



DECK WATCH



A Quarterly Publication Of The  Milwaukee Sail And Power Squadron

A Unit of District 10, United States Power Squadrons (USPS) – America’s Boating Club



A Day Of Boating For The MAKE-A-WISH FOUNDATION

By Scott Ziebol

Saturday, August 27th was the day for the third annual MAKE-A-WISH “Yacht Blast for Kids”. My first mate/daughter Clare, boat dog Baylee and I were host to a Wish Family and their Wish Granter for an afternoon cruise aboard *Bad Latitude*. On board were Samantha, our Wish Child, mom Tracy, step dad Jeff, brothers Andrew and Zach, cousin Owen and Wish Granter Felicia Reichard. (Owen was along for the ride because his mother was in the hospital delivering his new baby sibling that day.) The family was from Oregon, WI so a day on Lake Michigan was really something to look forward to. The event began at 1200 with a captain/crew meeting and lunch at the Milwaukee Yacht Club where we received instructions and a sponsorship sign for our vessel. At 0200 about 30 volunteer boats and crew cycled in to the Yacht Club face dock to pick up our passengers. As we motored out of the marina basin

(Continued on page 2)



Education Department

December 2011

The boating season is has come to a close, boats are on the hard, and we begin to think of those winter boat projects, and trips to warmer climates.

I would like to thank all the instructors in the Public Boating classes. Because of your hard work the Milwaukee Squadron received the National Boating Federation Excellence in Education award, at the Fall District 10 Conference. This award pays tribute to the squadron with the most number of boating course graduates per squadron member in the District.

Fall and winter bring challenges to the education department. In the years past we have traditionally held our Advanced Grade Seamanship and Advanced Piloting classes, along with various Elective Classes, during this time. We will

(Continued on page 3)

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Inside This Issue	
Commander’s Report	
Boating Safety .. Drowning	5
Importance of Boating Education	7
Events	8
Fall Conference	9
Governing Board—Greensboro	10
Rescue Of a “Lady”	11
Picture Gallery	13
Bulletin Board	14



A Day Of Boating For The Make A Wish Foundation

(Continued from page 1)

with waves on the lake around four feet, we opted for the comfort and safety of the inner harbor. We continued on up the Milwaukee River to the Lakefront Brewery. Although *Bad Latitude* clears all of the bridges on the river, bridge tenders enthusiastically stopped traffic to open for the flotilla of VIP guests. At 0430 we returned to the Yacht Club after a tour through the Summerfest and Discovery World harbor where the SV Dennis Sullivan was docked.

My wife, Dolores and I were treated to the after blast party, dinner and live entertainment that evening at the Yacht Club. The

evening was a culmination of several MAKE-A-WISH fund raising events of the day. Along with the Yacht Blast were, Classics for Kids – a classic car show at the Yacht Club, Riding for Wishes – a motorcycle fund raising run through Kettle Moraine ending at the Yacht Club, and Sailing for Wishes – a fund raising race event. There were also silent and live auctions.

In the words of Felicia, Samantha's wish granter, "Words can never express how much your generosity is appreciated – and what one afternoon did for Samantha. You gave her memories that will last a lifetime". Frankly, a chance to get on the water for a great boating day, the fun we had with the family and the royal treatment we received as a part of the event, I'm not sure we weren't the recipients of the gift of the day.

For more information visit www.yachtblastforkids.com.



The "Bad Latitude" waiting for a "Wish Family"



Education

(Continued from page 1)

continue to offer these classes. If you are interested in a class, please consult the Milwaukee Sail and Power Squadron, education department web page <http://www.milwaukeepowersquadron.org/Classes/Classes.html> and contact the instructor for class times if they are not posted. Classes will also be listed in the Commanders monthly “DeckWatch Updater” sent by email, to all who have valid email addresses on file. Also please feel free to contact the individual instructors for questions about the classes they teach. Their contact information is in the roster given to members at the Change of Watch or available on the secured, members only, portion of our website.

The weather course is completed with 4 squadron members taking the exam, and 5 non members electing not to take the exam. The results are not back yet, but I would like to thank Amy Seeley for her dedication to the class. Not many instructors would teach a class with a 4 hour round trip commute. Amy also was a presenter at the District 10 Conference in St. Paul, MN.

The Seminar series is in full swing at Southwind Marine Boaters store. MSPS has conducted 5 seminars to date, and will continue a different seminar each week until they conclude in April. Details can be found on our website.

The Rescue 21 System for Lake Michigan will be in the testing phase by the time this is published, and will be fully operational next boating season. If you do not have a DSC equipped radio or it is not properly interfaced with your GPS or programmed with a MMSI number you will not have the benefits of that little red distress button. Consider taking one of the seminars on “Marine VHF Radio” or “Interfacing Your Electronics”. The life you save may be your own.

I hope your boating season was enjoyable. This winter take a class or a seminar and brush up on you skills and knowledge.

Please remember, we are a volunteer organization, and nothing gets done unless YOU are willing to volunteer.

Stf/C Mike Wiedel, JN

Education Officer

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Milwaukee Sail and Power Squadron Commander's Report

District Fall Conference 2011

Newsletter

We started out the watch year with changes to our newsletter The Deck Watch. The publication was brought back in-house with one of our members taking over the reins. The Deck Watch is now being published quarterly instead of monthly with monthly e-mail updates called the Deck Watch Updater. The new format has been well received. Members can also get up -to -date information on our newly updated website; which is in the hands of a new webmaster.

Education

Two on water classes were part of our spring education line-up Seamanship and Marine Communications Systems. Other advanced grades that were offered were Piloting, Advanced Piloting, and JN. Three basic boating classes were held in April and May. A weather seminar was taught by one of our new members who is a professional meteorologist and National Weather Service Forecaster. The weather course and back to back seminars started in September.

VSC

We again this year partnered with the Coast Guard Auxiliary to do VSC's. Your goal this year was 85 at present we have 101. One new member, to our squadron, did 44 alone.

Civic

A big boost to our civic efforts this year was Tuggin Along the mini tug boat owned by squadron member Captain Jerry. The mini tug was used to promote safe boating.

May: We started off our boating season with Safety Week. Participating in the New Berlin's Safety Days promoting PFD's for kids. A flare shoot and fire extinguisher demonstration was held with the Coast Guard Auxiliary

July: Tuggin' Along appeared in three July 4th parades, on Channel 6's Real Milwaukee, and South Shore Frolics Parade

August: Tuggin' Along appeared in The Wooden Boat Show in Sturgeon Bay.

Fraternal

July: An evening sail on the three-masted recreation of a 19th century Great Lakes cargo schooner the *S/V Denis Sullivan*

August: Harbor Boat Cruise on the Voyager co-captained by one of our members, who has since received his Captain's License

September: Cruising on member's boats.

Awards

Doing It Right: Received the 2010 National Membership Committee (MEMCOM) "Doing It Right Award"

VIM: Five members received VIM awards with one member getting the additional piece to complete the pin.

Membership

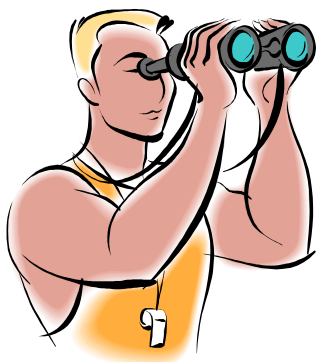
We have recruited 14 new members this year. Eight from the one day Boat Smart Class the other six through personal contact.

Cmdr Kim Rutkowski



Boating Safety-

DROWNING DOESN'T LOOK LIKE DROWNING



The new captain jumped from the deck, fully dressed, and sprinted through the water. A former lifeguard, he kept his eyes on his victim as he headed straight for the couple swimming between their anchored sport fisher and the beach. –I think he thinks you're drowning, the husband said to his wife.

They had been splashing each other and she had screamed, but now they were just standing neck-deep on the sand bar.

–We're fine, what is he doing? She asked a little annoyed.

–We're fine! The husband yelled, waving him off, but this captain kept swimming hard. Move! He barked as he sprinted between the stunned owners.

Directly behind them, not ten feet away, their nine-year-old daughter was drowning. Safely above the surface in the arms of the captain, she burst into tears, –Daddy!

How did this captain know – from fifty feet away – what the father couldn't recognize from just ten?

Drowning is not the violent, splashing, call for help that most people expect. The captain was trained to recognize drowning by experts and years of experience. The father, on the other hand, had learned what drowning looks like by watching television.

If you spend time on or near the water (hint: that's all of us) then you should make sure that you and your crew knows what to look for whenever people enter the water. Until she cried a tearful, Daddy, she hadn't made a sound. As a former Coast Guard rescue swimmer, I wasn't surprised at all by this story. Drowning is almost always a deceptively quiet event. The waving, splashing, and yelling that dramatic conditioning (television) pre-pares us to look for, is rarely seen in real life.

The Instinctive Drowning Response – so named by Francesco A. Pia, Ph.D., is what people do to avoid actual or perceived suffocation in the water. And it does not look like most people expect. There is very little splashing, no waving, and no yelling or calls for help of any kind. To get an idea of just how quiet and un-dramatic from the surface drowning can be, consider this: It is the number two cause of accidental death in children, age 15 and under, just behind vehicle accidents. Of the approximately 750 children who will drown next year, about 375 of them will do so within 25 yards of a parent or other adult. In ten percent of those drowning's, the adult will actually watch them do it, having no idea it is happening (source: CDC). Drowning does not look like drowning – Dr. Pia, in an article in the Coast Guard's On Scene Magazine, described the instinctive drowning response like this:



Except in rare circumstances, drowning people are physiologically unable to call out for help. The respiratory system was designed for breathing. Speech is the secondary or overlaid function. Breathing must be fulfilled, before speech occurs.

Drowning people's mouths alternately sink below and reappear above the surface of the water. The mouths of drowning people are not above the surface of the water long enough for them to exhale, inhale, and call out for help. When the drowning people's mouths are above the surface, they exhale and inhale quickly as their mouths start to sink below the surface of the water.

(Continued on page 6)



Drowning Doesn't Look Like Drowning

(Continued from page 5)

Drowning people cannot wave for help. Nature instinctively forces them to extend their arms laterally and press down on the water's surface. Pressing down on the surface of the water, permits drowning people to leverage their bodies so they can lift their mouths out of the water to breathe.

Throughout the Instinctive Drowning Response, drowning people cannot voluntarily control their arm movements. Physiologically, drowning people who are struggling on the surface of the water cannot stop drowning and perform voluntary movements such as waving for help, moving toward a rescuer, or reaching out for a piece of rescue equipment.

From beginning to end of the Instinctive Drowning Response people's bodies remain upright in the water, with no evidence of a supporting kick. Unless rescued by a trained lifeguard, these drowning people can only struggle on the surface of the water from 20 to 60 seconds before submersion occurs.

This doesn't mean that a person that is yelling for help and thrashing isn't in real trouble – they are experiencing aquatic distress. Not always present before the instinctive drowning response, aquatic distress doesn't last long – but unlike true drowning, these victims can still assist in their own rescue. They can grab lifelines, throw rings, etc.

Look for these other signs of drowning when persons are in the water:

- Head low in the water, mouth at water level
- Head tilted back with mouth open
- Eyes glassy and empty, unable to focus
- Eyes closed
- Hair over forehead or eyes
- Not using legs – Vertical
- Hyperventilating or gasping
- Trying to swim in a particular direction but not making headway
- Trying to roll over on the back
- Appear to be climbing an invisible ladder.



So if a crew member falls overboard and everything looks OK – don't be too sure. Sometimes the most common indication that someone is drowning is that they don't look like they're drowning. They may just look like they are treading water and looking up at the deck. One way to be sure? Ask them, are you alright? If they can answer at all – they probably are. If they return a blank stare, you may have less than 30 seconds to get to them. And parents – children playing in the water make noise. When they get quiet, you get to them and find out why.

PLEASE PRACTICE SAFE BOATING

*Reprinted from the August, 2011 edition of **Message Bearer**, the newsletter of 7th District, Follia 3 8, Plantation, FL*



Importance of Boating Education

The main objective of the United States Power Squadron is to encourage and promote the safety of boaters and boating enjoyment by teaching the fundamentals of safe boating. As in everyday life, the more you know, the better you can handle emergencies.

The basic boating course has taught us the fundamentals of safe boating. Many of you have taken additional courses. You realized how much more there is to learn.

Safe boating and boating knowledge should not only be the responsibility of the skipper, but also his shipmate and crew. Everyone should know how to handle an emergency, not only of your own boat but also other boaters in distress.

The number one safeguard is knowledge. To help us USPS has developed many good courses. These courses are designed for the experienced boater as well as for the beginner. Acquiring boating knowledge should become a family affair. Our instructors are sensitive to the abilities of every student and are ready to help in understanding the subject matter. To enhance the courses members often will relate their personal experiences.

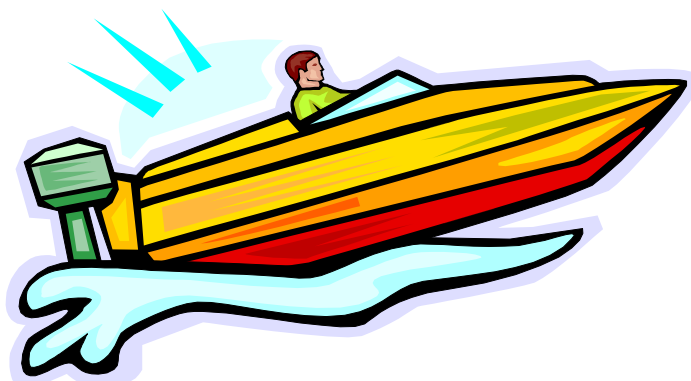
The Seamanship course provides basic information and is valuable for the beginner and as a refresher course for the experienced boater. The Advanced Grade Courses relate to the basic principles of piloting a boat.

Everyone on board should know the boat's electrical system, how the engine works, and what to do in case of failure of the systems. It is often very important to understand how to predict bad weather. The basic ability to judge oncoming weather has saved many boaters.

Become an expert and take advantage of the courses offered. Don't jeopardize family and friends by ignoring safety standards on the water.

Gisela Murray, SN

Safety Officer





Events

Almost a Perfect Day

A new safe boating video was previewed at the Fall Governing Board. The National Safe Boating Council presents "Almost a Perfect Day" to education boaters on the dangers of environmental stressors and alcohol on boating safety. Boat responsibility - don't wreck your summer. You can view this excellent video by clicking on: <http://www.youtube.com/watch?v=M9G9x3YJIX0> the video is 11:16 in length. This video explains the effects that sun, wind, and water plus alcohol have on the body during a typical day of boating. Please take a few minutes and view this excellent video.



Member's Awards

The following members have been recognized for their service to USPS and the Milwaukee Sail and Power Squadron:

50 Year Pin & Plaque:

Carl Pluckhan and Morgan Jackson

25 Year Pin:

Mike Wiedel and Mark Wierzbinski

VIM (Very Important Member Pin) for member recruitment:

Mike Wiedel and Chuck Kersey

Vim Pin Addition:

Gary Bush for member retention



Congratulations

Thank you for your service to USPS and the Milwaukee Sail and Power Squadron

...Birthdays...

December:

- Roberta Caraway
- Paul Langer
- Michael Milliren
- Christopher Schorse
- Walt Swenberg
- Robert Vaccarella



January:

- Joe Besharse
- Ruth Durkin
- Mike Krohn
- Jerry Steuernagel



February:

- Kim Rutkowski
- Tim Cimbalnik
- Matt Honl
- Miriam Lepold
- Fran Pauls
- Mike Schulz
- Dolores Ziebol





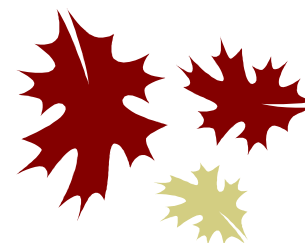
Fall Conference

Kim Rutkowski, Mike Wiedel, Mel Fabiszak, and Amy Seeley represented Milwaukee at the District Fall Conference in St Paul, MN. The Fall Conference focus is education. In keeping with that theme, squadron member Amy Seeley partnered with Al Wentworth from the Green Bay Squadron to present the Weather Seminar on Saturday. Bridge members participated in workshops aimed at enhancing their knowledge and skills in their respected offices. Kim attended the Commanders session, Mike the Education, Amy the Secretaries and Mel attended the Administrative Officer's workshop to pick up any tips they have to pass along.



Certificates and awards are presented by the various departments during the Fall Conference. Mike Wiedel was presented with Certificates of Appreciation for his work as Information Technology Aide as well as Radio Technology Officer for the district. Ron Kraase also received a Certificate of Appreciation for his service as Legislative Officer (WI) from the District Educational Officer.

The squadron received the following awards: A certificate for our entry in the Member Involvement Retention Award Program (MIRA). The 2011 Do It Right Award (DIR) for a 2nd year. The USPS Education Fund Certificate of Merit for our squadron's donation to the educational fund. And the most coveted National Boating Federation Excellent in Education Award for first place in the country. We taught more students per member than anyone else in the country. Thank you to all our instructors.



Two squadron members received plaques for 50 years of membership in the Milwaukee Power Squadron, C.M. Jackson, past boating class instructor, and Carl Pluckhan, Deck Watch Editor. Congratulations to both of them and thank you for your many years of service.

Saturday night the conference concluded with a dinner, a message from the National Commander delivered by his representative to our conference Bob Sweet, National Educational Officer. A silent and live auction ended the evening with Kim, Mike, Mel and Amy all leaving with items in tow.

Commander Kim Rutkowski, P





Governing Board in Greensboro, North Carolina

The annual Governing Board Meeting was held the week of September 12th in Greensboro, NC. The main discussion at the general meeting was the recent memorandum of understanding between USPS and the US Coast Guard Auxiliary. Five major USPS departments and committees are collaborating with their US Coast Guard Auxiliary counterparts. Two areas of extended cooperation will be vessel safety checks and recreational boating safety education. USPS members will soon receive a questionnaire asking about their needs and concerns regarding this new, expanded relationship. There is increased activity in developing partners. Ray Tsuneyoshi, USPS Program Director and former California Boating Law Administrator, has been hired to facilitate partnering

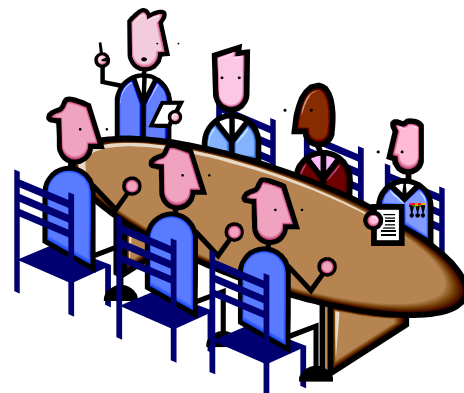
Social Networking was another major topic of discussion. USPS has hired a social networking coordinator, Terri Flagg. This move is similar to what is happening in the corporate business world. Within the next 2 years every company that makes over \$2 million in revenue will have a full time social media position as part of their company structure. Terri held a seminar discussing the different social media venues available to squadrons and illustrated how to set up a Facebook account for your squadron (we have one). Also the new ABC3 flier will come with the QR code for smart phone scanning that takes the user directly to the ABC3 course page.

USPS is reporting positive membership growth, mainly in part to the increase in membership to the cyber squadron. Again this shows the need for squadrons to be using the internet and having websites, Facebook presents, and to be educated in the uses of social media.

There will be an increased focus on E-Learning. Although, NEO Bob Sweet maintains, that we will continue to be predominantly classroom based. There is a continuing focus on updating and improving Courses and Seminars and providing more user friendly materials. The newest seminars are *Tides and Currents*, *Emergencies on Board*, *Fuel and Boating*. New seminars that are in the works are: *Man/Crew Overboard*, *Rules*, *Heavy Weather Sailing*, *Buying a Boat & the Survey and Boating at Night*.

USPS is now on You Tube. Go to USPS.org and click on the You Tube symbol on the right side of the page. The most popular video is How to Dock a Power Boat with over 5,000 hits (viewers). Again this shows the importance of using social networking sites.

Cmdr Kim Rutkowski





Rescue of a 'Lady' in Distress: A 'Casual' Salvage

By James Goodnetter

In 1966, with yachting tastes and an outboard budget, I was looking to buy a boat. On a clear spring afternoon a friend of mine told me about a 1941, 38-foot Chris Craft power yacht that an insurance company wanted to unload for about \$700. It sounded like an opportunity too good to be true! So, I called my friend Bob to join me in inspecting the craft; He was interested in partnering with me on a boat. When we got to the marina where the boat was stored, we found a double cabin cruiser with the upper cabin torn off down to the rails. The *Casual Lady* had been abandoned by a skipper who thought she was sinking...he started across Lake Michigan alone on September 17, 1965...the next Sunday afternoon he was rescued by a lake freighter whose crew saw him floating in a dinghy. He had smelled gasoline, tried to flush the boat's bilges by removing the drain plug, then abandoned ship when he thought she was sinking...somehow she did not sink and now she was looking for salvation. When found, her decks were nearly awash with her deckhouse torn off. The *Casual Lady* was pumped out and towed to Milwaukee harbor where she rested on shore, her paint peeling, her engines rusting...

Yet, the double planked mahogany hull was in good condition. And painted on the stern her name was still intact: '*Casual Lady*'

She needed a complete overhaul.

We left to have a drink to talk it over and decided if the engines checked out, we were interested in making her seaworthy. We checked with the marina and found out the twin Hercules engines had recently been completely overhauled and only had 30 hours on them! So, we tested the engines and both fired quickly and sounded sweet.

OK, next stop: the insurance company, to find out the facts behind the boat's condition. The \$700 price was the insurance company's price. We offered \$200 and they readily accepted. In addition, the insurance company issued us a \$1600 check so we could remove the boat. Wow! We were proud owners of a 38-foot salvaged wooden yacht with summer storms and winter looming! Now what?!

THE MOVE

We contacted Dawes crane rental for a rig to move the vessel to an asphalt paver equipment yard in Menomonee Falls. Then we hired a crane to unload the boat and put it on the skid that came with the boat. Wisconsin weather was threatening so we needed to protect the boat. We proceeded to build a wooden frame 'house' with 2 x 4's and canvas from an old theater tent to house the boat. Friends came out to see the rescued vessel, yet marveled at the house! They thought we were nuts to try to repair our salvage. But we were smitten and determined to make her seafaring to carry lots of friends and children on 'casual' fishing expeditions and fair weather cruises!

THE RESTORATION

What was left of the cabin was removed and restoration started anew. For two years we scraped, sanded, painted, and varnished everything in sight. The result: a spanking new cabin house with sliding doors and, where the rear cabin had been, a 17-foot long open deck astern finished off for fishing chairs and cruising gear. In addition, The Lady's good name was adorned on the transom after replacing only 2 planks.

Next, we started to check the mechanicals before hauling her to Lake Michigan. As a precaution, we put city water pressure on the engines looking for any leaks. The port engine started right up and then sputtered to a complete stop! The starboard engine turned over but then just sputtered and locked up! Needless to say, we were devastated...

(Continued on page 12)



Rescue of a 'Lady' in Distress: A 'Casual' Salvage

(Continued from page 11)

We pulled a head off and checked the cylinder walls to find spider cracks throughout. The marina had cleaned up the engines, changed the oil and checked out the engines, however they failed to drain the engine blocks!

Time to go shopping...we found a surplus engine dealer in Chicago with two new 130 horsepower, Hercules engine short blocks that were shipped over to France during WWII and resold to a salvage dealer in the US. Still thickly coated with messy, cosmolene rust preventative, we bought them. Our cost for the new Hercules blocks and pistons was \$160 each. A real find! We removed the cracked engines with two 55-gallon barrels, a 4x4 beam, and a chain hoist. We put the hatch covers back and lowered the cracked engines on a steel creeper to move the old engines toward the transom where a heavy-duty wrecker would lift the engines out of the boat and put them in a pick up.

We spent the next six winter months getting the marine and other parts onto the new blocks.

THE LAUNCH

Finally, with immense excitement, we confirmed everything to be ship-shape so we could haul the newly outfitted 'Lady' to *South Shore Yacht Club*..... Launch date: July 3, 1969. Location: Dock A-1.



Yea!!! Congratulations abounded over the successfully resuscitated 'Lady!'

The decision over a drink in 1966 to revive the 'Casual Lady' on an outboard budget, resulted in an amazing transformation of a yachting beauty that brought our families years of 'good' times of lively yachting with good friends, fair winds and calm seas!

PICTURE GALLERY



Cmdr Kim Rutkowski presents a **50 Year Membership Award** to P/C Carl Pluckhan SN at the November Board meeting.



Lt Amy Seeley P displays the Certificate Of Appreciation she received at the Fall conference for teaching a Weather Seminar



Amy Seeley, a Meteorologist and a member of the Milwaukee Squadron in a teaching session at the Fall Conference.



Bulletin Board



December 20th Meeting

Holiday Party at the Golden Mast on Okauchee Lake

Time: Cocktails 6:00 pm, Dinner 7:00 pm

Meeting and Program: 8:00 - 9:00

Cost: \$35.00

Menu:

Fresh Bakery & Butter

Tossed House Salad

Dressings: Parmesan Peppercorn & Italian

Entrée Selections:

All Selections are served with a Fresh Vegetable Medley

Filet Mignon - 10oz. - Served with Baked Potato

Prime Rib - 14oz. - Served with Baked Potato

Alaskan Salmon Fillet - Served with Rice Pilaf

Dessert: Chocolate Tuxedo Torte

Coffee, tea, and milk are included and

will be served throughout dinner service

RSVP: Mel Fabiszak @ 262.966.2743 or Kim @ kimrutkowski@earthlink.net by
December 13th with dinner selection



For information regarding membership in the Milwaukee Sail & Power Squadron contact:

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*Please send questions, comments, Roster information, updates/changes, photos, news etc. to:
capluck@yahoo.com*



*P/C Carl Pluckhan SN
Editor*

The Milwaukee Sail and Power Squadron is part of the United States Power Squadrons (USPS)



United States Power Squadrons

Organized in 1914, USPS is a non profit, educational organization dedicated to making boating safer and more enjoyable by teaching classes in seamanship, navigation and related subjects. Our members are boating families who contribute to their communities by promoting safe boating through education. We enjoy participating with our fellow members on the water and in the classroom. USPS has some 45,000 members organized into 450 squadrons across the country and in some US territories. USPS is America's largest non-profit boating organization and has been honored by three US presidents for its civic contributions.

