



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



Commanders Comments

Hello to all members, past, present and (hopefully) future. Just a few words from your commander.

We have received Thank You cards from D10 Commander Marie Coons and others for the D10 Rendezvous.

The rendezvous was a success despite all the problems, left turns and potholes in our way.

Other people participated to organize, setup and pull off this extravaganza but Kim Rutkowski went out of her way, bent over backwards and hopped, skipped and jumped to make sure all was in place before the start of the event. Thank You all for the hard work.

I don't know about the rest of you but my wife and I had a great time, the boat rides w/ fireworks, Discovery World, Bastille Days, etc. and especially the friends, old and new that came to Milwaukee for this event. Wow, Milwaukee has a lot to offer to visitors and locals.

Our new member 'Meeting Place' (at least for the next three months) will be the Tanner-Paull American Legion Post, located at 6922 W. Orchard St. (one block south of Greenfield Ave.), West Allis, Wi., Specifics elsewhere in this newsletter.

The MS&PS Christmas Party will be held @ the Golden Mast restaurant. The charity for this year could be dinner for the USCG members on duty Christmas eve @ Sector Lake Michigan, Milwaukee, Wi. or it could be the USCG Mutual Assistance Fund or both. More info is needed and will be voted upon when a quorum is met at one of our upcoming meetings.

Ten People took and passed the Weather Course by Amy Seeley – Excellent job Amy.

Four People have taken the Engine Maintenance course and test, we are waiting on the results from National.

Mike Weidel presented a 'Radar Seminar' to six people on a 39' powerboat at SSYC on 22 Aug. Thanks Mike.

New seminars and classes to be presented this fall. **WHAT WOULD YOU LIKE TO SEE OFFERED?**

(Continued on page 2)

Milwaukee Sail and Power Squadron Bridge Officers Commander

Cmdr. Chuck Kersey AP
(262) 939-8726

commander@milwaukeepowersquadron.org

Executive Officer Open

Administrative Officer

P/D/Lt/C Ted Smyczek SN
262-786-2599

Administrative@milwaukeepowersquadron.org

Educational Officer

P/D/C Ron Kraase SN
(414) 541-0134

education@milwaukeepowersquadron.org

Secretary

P/C Kim Rutkowski P
(414) 353-8240

secretary@milwaukeepowersquadron.org

Treasurer

Lt/C Paul Langer, AP
(262) 821-9763

treasurer@milwaukeepowersquadron.org

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Commanders Comments

(Continued from page 1)

Our squadron has completed 67 VSCs this year, well short of last year. We can get better numbers next year. Some of us still need a couple more to complete out qualifications for this year.

We have added 3 new members this summer, Luana Dembiec, Joel Berman and Craig Lake - WELCOME to all.

Ruth Durkin is working on a co-op charting event @ the Summerfest grounds during the Indian Summer Festival. This should be an excellent time. All the info is in her article in this newsletter.

Governing Board Meetings in San Antonio, TX., this year we will be represented by Mike Weidel, Kim Rutkowski and Thad Smyczek. Thank You for your dedication, time and effort.

D10 Fall Conference November 1-3, 2013 in Green Bay @ Rock Garden Conference Center/Comfort Suites 1951 Bond St, Green Bay, Wi. Again, more info elsewhere in this newsletter. Hope to see many of you there.

Thank You all for promoting and enjoying Boating Safety, Education and the camaraderie that is associated with it.

Have a happy and safe summer.

Cmdr. Chuck Kersey, AP





Boating Safety - Observe The Weather

On a perfect sunny morning you leave the shelter of your marina and head for the open water. Before you go listen to the latest Weather Service Forecast. Usually the computerized weather models are correct, but not always. Occasionally the professional forecaster misjudges the future rate of travel of the weather pattern, it could be faster or more slowly than anticipated. Even if the forecast is for sunny skies and fair wind, you may observe a thunderstorm approaching. The simplest plan would be to go back to shore early and seek the security of a marina. However, you may not have the time to reach a safe harbor. Thunderstorms can travel at speeds of over 50 mph and in the span of a few minutes, give way to hurricane force winds, torrential rain, hail and even waterspouts.

At the first signs of severe weather close all hatches and port holes, rig the jack lines, see that everyone wears his life jacket and adjust the safety harness. Do not allow anyone to go forward on deck without wearing a safety harness secured to the jack lines.

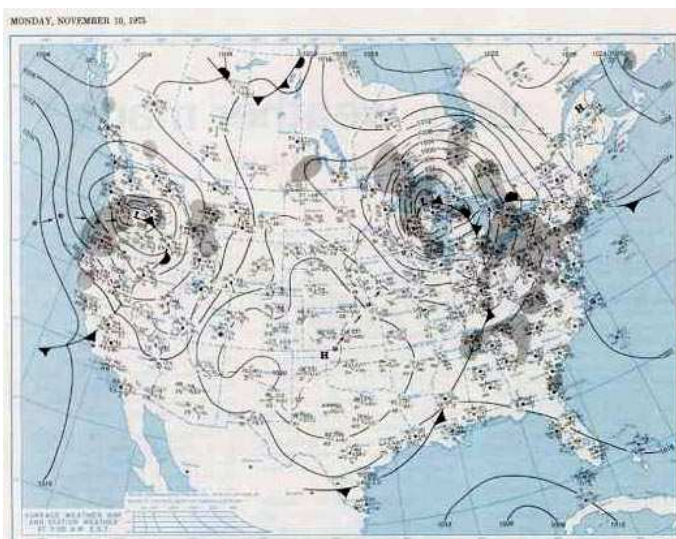
If you are in a sailboat, drop all your sails at the first sign of bad weather. Make sure the sails are well secured and no section is exposed to the wind. Ride downwind, possibly streaming a long heavy warp, a drogue or storm anchor. Make certain to keep your boat running as straight as possible before the wind and waves, be careful not to breach.

If you are in a power boat maintain headway with wind 15° off the windward bow.

Remember to listen to the weather report. Don't leave port in the face of a bad weather conditions forecast. Never underestimate bad weather!

Gisela Murray, SN

Safety Officer





Events- D10 Summer Rendezvous

Beautiful weather, good food, nice job, great cruise, you have fireworks like this almost every weekend? This is just a sample of the comments from the 63 people who attended the D10 rendezvous in Milwaukee on the weekend of July 11 - 13.

Friday night the group feasted on chicken in sauce, crab cakes, potatoes, rice, vegetables, and salad. Two new members of the Milwaukee Squadron (Joe and Luana Dembiec) were sworn in by D10 Commander Marie Coons. The group then boarded the River Pontoon Boat for a cruise on the Milwaukee River while enjoying desserts with wine, beer, and soft drinks. The cruise was narrated by our own Mike Wiedel.

Saturday the attendees had the opportunity to visit the Art Museum and have lunch, go on a self-guided tour of Discovery World, watch the judging at the Harley Davidson Museum, boat on the river, engulf themselves in the French culture at Bastille Days, or watch the Dragon Boat races in the Lagoon.

After dining at various restaurants in the evening, it was off to board the Vista King cruise boat for a late cruise on Lake Michigan and to experience the fireworks which lit up the sky at the South Shore Frolics.

The weekend concluded with many of the attendees enjoying another great view of Lake Michigan while having breakfast at South Shore Yacht Club.

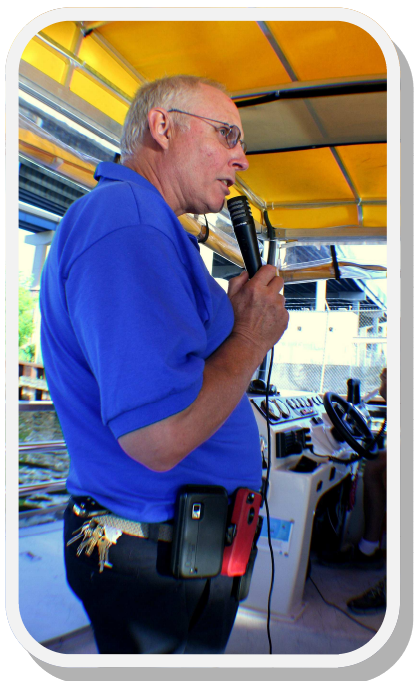
I would like to thank my entire rendezvous team. Jean Peterson for the forms, Cmdr Chuck Kersey for the Vista King Cruise, John and Maryann Goetzman for the lunch at the Art Museum, Joe and Luana Dembiec for the brochures and maps, Ruth Durkin, Mel Fabiszak, Sue Kersey, and Mike Wiedel for their help with the dinner at the Twisted Fisherman and Riverboat Cruise.

Rendezvous Chairperson

Kim Wiedel

L/R: Donna Mittelstaedt, Jennifer Cihak, Ken Shea

L/R: Donna, Doris Reisel, Luana Dembiec



**Mike Wiedel narrates
The Boat Tour**

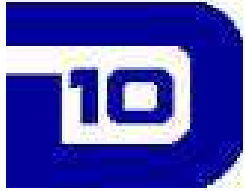


Mel & Chuck





D10 Summer Rendezvous



Vivian Perry & DEO Dale Perry
Ted Smyczek, Jeff Davis



Jeff & Suzanne Carmen
Carl & Heide Jensen



Carl Jensen



WHY IS THE STARBOARD LIGHT GREEN?

*Published by the Marketing/ PR Committee
United States Power Squadrons®
Contact Greg Scotten gscotten@comcast.net*

Hopefully, every boater knows that the port side running light is red and that the starboard side light is green. The standard of having the red light on the left and the green on the right comes in handy after dark when boaters can determine the movements of other vessels based on the visibility of these lights.

In addition, the green light also indicates which boat has the right of way over the other. Anyone that has ever participated in a sailboat regatta is familiar with the resounding calls of “Starboard” as the skippers declare that they have the “right of way” due to being on a starboard tack.



To understand how these terms evolved, one must delve deeply into the boating days of yore. Viking vessels were steered by a paddle or board inserted in the water called a “styra.” Most folks being right-handed, the steering board was always located on the right side of the ship and the term “styra” became associated with the right side. Norsemen later used the same term for a board steering larger vessels. The word styra evolved into today’s English term “starboard.”

Because the steering was located on the right side of the vessel, captains tied the left side to a dock to avoid damaging steering mechanisms. Thus, the left side became known, in English, as the port side, because beyond the dock was a port town.

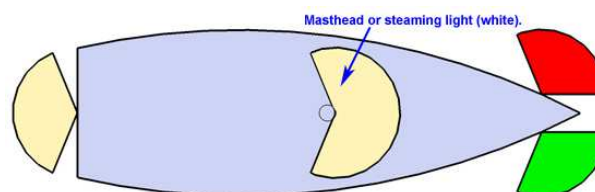
Now, about those lights ... The practice of assigning vessel priority in crossing situations grew from the fact that vessels often had items in the ship’s center that blocked the helmsman’s view. Because the boat’s steering was controlled from the right side, he could see vessels on the right; therefore vessels on that side were given a green light - both figuratively and actually. Those vessels could safely pass in front of the steering person’s vessel.

Conversely, the left side was assigned a red light – again, both figuratively and actually. This evolved from an understanding that helmsman’s view of the left side from his right side station, were often blocked from his view by deck hands, cargo, and sails. So, these “out of sight vessels” gave way to the helmsman’s vessel. Much of maritime traditions about the right of way are the same today, with the addition of colored lighting to assist in identification.

It’s always interesting to delve into maritime history to discover the traditional reasons behind our modern practices. These little tidbits of information can help us remember the red and green lighting conventions and which vessel is “stand on” and which is “give way” between approaching boats.

To learn more about those important “Rules of the Road”, seek information from the members of the United States Power Squadrons® who tell us: “Boating is fun... We’ll show you how”. Go to their website at www.USPS.org for courses and seminars in your area.

*Lt. Bill Hempel
Senior Feature Writer
Marketing/Public relations Committee
United States Power Squadrons®*





TOP FIVE EXCUSES NOT TO WEAR A LIFE JACKET

You can still have fun on the water while wearing a life jacket and boating responsibly. Here are the top 5 *excuses* not to wear a life jacket we hear from boaters.

1. "I have life jackets on board." Having life jackets on board the vessel is not enough. Accidents happen too fast to put on a stowed life jacket.
2. "I'm a strong swimmer." Even a strong swimmer needs to wear a life jacket. During an emergency, clothing can become heavy or waterlogged while in the water.
3. "It's too hot and doesn't look cool." Old-fashioned, bulky orange life jackets have been replaced with new styles, like inflatable life jackets that may resemble a pair of suspenders or a belt pack. These are much cooler in the warmer weather.
4. "It gets in the way." There are life jacket styles available for any recreational water activity – fishing, water sports, hunting, paddling and more. There are even styles for pets!
5. "Nothing is going to happen to me." Face it, accidents happen. Boating can be a fun, safe and enjoyable activity, but when the "Wear It!" message is ignored, the consequences can be grim.



Just ask Richard VanDermark, an experienced boater and a navigation officer in Orange County, New York, about the importance of life jacket wear. VanDermark recalls the day he went tubing with his family in 2011 when he slipped while helping his grandson onto the boat, hitting his head and falling into the water. Thanks to wearing his life jacket, his son-in-law quickly pulled him out of the water and performed CPR.



"There is no doubt in my mind that my life jacket saved my life. No matter how good a swimmer you are, you never know what will happen when you're boating," said VanDermark. "Always wear your life jacket."

Remember, whether you're an experienced or new boater, it is important to follow boating safety procedures and wear a life jacket each and every time you are on the water. There's never an excuse not to "Wear It!"

Follow us on Facebook and Twitter and help spread the word about life jacket safety.

Sincerely,

Virgil Chambers
Executive Director
National Safe Boating Council





Member Benefits Committee Invites You to Vacation in San Antonio

If you are attending the 2013 Governing Board Meeting in San Antonio, take a few extra days and make a vacation of it! Use our [Vacation Center](#) to rent a car and get a 20–25% discount. Visit the Natural Bridge Caverns, the state's largest underground formation, the San Antonio Botanical Garden, Brackenridge Park, or shop at more than 200 stores at the Prime Outlets San Marcos. Visit our [website](#) to learn more about our Vacation Center. — [Barbara Erickson](#)

Junior Navigation Course Update

Junior Navigation 12 course updates are available on the Junior Navigation website. They include changes in slides for the practice cruise, an errata sheet, and a recommended (but not required) meridian transit sight procedure to be added to the JN Sight Folder. — [Steve Abbott](#)

READ MORE <http://www.usps.org/national/eddept/jn/downloads.htm#updates>

'I'm bored,' 'I don't have anything to do'

Every parent has heard those phrases hundreds of times during the summer, but we have a great project to occupy children ages 6–14, who could even earn a cash prize: the Boarman Youth Poster Contest. This year's contest theme is "100 Years of Wearing It." Have the children visit the local library or search the Internet for the history of boating, and then have them each create a poster to submit to your squadron's contest. Rules, guidelines and forms can be found on the membership website. — [Sandy Krupa](#)

READ MORE http://www.usps.org/national/membership/memcom/awards_index.html

The Secret Is Out

Amazingly, many squadrons using this tried-and-true method are experiencing double-digit growth in membership. The secret? The "telephone calling tree." Only with this method can you get up-to-date information from your members and find their likes and dislikes when you call them for an event. Email generally doesn't talk back, and the telephone calling tree engages everyone. Try it, and find that this works. — [Louie Ojeda](#)

How Your Squadron Can Reap Benefits From Online Students

With BoatU.S. beginning its marketing effort and the special introductory price of \$40 (with a discount for members), boaters not familiar with USPS are beginning to take the online Partner in Command seminar. Your squadron can reach out to these students. When you get notification of students in your area, contact them and encourage them to take part in your squadron activities, both social and educational. Remind them that they will get discounts on all classes if they join USPS. If you teach Partner in Command in your squadron, invite online students to join the associated on-the-water training you provide. Remember, online courses increase USPS visibility among boaters. Take advantage of this visibility to grow your squadron. — [Eileen Rickard](#)

READ MORE <http://www.usps.org/national/eddept/>

Navigation OTW Teaching Aid Guide

A downloadable [on-the-water teaching aid guide](#) has been posted to the Navigation website. — [Steve Abbott](#)

READ MORE <http://www.usps.org/national/eddept/n/downloads.htm>



Excerpted from the "USPS Blast", an informational Newsletter distributed monthly by USPS to Editors and Webmasters





New Members

Joel Berman, new member of the Milwaukee Sail and Power Squadron. Joel is also a member of the Coast Guard Auxiliary. Joel served as Commander of his flotilla and holds various positions in the division, district, and national levels of the Auxiliary. As commander he worked with Commander Kim Rutkowski of the Milwaukee Power Squadron to establish a joint booth at the Milwaukee Boat Show. The joint booth was successful giving both organizations more exposure and improving relations between the two organizations. The Milwaukee Power Squadron and the Coast Guard Auxiliary continue to enjoy a joint booth at the Milwaukee Boat Show.

This spring the Milwaukee Power Squadron and the Coast Guard Auxiliary did a combined safety day and VSC's at McKinley Marina. Joel coordinated the event with the two organizations.



Joe and Luana Dembiec are new members of the Milwaukee Sail and Power Squadron. Joe is also a member of the Wisconsin Scale Boating Association and is the VP of the association. Joe joined the executive board in March and was on the Rendezvous committee. Joe retired from Coast Guard active duty having served at Coast Guard Station Milwaukee.

Craig Lake, new member of the Milwaukee Sail and Power Squadron. Craig is also a member of Coast Guard Auxiliary and served as commander of his flotilla. He was also district member training officer for the auxiliary and does patrols on the water for the auxiliary. Craig coordinates the flare shoot and fire demo at South Shore Yacht Club which the Milwaukee Power Squadron also participates in.



SEPTEMBER

Mel Fabiszak

Ray Hernday

Chuck Kersey

Craig Lake

Kathy Robbins

OCTOBER

Mike Beckmann

Bridget Eland

George Mitchell

Bonnie Roberts

NOVEMBER

Richard Hobbs

Mark Humphrey

David Pleskatchek



Co-op Charting at Indian Summer Festival

Friday, September 6 - 6:15 p.m.

Join us in the search for some elusive geodetic markers at Indian Summer by beautiful Lake Michigan. For those who haven't been there, Indian Summer is one of the most beautiful festivals. See the gorgeous Indian regalia worn at the Pow-Wow dance competition, from Tiny Tots to Elders. The arts and crafts are spectacular. Amazing artists from all over the country participate. Art is available for sale and crafts are demonstrated. There is a huge variety of music, from tranquil fluting to the singing and drumming at the Pow-Wow. Brul'e is back this year and they put on quite a performance. Indian storytellers and villages help us know more about the history. It's easy to picture how things were before people from other countries settled the area. Look at Indian Summer website for more information at indiansummer.org. The site shows Pow-Wow etiquette and also there is a map of the grounds at the Education Day site. Indian Fry Bread and other food are available. This event has a lot of Kodak moments.



Admission: With the donation of school supplies, admission is free between 4-6 p.m. Admission is free to the disabled and a caretaker. Otherwise, \$13.00 general admission price, \$10.00 for Elders (60+) or. The free admission with the donation of school supplies is **only available at the Mid-Gate or Main Gate at the east end of Chicago Av. (Chicago Av. & Harbor Dr.)** It's best not to cut the entrance to Indian Summer too close to the cut off time, because it can get very busy. Come earlier so you have time to see all there is to see. See their website for locations for advance ticket sales for other times or dates.

Meet: 6:15 p.m. We will meet near the Miller Lite Oasis Stage. There are three beer tents at the back of the area facing the Miller Lite Oasis stage. Meet at the center beer tent area at **6:15 p.m.** Beer purchase isn't required, this is just a meeting place that happens to have some shade if it's hot out. We'll search for the geodetic marks and then people can decide if they want to dine or share a drink together or go on their own or together to see or hear what they wish.

Parking and Transportation:

Parking is available on streets and paid parking lots.

Shuttle Bus Service is available on Wisconsin Avenue between 6th Street and Jackson St. at bus stops that have the Summerfest Smiley Face logo. Cost is \$3.00 adults and \$1.50 for Seniors (65+) round trip. The exact fare is normally required. At many festivals, this drops people off at the Mid or Main Gate. The shuttle usually runs every 15 minutes for most festivals, but check closer to the event to confirm. Sometimes, if people don't see the shuttle soon, they hike down to the grounds and ride the bus back. Bus Info. 344-6711.

What Is a Geodetic Marker (Mark) and Why Hunt for Them? NOAA's National Geodetic Survey (NGS) and its previous agencies have set permanent survey marks throughout the U.S. Each mark has an exact horizontal and vertical position defined by latitude, longitude, and height coordinates in relation to the earth. Some haven't been seen or documented in a long time, so you'll be discovering long neglected objects of history.

Indian Summer only covers about 1/2-2/3 of the festival grounds, so we don't know if we'll have access to all the geodetic markers.

RSVP: Call Ruth Durkin at (414) 313-7252 so we know if you we should expect to see you there. Please call to cancel if your plans to join us change.





Reminder !!

The members' meeting, third Tuesday of the month, for September 17, October 15th, and November 19th will be at a new location. That location is the Tanner Paull VFW post in West Allis. The address is 6922 W. Orchard Street (70th street one block south of Greenfield Ave.) There is parking on the east side of the building, street parking or the Pick 'N Save lot east of the building.

Cocktails: 6:00 PM

Dinner: 7:00 PM

Presentation: 7:45 PM

Cost: \$20.00



The menu for **September** will be ribs, baked and deep fried cod, red potatoes, coleslaw, veggies, rolls, and dessert.

The menu for **October** is a 3 chicken combo – slow roasted, fried, and barbequed, potatoes, salad, veggies, rolls, and dessert.

Dinners are served FamilyStyle

Program for September and October Member's Meeting

Guest Speaker for September: **Bob Wakeman** Aquatic Invasive Species Coordinator for DNR – Topic: "Aquatic Invasive Species – Behavior is Everything"

Guest Speaker for October: **James Lubner, Ph. D.** will be making a presentation about water quality in the Great Lakes.

Parking is available on the east side of the Building, on the street or in the Pick'n Save lot east of the Building.





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

Membership Director, Ted Smyczek
12600 W. Crawford Ave
New Berlin, WI 53151-5422
262-786-2599
tmsmyczek@netzero.net

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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.

