



The Lighthouse

Food for thought — be prepared

by Keith Emmons

We were heading home, in the marked channel going into restaurant row, when all of a sudden I hear on the VHF . . . “*Help, help, help! My husband is having a heart attack!*” Then, silence.

We all looked at each other, waiting for another call or more information. Silence for minutes. Then again, the poor lady screaming for help for her husband. People started responding, asking where she was. “*On a sailboat!*” she responds. She was clearly in panic. This was so painful to listen to. As the conversations went on, she said they were under sail, and she didn’t know how to stop the boat. She didn’t know if there were any flares on board. They had just left “the channel” outbound. People including the U.S.C.G. tried their best to determine their location. We were looking for a

boat in distress in our area. After maybe 15 minutes a boat located them outside the Dickenson Bayou channel. I think it was TowboatU.S. that got there first and brought the stricken man back to the dock at what was then 3 Amigo’s fuel dock. They had called for LifeFlight but an ambulance showed up. He died.

I have never gotten that image out of my head . . . the poor lady was out on the boat with her husband when he passed out. She didn’t know how to stop the boat, determine their location, if they had flares or how to use them, or do CPR that I could tell. Is your crew prepared to help if you suffer a heart attack, or another serious injury? *Now* is the time to make sure.

When a new person comes aboard for a trip, especially if it is just us two, the first thing I show them how to do is stop the boat. Engine to idle, shift to neutral. *Nothing* else! Please don’t

back over me if I fall overboard. My VHF is linked to my GPS, so next I show them how to hit the red emergency button, which will automatically transmit a distress signal with our exact location to every DSC (Digital Selective Calling) equipped radio in range, including the U.S.C.G. If you haven’t yet, please get your GPS hooked into your radio to be able to take advantage of this important safety feature.

You should also get an MMSI # which identifies your boat and allows others to call you individually. You can get one for free from Boat/US at <http://www.boatus.com/mmsi/>. If you travel internationally, you should get your MMSI from the FCC, and there is a link at the Boat/US site to do that. Don’t count on just calling 911 if you’re on the water. Even if your

More be prepared, page 2

Haunting stories of the *Titanic*

from the Internet

We all know the most tragic maritime story of all time: the sinking of the *Titanic* by an iceberg in the North Atlantic Ocean on April 14th, 1912. However, what many of us may not know is that, over the years, there have been many strange stories centered around the ill-fated ship.

The most reported story has been that involving the *Titanic* Exhibit,

which is housed in the Georgia Museum and travels from one major city to the next. The exhibit gives people the opportunity to view many of the once-lost artifacts from the and is reported to be haunted.

Ghostly apparitions, disembodied voices and strange footsteps have been reported at many locations during tour, and volunteers who work at the exhibit claim to have experienced an eerie

presence around them while walking through the artifacts. These reports cannot be so easily dismissed, for it is quite often the case that spirits do attach themselves to certain artifacts, and haunt whatever location houses them.

This could well be the case with the *Titanic*, for obviously, unlike haunted

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How to fix — something

by Keith Emmons

Editor's note: This was in response to a question about how to repair a leaky opening in a fresh water tank. How true!

If it is aluminum, I would get down in my lazarette with some Devcon aluminum repair putty (F, I think), some coarse sandpaper and a slightly oversized aluminum patch. I would rough up the surface, and then notice that I should rebed my water fill as there is a slight water intrusion in one little area.

So, I would go back up on deck remove the screws to the water fill and pry off the fill which someone bedded with 5200. I would then mix up some west system epoxy with a bit of fumed silica and slather to repair the damaged area of the deck under the fill cap. While waiting for it to set up I would then go back down in the lazarette and step on my autopilot feedback rod. While bending it back into position, I would measure up the rudder shaft to order that rudder posi-

tion indicator from Comnav that I've always had my eye on.

I would then get the Western Marine (not West Marine) catalog out and get the dimensions for the gauge which goes on the helm. Noticing that if I put my the gauge there, I won't have a place for my tablet that I found fits just perfectly by the controls, but I had to unscrew a screw so it was proud so the tablet wouldn't slide off, so I will measure the length I will require for that half round of teak that I bought from that guy who saws reclaimed old-growth teak down by Qualicum.

Thinking of the teak, I will remember that I bought some teak oil from him (real teak oil that he makes by squeezing his sawdust with a grape press) and put another coat on my newly finished helm. Then my wife will call and ask me when I am coming home because supper is ready. She will ask me if I got the handrails installed. I will answer no.

Now if it is a stainless tank . . .

Be prepared

continued from page 1

smart phone has GPS, 911 isn't really set up for water rescue.

Doing those two things will ensure you can get help in any type of emergency. Man overboard emergencies could take an entire article, and I'll write one next time. For now, all I will say is practice one, including getting flotation to the person overboard, then getting them back to the boat, and on it. It's not as easy as you might think, especially if they're unconscious.

Now, how about your first aid kit? Is it adequate for the distance and time you are from an ambulance? Are you trained in life saving techniques, like CPR/AED/First Aid? If not, find a course in your area and take it and include your crew as well. Remember captain, you may be the one that goes down. Can you recognize the signs of heat exhaustion, dehydration and heat stroke? How would you re-hydrate and

cool someone with those symptoms. I've seen a lot of that around here in the summer.

What do you have to stop bleeding? Do you know how to apply direct pressure? Do you have any Quik-Clot on board? That is a miracle pad developed for the military to stop massive bleeding, and it does work.

I hope I've given you some food for thought here . . . like the Boy Scout motto says, *be prepared*. So here we go:

This is the plan for the medical kit I carry. It's designed by a cruising doctor for offshore preparedness. You may not need everything in here, but if you have all this stuff, you are prepared: <http://tiny.cc/8rng3w>.

The Red Cross offers great first aid classes. Find one close to you at <http://tiny.cc/rvng3w>.

Lastly, I would recommend you find a good book on wilderness medicine and study up. Hopefully, you'll never need this stuff, but you never know when a disaster may strike — on your boat, while traveling or even at home.

The Lighthouse

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Changes at TPY

Kent Little, principle/owner of Little Yacht Sales is pleased to announce the grand reopening of their power boat division, Texas Power Yachts, at pier 13, South Shore Harbour Marina, 2551 South Shore Marina Blvd. in League City, Texas.

The new Texas Power Yachts office is staffed by senior broker Dan Hughes and Norm Fisher. A new addition is well-known local yacht broker, David Hunt, who recently joined the TPY team. The

David would like to invite all his past clients and friends to visit him at our new office. You can call David at (713) 819-7426 or email him at David@TexasPowerYachts.com.

Another change in the company is the addition of Earnest, "Rusty" Hightower to the Little Yacht Sales office on pier 6/7 at Waterford Harbour Marina. Rusty has over 20 years' experience exclusively in yacht sales. He and his wife Leilani are native Texans. Rusty can be reached at (941) 730-7207 or email him at Rusty@LittleYachtSales.com.

"The move to South Shore Harbour Marina of our power boat division (TPY) is part of our continuing efforts to present our new and used inventory in the best environment for our sellers and also the best for our buyers," said Little. "South Shore Harbour Marina is predominately power boats where by Waterford Harbor Marina is predominately sail. We are taking the same hands-on extreme approach to marketing our power listings as we do our sail."

"The addition of two well established and experienced brokers, is going to complement the most professional team in the southwest for yacht sales. We're all looking forward to them coming on board," Little said.

Texas Power Yachts can be reached at (281) 909-7377 or info@TexasPowerYachts.com.

Little Yacht Sales can be reached at (281) 334-6500 or info@LittleYachtSales.com.

New boat alarms

by Keith Emmons

Jim on pier 15 sent this one in. It's a high water alarm that sends you text and email alerts if it's triggered.

It's a little pricy at \$500 plus \$9.50/month monitoring fee. You can see it at: <http://tiny.cc/3elg3w>. That site has a lot of other interesting boat alarms too.



Here's another option I just got for my house, but it would work on your boat as well — www.frontpointsecurity.com has a completely wireless, monitored system that you install yourself. It's based on cellular technology, and all the sensors are wireless, so you can put them anywhere. The system I have cost \$200, then \$43/month for monitoring and services. They have packages that



are more or less expensive, depending on what you want. It comes with door switches and motion sensors, but you can add high water sensors, fire, smoke and even cameras.

You can arm and disarm the system from your smart phone and it texts you alerts whenever anything goes wrong, including a power outage. Very cool! I have it at my house right now, but if I move back to the boat, I can bring it with me.

When it alarms, it's so loud it will hurt your ears! When I was testing it out, I had to put in earplugs. It will definitely get your (and everybody else's) attention.

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Titanic

continued from page 1

properties, it is no longer actually standing, but has left behind many artifacts which could quite easily have been left with supernatural potential.

It is not known for sure just how many ghosts haunt the *Titanic* exhibition. More than 1,500 people went down with the ship on that fateful evening of April 14, 1912, so it could be any one or any number of those deceased souls.

A spokeswoman for the exhibit, Meghann Gibbons, has expressed her belief, and the belief of many volunteers working on the exhibit, that it is in fact haunted. One visitor to the exhibit, with her daughter and 4-year-old grandson, firmly agree. According to her story, while viewing the first class quarters, she and her daughter thought little of the young boy's repeated questioning "Who is that lady?" and "What is she doing?" They assured him that there was only a dress laid out over the love seat, as if waiting to be adorned. It wasn't until they heard

later that the TAPS ghost hunting team was investigating paranormal activity and they believed the boy had experienced his first ghostly encounter.

Many visitors to the exhibit claimed to have experienced an eerie feeling, as if being watched, or feeling an immense sadness around specific objects or areas of the exhibit. Most assumed it was a general somber mood evoked by the 1912 disaster, but as more and more reports come in with similar claims, a lot of people are starting to give these reports credence, including the TAPS team of paranormal investigators from Sci-Fi's *Ghost Hunters*.

The TAPS lead investigators, Jay and Grant, strongly believe the *Titanic* exhibit is haunted. After a lengthy investigation, which aired on the 97th anniversary of the ship's tragic demise, the TAPS team found sufficient evidence of paranormal activity, including an eerie EVP recording. They were seated in a room trying to communicate with the ghost, and asked the spirit if it wanted them to leave. The voice distinctly replied, "Now — please, wait." Unfortunately, Jay and Grant could not follow up on

the questions, since they did not hear the voice until later, when the evidence was being analyzed.

In 2012 a group of ghost hunters marked the 100th anniversary of the *Titanic*'s sinking by travelling out to the exact location of the ship's sinking and searching for any residual impressions left behind from the incident. The group, appropriately named D.E.A.D (direct evidence after death) hoped to achieve results mainly from the use of sophisticated EVP recorders. Their spokesperson, William Brower, said they recreated the atmosphere of the doomed *Titanic*'s last hours by serving up the same meals and listening to the same type of music heard on that fateful night a century ago. One of the group, Angelica Harris, hoped this was a fitting tribute to those that died, including her great uncle who was aboard.

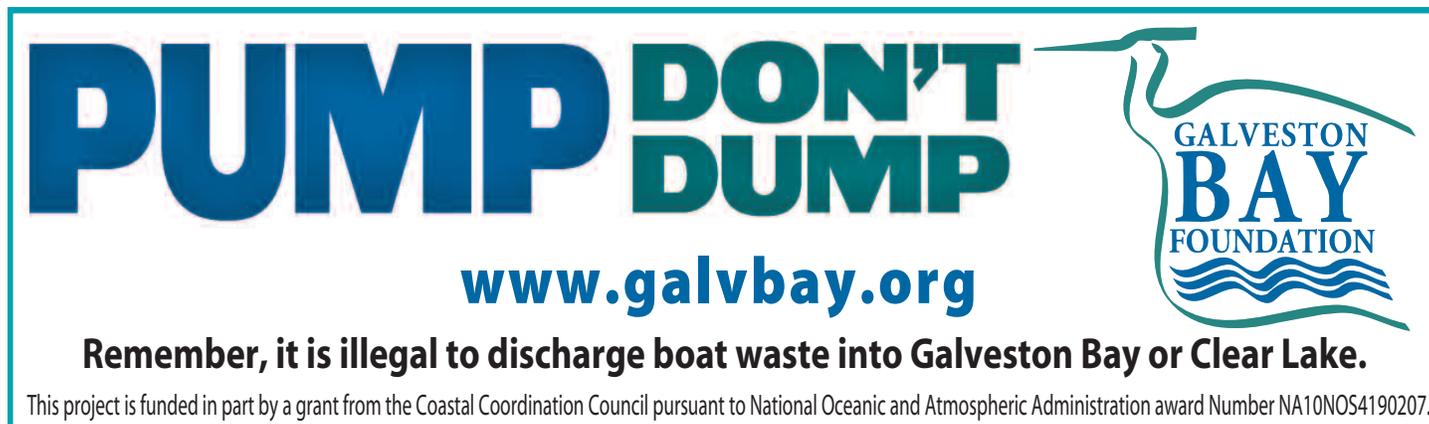
The supernatural incidents revolving around the *Titanic* could be attributable to residual impressions, which are often left behind after an event of extreme trauma, like the emotional trauma experienced by all those who went down with the *Titanic*.



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