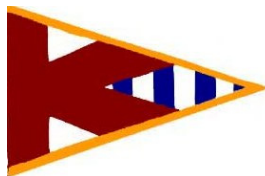
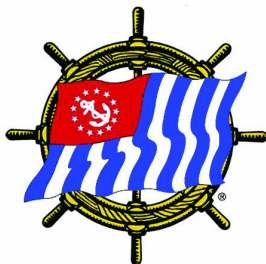


# The Pilot

## Kalamazoo Sail & Power Squadron

a unit of the United States Power Squadrons®



### Inside this Issue

<b>Water Rescue from a Rowboat or Small Boat</b>	<b>1</b>
<b>Life Saving Lift-Line</b>	<b>1</b>
<b>Calendar, Meetings and Other Activities</b>	<b>2</b>
<b>Presentation: Gull Lake - A Michigan Jewel</b>	<b>2</b>
<b>Public, Advanced &amp; Elective Courses</b>	<b>2</b>
<b>Water Rescue (cont'd)</b>	<b>3</b>
<b>Rescue on a Sailboat</b>	<b>3</b>
<b>2009 KSPS Bridge Officers</b>	<b>4</b>
<b>Merit Marks Due</b>	<b>4</b>
<b>Birthdays</b>	<b>4</b>

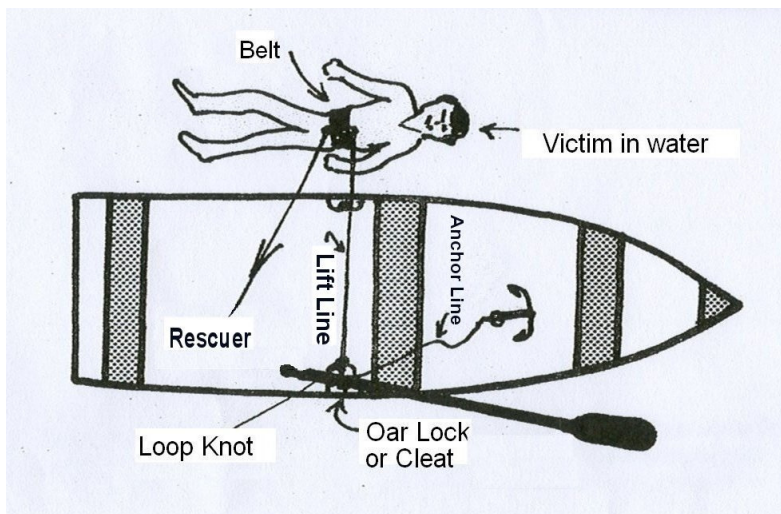
### Water Rescue from a Rowboat or Other Small Boat without a Life Sling

*We are traveling back to 1982 for this rescue story.*

By A. L. Foreman, S / KPS Safety Officer

Kalamazoo Power Squadron Safety Officer A. L. Foreman was alerted about 7 pm on Thursday 23 September 1982 that a fishing boat had capsized in deep water on Woods Lake. All three men had been in the water for about 30 minutes before their cries were heard. When he arrived at the scene with his small fishing boat, he observed three older men clinging to an overturned boat. One of them was a semi-conscious elderly man in serious trouble. Sensing that lifting this helpless victim aboard would risk capsizing his own boat, he used his anchor rode as a "lift line". He quickly untied the secured end, then tied a loop knot in the center of the anchor line, attaching it to the oar lock opposite from the victim. Next he passed the loose end in front of the victim-side oar lock, then under and through the heavy belt of the victim (substituting for loop line or life sling). Lapsed time about 10 seconds.

The victim was easily and quickly lifted and rolled aboard with complete boat stability. The other two men in the water clung to his transom while he returned to shore. He watched for signs of shock, closely monitoring breathing and pulse, until the ambulance and fire department arrived. (cont. pg. 3)



#### The Life Saving "Lift-Line" Technique

Developed and tested by A. L. Foreman.

Used in an actual water rescue on 23 September 1982.

Transferring an overboard victim to a small boat easily and safely with a 2 to 1 mechanical advantage.

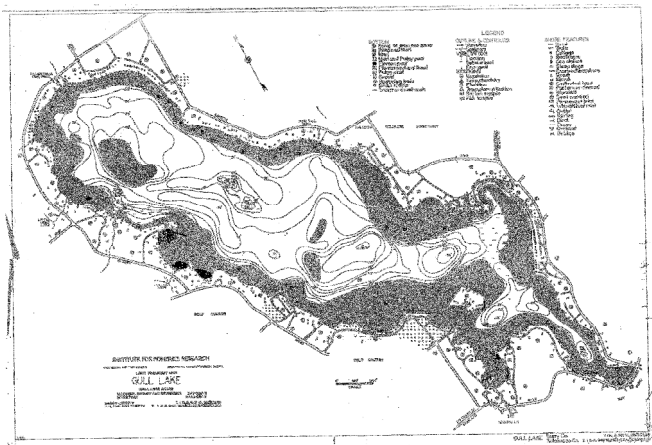
1. It reduces the victim's weight by one half.
2. It provides continuous victim support or aid over the gunwale.
3. It permits stabilizing a small boat by rescuer shifting weight to opposite side while lifting.
4. It enables one or more persons to lift victim aboard.
5. If necessary two lift lines can be used for a heavier person.
6. The rescue is made easier if the victim is wearing a properly fitting life vest.

## Calendar: KSPS, D-9 & USPS Activities, Events and Meetings

<b>Tues 10 Nov. 2009 Time: 1830 - 2100</b> <b>KSPS General Membership Meeting</b> Sports Forum, 803 Mosel Kalamazoo Topic: <b>Gull Lake—A Michigan Jewel</b>	<b>Seamanship - Mondays 2—30 November</b> Karen Strand, Coordinator (269) 964-6690 Nat'l drawing for handheld VHF radio	<b>America's Boating Course ends 9 Nov</b> Come meet and greet the 8 students and potential new KSPS members Call Wally for details (269) 321-0751
<b>Tue 8 Dec 2009</b> <b>KSPS Executive Committee Meeting</b> Nominating Committee Report	<b>Sat 19 December Time: 1900 (7pm)</b> <b>KSPS Holiday Party</b> Beacon Club, Portage MI <b>RSVP</b> Karen Strand (269) 964-6690	<b>Tues 12 Jan. 2010 Time: 1830 - 2100</b> <b>KSPS Change of Watch</b> Water Front Restaurant, Battle Creek <b>RSVP</b> Maris Soule (269) 544-0518

### ***Gull Lake - A Michigan Jewel***

This month's topic at the KSPS General Membership Meeting is . . . Gull Lake - A Michigan Jewel. This DVD was produced by the Ladies of the Lake about 10 years ago. It recounts the history of Kalamazoo's most famous lake from the early Indian settlements, to resort community with Interurban service, hotels, dance halls and amusement parks to what is now primarily private residences, with a scattering of parks, a MSU campus, church camp and a few businesses. Lake Size: 2,050 Acres. Max. depth of 110 ft.



#### Next Meeting - Tues. 10 Nov

Kalamazoo Sail & Power Squadron  
 General Membership Meeting  
 Social 6:30 pm, mtg at 7  
 Sports Forum

803 Mosel between Westnedge & Douglas  
 Kalamazoo, MI 49009



#### Learn to say Hello & Thank you in another language.

Here are a few:

##### French

Bonjour (bon schur) = Hello, good day

Au revoir (awe re vwa) = Good bye, until we see each other again

Merci. (mehr-SEE) = Thank you

##### German

Guten Tag (goota Taag) = Hello

Danke schön (danka Schcion) = Thank you

Auf Wiedersehen (Auch vied es sane) = Good bye

## Public Courses, Advanced Grade Courses & Electives

Course	Start Date	Contact Person	Telephone	e-mail address
America's Boating Course: Battle Creek	Winter 2010	Nils Strand	269-964-6690	nils.strand@gsa.gov
America's Boating Course: Kalamazoo	12 Oct-9 Nov 2009	Wally Corder	269-321-0751	wccorder@hotmail.com
DNR Course (age 12—16): Kalamazoo	12 Oct-9 Nov 2009	Lois Whitmore	269-345-4521	lwh@core.com
Intro. To Charting: Battle Creek	Spring 2010	Nils Strand	269-964-6690	nils.strand@gsa.gov
Seamanship (Mon 7—9 pm)	3 - 30 Nov	Karen Strand	269- 964-6690	karenstrand@sbcglobal.net
Piloting	TBD: Fall 2009	Bill Ditty	269-323-3143	cgdiver@juno.com
Advanced Piloting	TBD	Jerry Hendrickson	269-353-7243	jlh10acrewoods@charter.net
Junior Navigation	TBD	Robert Landeros	269-501-2757	robert.landeros@sbcglobal.net
Navigation	TBD	Robert Landeros	269-501-2757	robert.landeros@sbcglobal.net
Cruise Planning	March 2010	Karen Strand	269-964-6690	karenstrand@sbcglobal.net
Engine Maintenance (Wed 6:30-8:30)	7 Oct - 18 Nov	Dan Livingston	269-781-2328	autodan@yahoo.com
Instructor Development	TBD	Lois Whitmore	269-345-4521	lwh@core.com
Marine Electronics	2010	Harold Hladky	269-969-0815	harold.hladky@wmich.edu
Operations Training	TBD	Phyllis Buskirk	269-375-2586	andiamo91@cs.com
Sail & Advanced Sail	Fall 2009	George Tyler, Jr.	269-671-4560	gtn8kjd@tds.net
Weather	2011	H. Hladky & G. Tyler	269-375-2586	Harold H. or George Tyler

## Water Rescue from a Rowboat or Other Small Boat (Continued from pg 1)

Letters received by Mr. Foreman from the victim's daughter and the American Red Cross.

September 27, 1982

Dear Mr. Foreman:

"Thank you" seems very inadequate for all you did for my father (Arthur Asiala) last Thursday evening, but it is certainly from the heart. Without your help, he would not have made it. The staff at Bronson (Hospital) ICU told us that a few minutes more in the water would have been too much, even for this "feisty 80" year old.

I am happy to say, Dad is home again and feeling a bit tired, but otherwise fine. He won't be on any lake again without a life jacket. He swam when he was young, but it has been many years since he got in anything deeper than a bathtub.

Again, many, many thanks

Irene E. Booth

American Red Cross  
Kalamazoo County Chapter

October 5, 1982

Dear Mr. Foreman

The American Red Cross would like to commend you for your outstanding personal action taken this past September, which resulted in saving the lives of Arthur Asiala, Howard Fowler and Steve Minarik. Without your immediate and effective response to a call for help, Mr. Asiala would not be celebrating life today.

We wholeheartedly thank you for getting involved and hope that you will continue to spread your wisdom of water and boating safety to many others.

Your actions truly exemplify the spirit of our organization. Please keep on saving lives.

Sincerely,

Connie O'Neill, Safety/EMS Director

### Lessons Learned

1. When the boat capsized, it threw the floatation cushions away from the boat where they floated far out of reach, making them useless. Unless they are attached to each person with a line, do not rely on cushions.
2. Staying with the overturned boat saved the lives of these three men.
3. Children, the elderly, and non-strong swimmers should always wear PFD's (life vests)
4. Don't overload a small fishing boat, or for that matter, any boat.
5. The lift-line is a proven life saver. May it save many more lives from all size boats.



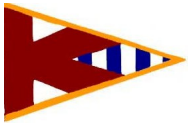
### Rescue of Man Overboard from a Sailboat

Developed by The Sailing Foundation, a nonprofit organization, the LifeSling is the most widely used person overboard retrieval system used on cruising and racing sailboats. Mounted on a rail or lifeline near the helm station for easy use in an emergency, the LifeSling combines a flotation collar with a length of floating line for quick retrieval of someone in the water.

According to author Tom Lochhaas, getting the rescued person to the boat is only half the process; getting the person back on board may be the most difficult part. Even in ideal circumstances with light wind and calm seas, most people are too heavy to be lifted straight up the side of the sailboat and over the rail by one or two crew. When the wind is up and waves are making the boat roll and pitch, it can be difficult even for a strong person to climb back aboard. Someone who has been in the water for a while may be too exhausted to climb a ladder or help the rescuing crew. Therefore it's critical to have a plan for hoisting the person. The best equipment is a 4-to-1 block-and-tackle you can clip between the end of an available halyard and the flotation collar. Hoist the top block at least 10 feet above the deck. Then winch in the block-and-tackle fall line to raise the person up over the rail.

You may be tempted to hook the block-and-tackle to the end of the boom and swing it out over the water, but this method does not work well. Typically the boom is not high enough over the deck to raise the person completely over the side, and motion of the boat due to wind and waves typically makes the boom difficult to control. Practice rescues during calm weather. See more boating safety and equipment articles from Tom Lochhaas at [www.sailing.about.com](http://www.sailing.about.com)





*Kalamazoo Sail & Power Squadron*  
*a unit of the United States Power Squadrons®*

Lyndell Bleyer, Editor  
 6553 N 37th St  
 Richland MI 49083

pilot.editor@ksps-usps.org

**Boating is fun... We'll show you how!**

Check out the KSPS website,  
 many changes were made.

<http://www.ksps-usps.org>

**The 2009 KSPS Bridge Officers**

<b>Commander</b>	Lt/C William Soule, P	269-544-0518 (home)	souleb@aol.com
<b>Executive Officer</b>	Lt/C Daniel L. Livingston, S	269-781-2328 (home)	autodan@yahoo.com
<b>Educational Officer</b>	Lt/C Wally Corder, S	269-321-0751 (home)	wccorder@hotmail.com
<b>Administrative Officer</b>	Lt/C Roger Todd, P	269-945-5211 (home)	rogertodd@core.com
<b>Treasurer</b>	P/C Nils Strand, AP	269-964-6690 (home)	nils.strand@gsa.gov
<b>Secretary</b>	Lt/C Lyndell Bleyer, S	269-731-5601 (home)	lyn.bleyer@wmich.edu

**Merit Marks are due to USPS on 15 Nov.**

Merit Marks are due to USPS on 15 November. Class coordinators please send Nils a list of who taught what subjects/chapters in which courses with approx. hours and dates. Also, each member of the squadron needs to send a list of the duties and hours of service they have performed for the squadron. This list should be sent to the Merit Marks committee via Nils Strand, 215 Dogwood Trl., Battle Creek 49017 or Nils.Strand@gsa.gov Be sure to list any classes you helped teach, any committees you served on, any hours you volunteered on a KSPS event - like being a delegate at a conference, helping with Boats & Brats, meeting and greeting potential new members at the last ABC class. List name of committee chair or person you volunteered under. Each time you volunteer hours for KSPS jot it on your calendar, along with the hours you put in, that will make pulling together a list every November an easier task.

**Birthdays**

- NOVEMBER**  
 Nov 10  
 Roger D. Todd  
 Nov 15  
 Jerry Hendrickson  
 Nov 16  
 Tique Crespo  
 Stanley M. Wolk  
 Nov 27  
 Walter G. Lund



**Future Newsletters**

**Save KSPS Money**

If you are receiving the Pilot by regular mail, help us save postage and printing by sending your email to Lyn at: **Bleyer@wmich.edu**.

**Submit an Article**

Please submit Pilot articles by the 2nd Tuesday of the month for consideration in next issue.

**Spot an error**

or have information that needs updating? Please send corrections to Lyn Bleyer at Bleyer@wmich.edu or mail to the return address above.