



NCSP

NEWS

Upper Delaware River Chapter

September 2003

Art's Puzzle Corner

CRYPTOGRAM

A message in substitution code. The SMART CAT might become MRX DGYUM LYM if M is substituted for T, R for H, X for E, etc. One way to break the code is to look for repeated letters. E, T, A, O, N, R, and I are the most often used letters. A single letter is usually an A or I; OF, IS, and IT are common two letter words; try THE or AND for a three letter group.

WEARSEAL THE LIOWWSIIT
OBBC WHYDBSRSG AUWAGSUR
AUWBOGS ILTSRC HT LBB
AUMHBMSG LUG WHBBSWRAHU
HT LBB SNOADYSUR

Answer: Criteria for a successfully completed incident include safety of all involved and collection of all equipment

NCSP Contact Information

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609-896-2116

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NCSPTraining@Rivergod.com



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From the Commodore

Letter from the Commodore, Well, since the rain finally stopped, the river's been a little busier and the patrollers a little happier. Nothing is more miserable than sitting on a patrol, in the rain, with no customers... Well, on the other hand, it could be worse, we could be at work instead of on the river.

We've been having good turnouts for patrol weekends. Of course, it's always nice to have more. As a reminder, please call or email me prior to coming up for a patrol. I forward expected attendance information to NPS on the Friday prior to a patrol. Phone calls must be received by Thursday afternoon, and I'll accept emails until Friday noon. After that, you're still welcome to come up but no one will have advanced notice.

Do you have any ideas for a 25th Anniversary event? 2004 is the NCSP's 25th Anniversary. Better yet, would you like to be involved with an Anniversary committee?

I would also like to thank everyone for their time spent on the river. Over the last 24 years our combined efforts have helped countless novice boaters enjoy an extra level of safety when traveling on the river. We've also been involved with many rescues that easily could have resulted in serious injury or worse. (continued on page 2)

Prior to the Fall Dinner Greg needs a few individuals to sit down with him and audit the financial books for the organization. If you can help please contact Greg Temple directly by email at NCSP_Treasurer@Rivergod.com or by phone at 609-896-2116. Please be willing to step up and help.



An Important Lesson Learned.....

Contributed by Ed Jedele

One day while patrolling with Art Paolini at Shohola, we noticed swimmers in the water without PFD's coming downstream. One swimmer came by and it was almost amusing to see that he was on a literal raft of PFD's.

To all appearances he was fine, so we decided to concentrate on the swimmers without PFD's. Since they had begun their swim at the very top of the rapid and we had at that point moved down to the ledges at the bottom, we had to keep track of them a long time. One by one they managed to self rescue and make it to shore, but I think we had to make one throw to one swimmer. In the meantime the PFD raft had also made it to shore on the Pa. side.

As the last swimmer came in, I asked him if he realized how dangerous and foolish that swim was. His reply was "Heck yes but it wasn't done on purpose." He then informed us they were a group of college friends and that their raft had gone up onto a rock and filled with water spilling them into the river. Getting our boats that far back upstream was really not a good option so we brought rope, pulleys, and various other unpinning devices and began the long walk back upstream.

What we saw when we got there was a raft full of water sitting on a pointed rock. After much discussion on how to get a control line onto the raft then work from there we (because the raft was so far out in the river) requested that Kittatinny send a raft and 2 paddlers. A canoe and 2 paddlers arrived as no rafts were available.

After explaining the plan to the 2 paddlers I jumped into the middle of the canoe with enough biners and throw bags to get a line to shore. Now I had also explained that the raft was acting as a strainer.

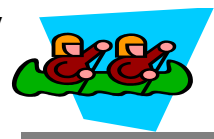
All of a sudden we began accelerating toward the middle of the raft. I'm now screaming "what are you doing?" and the one paddler in the stern says "we are going to ram it and get it off." Its my turn to scream "we don't have enough weight to do this". No paddle, I'm just along for the ride. Well we hit the raft, it turned us sideways, and I launched myself upstream and to the side as the canoe wrapped around the rock. It nearly wrapped with the one KC employee between it and the rock. *(continued next column)*

From the Commodore

(continued from page 1)

On an administrative note: If you are interested in running or nominating a candidate for a Board of Directors position, now would be the time to contact the current Board. The next newsletter will include the names of everyone running for positions. Elections will take place at the fall dinner.

Joel Duffy
Commodore



Thanks Box!

Thanks again to Dave and Ruth Jones, Rick Landers, and their employees for the help and support with shuttles etc. it's greatly appreciated. To Hal Hughes for arranging the fall dinner, and to the NPS for their help and support. To Bill Walters for many behind the scenes things, and Don at Skinners for use of his yard.

(lesson learned cont.)

Well I made my long swim of Shohola, (it was not a lot of fun) and Art and I decided we were no longer going to be part of this except as downstream safety.

After quite a long time of trying to work the canoe off, (eventually the raft had been "rescued"), we informed Kittatinny that they were going to need more personnel to get the canoe, and had to leave the two by now exhausted KC employees to wait for more livery help and we completed our patrol.

What's the lesson learned? **DON'T** enter into a rescue situation and assume the folks you are working with have the same training. If they don't have the same training or parallel training make really sure that they are at least on the same page as to what the plan is and are willing to follow the plan. Otherwise you may be putting yourself in jeopardy. I have since been told by more than one person that these KC employees now have a new respect for the rivers power.



Fall Dinner Details!

The 2003 **NCSP** Fall Dinner will be held on November 15, 2003 at "**Whichbrew**" in Easton PA. Cocktail Hour will begin at 2PM (cash bar), and Dinner will be served promptly at 3PM. Dinner will include the following: Appetizers, salad, a hot buffet (will include a chicken dish, beef dish, vegetarian dish and vegetables) Bread and rolls, soda, hot coffee and tea are included in the price. Dessert will also be served. The restaurant is a non-smoking facility – smoking is permitted at the bar only!

The cost would be **\$20.00** per person (payable at the dinner). Please contact Joel directly at (860) 228-5127 or via e-mail at ncspcommo-dore@rivergod.com if you are planning to attend. Prompt responses would be greatly appreciated!

Directions:

Whichbrew (610) 330-2666
www.Whichbrew.com
665 Northampton Street
Easton, PA

Parking is on street, or in the small parking lot behind the restaurant.

From the East, take route 22 into PA, and get onto route 611 south. Turn right onto Northampton Street. (Stay on Northampton Street through/around the traffic circle in the center of town) **Whichbrew** is on the right, between Locust and 7th Streets.

From the West, take route 22 to the 25th street exit in Easton (Route 248) and continue straight on route 248. **Whichbrew** is on the left, between 7th and Locust Streets.

From the North, take either the PA Turnpike Extension (southbound) or route 33 to route 22, and get on route 22 eastbound. Take route 22 to the 25th street exit in Easton (Route 248) and continue straight on route 248. **Whichbrew** is on the left, between 7th and Locust Streets.

From the South, take the PA Turnpike Extension (northbound) to Route 22 Eastbound. Take route 22 to the 25th street exit in Easton (Route 248) and continue straight on route 248. **Whichbrew** is on the left, between 7th and Locust Streets.



Critters on the River

(contributed by Ed Jedele)

The American Kestrel is a bird which exists in at least fifteen sub-species throughout the Americas from as far north as close to the tree line in Alaska and Canada, to as far south as Tierra del Fuego. It also lives in the West Indies and Chile's Juan Fernandez Islands. It lives mainly in open deserts, semi-open areas and the edges of groves. It needs trees in order to nest (generally in holes in trees) but will use holes in other structures where no trees exist.

Their main food in the United States in summer is large insects, their favorite food are any and all varieties of common grasshoppers.

In winter, when insects are more scarce, they turn to mice and sparrow sized birds (in America these birds are known as sparrowhawks). They also take chicks of sandpipers and, in some places, lizards, or scorpions.

The American Kestrel is a typical member of the kestrel family, in that it hunts from high perches or on the wing, and almost invariably hovers when hunting. Its flight is buoyant, extremely graceful, and rapid.

They nest in holes in trees (or similar structures) and lay between three and seven eggs. Incubation takes 29-30 days, and the young take their first flight about 30 days after hatching. About half of the eggs result in healthy young.

The American Kestrel is one of the smallest of the kestrels (12" wingspan) and, in the wild, subject to many threats.

Notwithstanding, their ability to cope with extremes of temperature, and to give a good account of themselves in their attempts to see off larger birds of prey, their life expectancy in the wild is likely to be in the range of no more than between two and five years.

As with all living creatures there will, of course be individuals who greatly exceed these figures, and some whose life span is considerably less.



National Canoe Safety Patrol Membership Application 2003

Upper Delaware River Chapter

Commodore-Joel Duffy NCSPCommodore@Rivergod.com 860-228-5127
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Secretary-Ed Jedele NCSPSecretary@Rivergod.com 973-448-1492
Treasurer-Greg Temple NCSPTreasurer@Rivergod.com 609-896-2116



What is the National Canoe Safety Patrol?

The NCSP was founded more than 20 yrs. ago for the purpose of encouraging and promoting boating safety, including but not limited to the following:

To assist river management agencies, race organizers and other safety and rescue organizations by offering river rescue training orientation to their personnel.

To provide a shore and boat based safety presence in cooperation with river management agencies, race organizers and other safety and rescue organizations.

To provide rescue and recovery assistance upon request of, and in cooperation with, river management agencies and other safety and rescue organizations.

Where does this take place?

Mostly on the Upper Delaware River between Narrowsburg and Port Jervis though the NCSP is chartered to serve wherever invited by race or event organizers or river management agencies.

How do I get this "training"?

Formal training is the last weekend of the month every April, on the Upper Delaware, with on the job training ongoing during the paddling season.

How much does it cost?

Training is free to active members with a nominal dues of \$15 per year single membership, \$30 family.

What is my obligation after joining?

A minimum of 4 days of service, on weekends between May 1st and July 4th.

Do I need a certain kind of boat?

Most members paddle whitewater canoes or kayaks, though a wide range of crafts are used and all are welcome.

Can I join at any time during the year?

Yes, but it is essential to attend the formal training weekend at the earliest opportunity.

What do I learn at the formal training weekend?

Many and varied topics including in-water mobility, boat and shore rescue, throw bag techniques, boat unpinning, foot entrapment rescues and more.

Do I have to be an "expert" paddler to join?

While some paddling experience is desired, some members are instructors and will be happy to assist in improving paddling skills.

NAME _____

ADDRESS _____

TOWN _____

STATE, ZIP _____

PHONE _____

EMAIL _____

PADDLING EXPERIENCE Beg. Int. Adv.

OWN OR HAVE USE OF A BOAT? Y N

Send Dues to:

NCSP Dues C/O
Greg Temple
6 Merion Place
Lawrenceville, N.J.
08684



Training weekend in-water foot entrapment drill