

# Currents

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## Hot topics

... **Several EdDept committees have new leadership for 2013. See chart on page 2.**

... **New defense against cold water drowning. See "Torso Reflex" on page 3.**

... **New BOC Level. See ACN article on page 3.**

... **New Cruise Planning Course coming. See article on this page.**

## Hot Links

### Member Survey Results:

<http://35.8.125.11/USPowerSquadrons/report/index.html>

### National Drowning Prevention Alliance:

<http://ndpa.org/home/>

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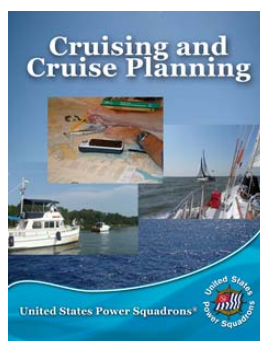
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## New Cruising and Cruise Planning Course

The current Cruise Planning (CP) course was last updated in 2003. The Marine Environment (MEnv) Committee has nearly completed a new version of that course. The new course has a new name to better reflect the content and emphasis of the material: **Cruising and Cruise Planning**.



The new course will contain many of the same topics that were previously covered, but with an increased emphasis on cruising. Additionally, we limit the discussion in most instances to cruises of up to one month along inland and coastal waterways. This is a departure from the previous version's offshore cruising emphasis. The MEnv Committee believes this better reflects the type of boating undertaken by most of our members and the public.

The old CP course had substantial overlap in certain chapters with material from the USPS courses, especially Seamanship, Weather and Communications Systems. Much of this overlap has been eliminated.

The new student manual will include descriptions and tips about actual cruise

routes in the United States. At present, we have created simulated cruises on the Atlantic Intra-coastal Waterway, the inland rivers, the Great Lakes, and the Pacific Northwest.

Despite the emphasis on US cruising, we have retained international requirements for traveling between our immediate

### The Intracoastal Waterway



neighbors, i.e., Canada, Mexico and the Bahamas.

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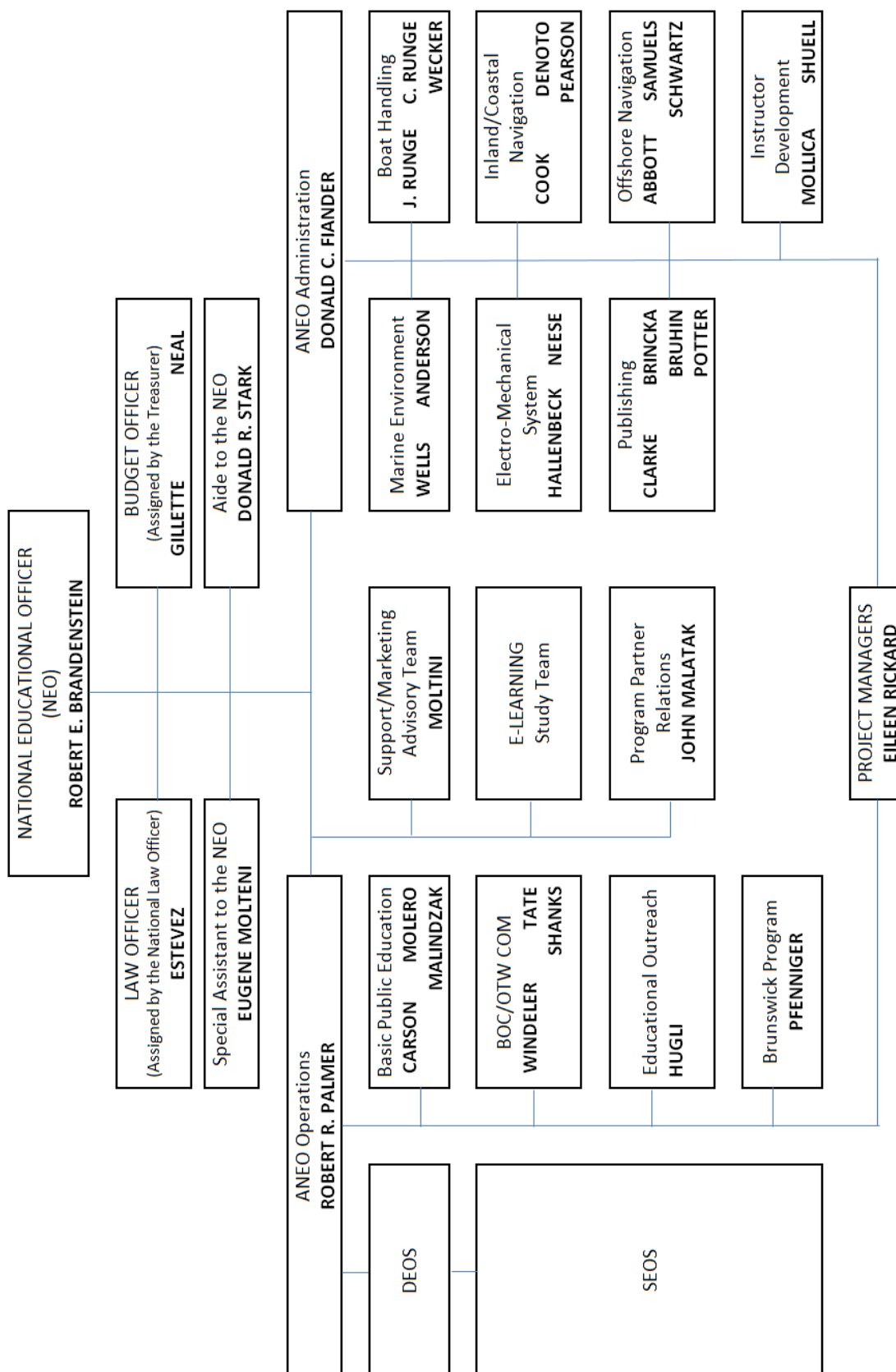
## The Survey Says...

THE SURVEY SAYS...no, it is not a television show. The United States Power Squadrons completed a membership survey this fall in which 7826 members, over 30% of the membership, expressed their thoughts.

Please take time to read through the results, cast a look about and visualize where your

squadron may fit in the results, and take the lead to help USPS prosper. The key to success in our second 100 years may be embracing and implementing the findings from the survey. Short on time? Go directly to the "conclusions." The website for the survey is: <http://35.8.125.11/USPowerSquadrons/report/index.html>. The password is: grandhaven.

2013 EDUCATIONAL DEPARTMENT ORGANIZATION  
(Effective 19 January 2013)



Updated 1 Jan. 2013

## Are You Teaching *Torso Reflex* in ABC and Seamanship?

You probably have heard of the *Gasp Reflex* and mentioned it in your classes as a cold water hazard. However, a recent press release from the National Drowning Prevention Alliance (NDPA), excerpted below, provides an up-to-date, more thorough basis for your lessons.

Torso Reflex, also known as Gasp Reflex, Inhalation Response, or Cold Water Shock, is caused by sudden immersion into water colder than 70 degrees F. Sudden immersion into cold water triggers an involuntary, reflexive torso gasp that can cause the person to aspirate water into his airway and lungs, which can lead to laryngospasm (uncontrolled/involuntary muscular contraction of the vocal cords blocking airflow), disorientation, panic, and the loss of any

physical ability to swim or remain afloat.

This reflexive sucking in of air is intended to rapidly increase oxygen intake into the lungs, thereby increasing metabolism and building internal warmth in response to the cold. When jumping into cold water with the face unprotected, the sudden urge to breathe deeply in response to the torso reflex may cause the person to inhale with the mouth underwater. The person then inhales water, rather than air, into his lungs.

Once cold water is drawn into the windpipe and lungs, you have a life threatening situation. Even if you manage to get your mouth above water, you may still not be able to clear the water from your mouth and air-

way to get enough oxygen.

During spring and early summer, there are numerous fatal and near-fatal submersion incidents that occur when people jump into the water from a dock, pier, or boat in order to cool



off. Even though the air might be in the 80's or 90's, the water might still be in the 50's or 60's. Of course cold

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## Advanced Coastal Navigator Certification Now Available

While it is true that most power boaters travel at higher speeds and usually make it to their port or anchorage before nightfall, there are times when this will not or cannot happen. Situations such as mechanical breakdown, weather, illness, accidents, stopping to help others or changing travel plans may get in the way.

It is not wise to enter an unfamiliar port at night. It is best to heave-to off shore and approach during daylight. However, experienced skippers do often enter a familiar port after dark. Sailors cruising longer distances often return after dark or make passages during darkness. Also, some boaters enjoy an evening cruise in familiar

waters.

A key part of the Advanced Coastal Navigator certification is a nighttime navigation skill demonstration. This skill demonstration is to leave from a port during daylight hours and return



to the same port at least an hour after nightfall so you see and navigate through the same area under daylight and nighttime conditions.

ACN, the Advanced Coastal Navigator certification level, is the third level of the Boat Operator Certification pro-

gram (BOC). It follows the second level, Coastal Navigator. ACN has now been approved and the ACN handbook is available for downloading on the BOC Webpage:

[http://www.usps.org/national/eddept/boc/files/boc\\_material/acn\\_guide.pdf](http://www.usps.org/national/eddept/boc/files/boc_material/acn_guide.pdf)

ACN Passports will be available for purchase for \$40 from the course catalog by the end of January 2013. This level includes demonstrating some additional piloting skills, including some night piloting. For more information about BOC, stop by the BOC booth at EXPO or see the BOC web page: <http://www.usps.org/national/eddept/boc/main.htm>

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*Currents* is published twice yearly by the USPS Educational Department at each national meeting of USPS. Visit the EdDept web site at: [www.usps.org/eddept](http://www.usps.org/eddept)

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**(Cruise Planning—Continued from page 1)**

The final part of the manual will present the students with a cruise planning exercise using an outline of planning factors in the geographic area they select. This follows the actual practice of many instructors using the old course material.

The course delivery is consistent with other USPS courses. The course material will include a new student manual, an instructor manual on a CD which includes a slide presentation

with notes, homework questions and answers. Chapter topics and cruise descriptions have been contributed by many USPS members with knowledge of the subjects and areas. Cooperation has been excellent from our district leadership and members. Thank you all!

Printing of the new material is tentatively scheduled for 1Q 2013. HQ will ship the new material later this year when the inventory of the current CP course is exhausted.

## Marketing Advisory Team Established

At the 2011 Governing Board meeting in Greensboro, a Marketing Advisory Team reporting to the NEO was established.

The team includes: P/R/C Gene Molteni, (Ch), P/R/C Ken Link, R/Cs Mary Paige Abbott, of Membership and Ken Voight, of Marketing and Public Relations, P/R/C Ted Rankine,

P/Lt/C William Isenberg, Adrienne Cregar-Jandler of Atlantic WebWorks, Cdr. Lisa Herndon from Atlanta SPS and ANEO Bob Palmer.

The team has had several meetings since it was formed in late October 2011. They unanimously agree that there is a need for national branding. National branding is putting USPS as

primary and the local Squadron as secondary in websites, publicity etc.

They also recognize the need for the Membership Committee, Marketing and Public Relations Committee and the Education Department to work together not only nationally but also on the District and Squadron level to better market USPS.

**(Torso Reflex—Continued from page 3)**

water immersion also occurs frequently during the winter when an individual falls through the ice into cold water.



Since the larynx spasm prevents the person from breathing, unless the person's lungs were previously filled with residual air, the victim may not surface or be able to stay afloat. The victim will continue to submerge and deteriorate into a deeper state of hy-

poxia and unconsciousness. After the onset of respiratory arrest and unconsciousness, cardiac arrest occurs within a few minutes.

The initial immersion in cold water also causes a sudden constriction of surface blood vessels that then causes an immediate jump in blood pressure and heart rate. This can cause sudden cardiac arrest. Wearing a wet suit, dry suit or survival suit protects against both the heart and breathing hazards.

To **prevent Torso Reflex**, take a deep breath and fully cover your mouth and nose with your hand(s) prior to entering the water. Don't release the cover until you have re-surfaced and your mouth is clear of the water surface. Also, lean backward when entering the water. This will reduce facial

contact during sudden immersion into the water. The procedure of covering the mouth and nose with the hands should be taught to all recreational boaters.



Finally, always wear a lifejacket, especially when boating on or entering cold water. A lifejacket will help keep your face and mouth out of the water. And, even if you experience Torso Reflex, the lifejacket will keep you at the surface for immediate rescue by others.