site.

Individuals, companies, agencies, and organizations –

*Expand your influence
through
NWSC membership!*

Members of the NWSC receive:

- Opportunity to participate in a first-class annual international professional development, training and education programs.
- Professional recognition through participation in national, regional and local awards programs.
- *The Water Safety Journal* – current water safety news and information.
- Opportunity for input into national, state, and local legislation with support of the national organization.
- Access to the expertise of water safety professionals across the country.
- Opportunity to develop international contacts with water safety professionals.
- Discounts on NWSC sponsored classes.



Who's Who in Water Safety: Awards and Recognition



U.S. Coast Guard Auxiliary celebrates their victory at the International Search and Rescue (ISAR) Competition

TORONTO (September 29, 2007) - U.S. Coast Guard Auxiliaries celebrate their hard earned victory at the International Search and Rescue Competition held 27-29 SEP in Toronto, Canada. The four team members are all from Coast Guard Auxiliary District 7, and live in Pinellas County, Fla.

Pictured from left to right are: Don Hoge, FL 11-10 D7, Max Garrison, FL 11-10 D7, National Vice Commodore Nick Kerrigan, National Commodore Steve Budar, Jim Ryder, FL 11-10 D7 and Kevin McConn, FL 11-9 D7.



Photo by: Karen Miller DCP 11 D7, USCGAUX

Good job USCG Auxiliaries!



Maureen Healey Named to National Safe Boating Council Board of Directors

WASHINGTON, DC The National Safe Boating Council (NSBC) is pleased to announce the newest addition to the NSBC Board of Directors, Personal Watercraft Industry Association Executive Director, Maureen A. Healey. Since taking the helm at PWIA, Healey has become a dedicated boating safety ambassador, working across the nation with state boating law administrators and other advocates to improve safety on the water.

PWIA has been a NSBC member for many years, but this is the first time a PWIA Executive Director has been asked to serve on the Council's Board of Directors.

"We're delighted to have Maureen join our Board of Directors," said Ruth Wood, chair of the National Safe Boating Council. "The personal watercraft industry has helped several boating safety proposals become law in recent years and it's this kind of effective leadership that will benefit the Council and the entire boating safety community."

PWIA is a longtime supporter of the National Safe Boating Council and has organized multiple National Safe Boating Week media tours, including stops in San Diego, Las Vegas and Sarasota in recent years. In 2006, PWIA helped launch the Lake Mead Safe Boating Partnership (www.boatlakemead.com), a joint public education effort between the National Park Service, the states of California, Arizona, Nevada and the personal watercraft industry.

"Every boater is better off because of the hard work of the National Safe Boating Council and I am thrilled about this opportunity to serve," said Maureen Healey, executive director of PWIA. "I intend to raise awareness about boating safety at every opportunity because I truly believe advocacy is paramount in order to keep boating America's greatest pastime."

Congratulations, Maureen, on this appointment!