



# Summer Isn't Far Away - But Warm Water Is - Cold Water Boating



by VINCENT T. PICA, II  
 DISTRICT COMMODORE, FIRST DISTRICT, SOUTHERN REGION (D1SR)  
 UNITED STATES COAST GUARD AUXILIARY

We've had a few mild days in here. This reminded many of us that Summer isn't far away - and my wife to say, "You're not thinking of putting the boat in the water already, are you?" And we've had a cold and rainy Spring for the most part. But Summer is close aboard. However, even then, the water will be cold for several weeks and you need to be aware of how dangerous that can be - if you aren't prepared and savvy. This column is about that.

### Warm Air, Cold Water = Risks!

I like a warm day, early in the season as much as the next mariner. But the water itself is just about as deadly as it is in the deep of winter. Remember that water takes heat from your body 25x's faster than air of the same temperature. You can impress this on your young boaters - and yourself - quite easily. Lay out a glass of water before you turn in one night. It will be room temperature by the morning. Now take two ice cubes from the freezer. Put one on a dry napkin next to the room-temperature glass on water. Drop the second ice cube into the glass. Now, in theory, they are both exposed to the same temperature - room temperature. But when the ice cube on the napkin starts to show a damp line around itself, the ice cube in the glass will have melted away. This is why hypothermia is so insidious and dangerous (see SSP, "Surviving Hypothermia", 10/19/11.)

### Precautions? Yes!

OK, it is a beautiful day in March or April and you're just dying to tool out for awhile. And why not - how great is it when the waters are too cold for the algae and other microscopic sea life so can you can see all the way to the sandy bottom? Great indeed, but don't make way without a few simple, but important, precautions.

### Step #1

Has the engine been prepped from its long winter snooze? Are you fueled up? Is there some fuel enhancer thrown in? Certainly, there is likely to be some condensation in the tank, and that water will precipitate down to the bottom of the tank and some might get sucked up into the engine. So, engine prepped, fuel tank full and fuel enhancer thrown in - or no-go!

### Step #2

Did you file a float plan with somebody? Do it - or no-go. (see SSP, "Float Plan - Nothing but Upside", 2/01/11.) If you do end up in trouble, getting the "rescue clock" started ASAP is imperative. The environment is inherently more dangerous when the water is cold.

### Step #3

If you don't have cold-water life jacket gear, you're playing Russian Roulette with your own life. When we put to sea, if the water temperature is 60-degrees F or less, USCG regulations require us to be in "mustang" suits - which aren't as encompassing as a dry suit, but certainly offers us significant protection in the event of an immersion. Admittedly, when the air is warm, those "mustangs" are like Turkish steam baths but were safe. At the very least, a float coat provides warmth and, at the same time doubles as a life jacket that will float a person. Just acknowledge that it isn't as safe as a "mustang."

Be sure that your flotation gear has a whistle and an emergency strobe light attached. If you've invested in a PPIRB, great (see SSP, "EPIRBs, GPIRBs, PPIRBs, What's That!?" 11/29/06.) And a reflector mirror would be superb. You can signal over 20 miles with one small-

er than the size of your fist. Airline pilots are trained to call in sightings of targeted reflections.

### Step #4

Review cold water survival techniques and risks with your crew.

1. If you fall in, get out. Even if you have to climb onto the hull of the over-turned boat (yes, Bunky, that happens!), get out. Remember the ice cube experiment.

2. Limit your movements! Strenuous activity increases your heart rate, which increases the rate that blood, cooled at the surface of your body, is circulated to the central core - where it will kill you. Assume a heat-emitting lessening position - in the water or out (HELP.) Cross your legs to protect your groin area from giving up heat. Put your arms across your chest and your hands under your arm pits to do the same thing.

3. If you're a 200-lb man, here is a rough guideline of your survival time:

- temperature of water: expected survival time
- 70-80° F (21-27° C): 3 hours - indefinitely
- 60-70° F (16-21° C): 2-40 hours
- 50-60° F (10-16° C): 1-6 hours
- 40-50° F (4-10° C): 1-3 hours
- 32.5-40° F (0-4° C): 30-90 minutes
- <32° F (<0° C): Under 15-45 minutes

If you're smaller, less time. If you're larger, more time. And have a good meal before you make way. It will warm your body from the inside as the fires of digestion do their work.

If you are interested in being part of USCG Forces, email me at JoinUSCGAux@aol.com or go direct to the D1SR Human Resources department, at DSO-HR and we will help you "get in this thing..."

## Tides for Moriches Inlet starting with May 15, 2013

Day	High/Low	Tide Time	Height Feet	Sunrise/Sunset	Moon Time	% Moon Visible
Wed. 15	Low	5:01 AM	0.4	5:33 AM	Rise 10:07 AM	19
15	High	11:34 AM	2.5	8:02 PM		
15	Low	4:55 PM	0.7			
15	High	11:22 PM	2.9			
Thur. 16	Low	5:43 AM	0.5	5:33 AM	Set 12:21 AM	27
16	High	12:20 PM	2.5	8:03 PM	Rise 11:04 AM	
16	Low	5:43 PM	0.7			
Fri. 17	High	12:08 AM	2.8	5:32 AM	Set 12:54 AM	36
17	Low	6:34 AM	0.5	8:03 PM	Rise 12:02 PM	
17	High	1:05 PM	2.6			
17	Low	6:46 PM	0.8			
Sat. 18	High	12:57 AM	2.8	5:31 AM	Set 1:24 AM	46
18	Low	7:32 AM	0.5	8:04 PM	Rise 1:03 PM	
18	High	1:52 PM	2.7			
18	Low	7:57 PM	0.7			
Sun. 19	High	1:50 AM	2.7	5:30 AM	Set 1:54 AM	56
19	Low	8:29 AM	0.4	8:05 PM	Rise 2:05 PM	
19	High	2:43 PM	2.9			
19	Low	9:01 PM	0.5			
Mon. 20	High	2:47 AM	2.8	5:29 AM	Set 2:24 AM	66
20	Low	9:21 AM	0.3	8:06 PM	Rise 3:09 PM	
20	High	3:37 PM	3.1			
20	Low	9:58 PM	0.4			
Tues. 21	High	3:49 AM	2.9	5:28 AM	Set 2:56 AM	76
21	Low	10:11 AM	0.2	8:07 PM	Rise 4:17 PM	
21	High	4:31 PM	3.3			
21	Low	10:52 PM	0.1			

Weather Forecast E Moriches, NY (11940)	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
	May 15	May 16	May 17	May 18	May 19	May 20	May 21	May 22
	 Mostly Cloudy 65°F 55°F	 Partly Cloudy 75°F 55°F	 Partly Cloudy 75°F 54°F	 Mostly Cloudy 68°F 53°F	 Mostly Cloudy 66°F 55°F	 Cloudy 68°F 56°F	 Showers 70°F 58°F	 Cloudy 69°F 55°F

## FISHING WITH TONY ■ by TONY SALERNO

### Recreational Fishing's Economic Impact Rivals Commercial Sector

A report released by the American Sport fishing Association (ASA) makes a powerful case that from an economic perspective, recreational fishing is just as important as commercial fishing, despite a much lower overall impact on the resource. According to the report, anglers landed just two percent of the total saltwater landings compared to ninety-eight percent caught by the commercial fishing industry.

This first-of-its-kind analysis provides an apples-to-apples comparison of recreational and commercial marine fishing from an economic perspective using NOAA's National Marine Fisheries Services (NOAA Fisheries) 2011 economic data.

"It's something we've suspected for some time, but NOAA's own data clearly shows that recreational saltwater fishing needs to be held in the same regard as commercial fishing," said ASA President and CEO Mike Nussman. "The current federal saltwater fisheries management system has historically focused the vast majority of its resources on the commercial sector, when recreational fishing is found to have just as significant an economic impact on jobs and the nation's economy."

Among the findings are: Anglers landed just two percent of the total saltwater finfish landings compared to ninety-eight percent caught by the commercial fishing industry. Saltwater landings by anglers contributed three times more to the national gross domestic product (GDP, or value-added) than commercial landings. The recreational sector added \$152.24 in value-added, or GDP, for one pound of fish landed, compared to the commercial sector's \$1.57 for a single pound of fish. Within the job market, the recreational sector made up fifty-four percent of all jobs, both recreational and commercial. This amounts to 455,000 recreational jobs compared to 381,000 on the commercial side. For every 100,000 pounds landed there were 210 recreational fishing jobs but only 4.5 jobs in the commercial fishing industry.

Nussman further noted, "We're not releasing this report in an effort to demean commercial fishing. Commercial fishing is very important to our nation's economy! Our goal is to highlight the importance of recreational fishing to the nation. The Magnuson-Stevens Act (MSA), the primary law governing marine fisheries management in the U.S., was originally passed in 1976 and has been reauthorized several times since. While the MSA has made significant strides to eliminate non-domestic fishing in U.S. waters and end overfishing, many in the recreational fishing community have argued that the law is written primarily to manage commercial fishing and does not adequately acknowledge or respond to the needs of recreational fishing."

The MSA expires at the end of fiscal year 2013 (September 30, 2013), though many expect that a full reauthorization will take a year or longer to develop. On March 13, 2013, the House of Representatives Natural Resources Committee held an oversight hearing focusing on the MSA reauthorization, and more hearings are expected this year and beyond.