



DECK WATCH

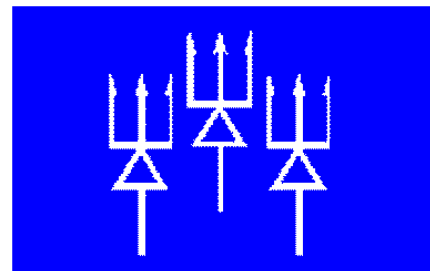


A Quarterly Publication Of The  Milwaukee Sail And Power Squadron

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



District Commander’s Comments



At the start of a new Watch Year, we ought to establish some objectives. Here are mine: Objective No 1: To have FUN, Objective No. 2: To have FUN, Objective No. 3: To have FUN

Are we getting the picture?

How can we in the Milwaukee Sail & Power Squadron expect to attract new members if we are not having FUN? Having fun MUST NOT stop at our SOCIAL EVENTS! . We should be having FUN when doing vessel safety checks . When working at Boat Shows . When doing some Co-op Charting work . When performing Civic Service works.

My favorite examples of some civil service projects:

Hiawatha Valley Sail & Power Squadron puts on an annual “Shrimp Boil” Fund Raiser. With the proceeds one year, they made a \$1000 contribution toward the purchase of a “rescue boat” for the local Volunteer Fire Department.

Minnetonka Power Squadron has been hosting a “Hope Kid’s family picnic” at their Island. The “Hope Kids” are kids with terminal illnesses.

Don Arneson, a member of the St. Paul Sail & Power SSquadron came up with “A Fun Day on the Water for Wounded Warriors and their families.”

I sure would have a lot of fun participating in one of these projects; wouldn’t you? How about the sense of pride we would get knowing that we are giving something back to the community! I think projects like this would not only get some of our less active members to be more active; they would attract the attention of boaters who are not yet members of USPS.

As you can understand, planning such projects doesn’t happen overnight. I tried contacting the Wounded Warrior Project since last July and we still haven’t been able to connect – but we’ll keep trying. I was at South Shore Yacht Club talking about this project with Mike Wiedel. That got the attention of some fellow club members. They thought a number of SSYC members would help with a Wounded Warriors Event. Might those folks be future members of USPS?

I’m betting we can come up with other projects of our own! Think about it! Most of the things we do: parades, boat shows, America’s Boating Course classes and the like are short-lived and easily forgotten by the general public. What can we do to put our Squadron’s name in the public’s eye 365 days a year? How about a project like “Adopt a Highway”? “Free” advertising! Maybe it will get some less active Squadron Members interested in a project which gives a sense of

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District Commander's Comments

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Civic Service. Might that get a commuter, or 2, or even more, interested enough to "GOOGLE" our MS&PS and get to our website? Is it worth a try?



In the area of Education: "You can lead a horse to water but you can't make it drink!" Isn't that true, given lack of appreciation for the tremendous educational opportunities available from USPS?

District 10 is implementing teaching USPS Courses and USPS University Seminars remotely in webinars. Several courses have already been taught in GoToMeeting webinars. More are coming – we have to get the advertising to the District 10 website in a timely manner.

We should be having fun when attending USPS Seminars We should be having fun when attending USPS Courses We should be having fun when teaching USPS Courses

So let's go back to our objectives: Let's have FUN;
THAT should generate EXCITEMENT.
THAT EXCITEMENT CAN BE CONTAGEOUS.
IT'S UP TO US!

Thank you,
Ted Smyczek District 10 Commander for the 2015 – 2016 Watch Year

District 10 was privileged to be visited by the Chief Commander Robert Baldridge's Representative V/C Bob Miller, SN, the USPS National Treasurer. Tradition has it that Districts will make a gift as a courtesy to the C/C's Representative. When assigned, each C/C's Rep. visits squadrons in several parts of the USA.

Gift for the Chief Commander's Representative to our 2015 Spring Conference:

White baby rice popcorn from the Elegant Farmer in Muskego Pure maple syrup Wisconsin Natural Acres honey Berres Brothers Coffee (4 assorted flavors) A Wisconsin hardwood cutting board Usingers beef summer sausage Old Wisconsin beef garlic sausage Wisconsin's Finest mild cheddar cheese wheel Brennan's Cellars Wisconsin Gouda Satori Parmesan Cheese 2 Mini Cow Pies Cheesehead Rear View Mirror Decoration



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*Please send questions, comments, Roster information, updates/changes, photos, news etc. to:
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*P/C Carl Pluckhan SN
Editor*



“Come for the Boating Education...Stay for the Friends.”



Educational Department

September Educational Mike Wiedel, JN – IN MSPS Educational Officer

The MSPS started the educational year with a series of seminars at South Shore Yacht Club. The seminars included VHF and Marine Radio, Marine RADAR, Using Your GPS, Mastering the Rules of the Road, and Emergencies On Board. All were well attended by both members and non members alike. Thanks to Ron Kraase and Chuck Kersey who provided their talent and expertise to these seminars. Being successful MSPS will offer a similar series again in Late January and Early February of 2106.

The Public Boating Course was offered in January at the Milwaukee Boat Show and again in May at Franklin High School. Students who graduated from both classes commented on the quality of the material and were amazed at the amount of information a skipper needs to be aware of when piloting a vessel.

Our Celestial Navigation course continues with students spending the summer taking sights and working on converting this data to information that can be plotted on a chart. The new Celestial Navigation Courses incorporate computer technology to assist with the calculations and plotting tasks. IF you have taken JN or N before you may want to return to class and discover the wonders of these new computer tools.

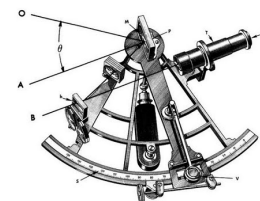
Many of the USPS courses have been completely rewritten and realigned. Check out the USPS Education site at <http://www.usps.org/index.html/index.php/courses-another-version> for information on the new offerings.

There is a new Electronic Navigation Course just released by our National Organization. This new course includes such topics as Electronic charting software for the desktop computer, Tablet and smartphone apps that provide the electronic navigation function at the helm, hands-on exercises on a PC that simulates GPS functions, using charting software and a chart plotter emulator, and an overview of the Automatic Identification System (AIS). Look for this course to be offered during the fall and winter boating hiatus.

Other offerings I am planning on MSPS to offer are Engine Maintenance, and the Cruising and Cruise Planning courses. Even though the syllabus of each of these courses shows a number of individual two hour sessions each, I believe, following the success we have had with the One Day America's Boating Course class, these offerings can be completed in two 8 hour sessions over the course of one or two weekends. Look for dates, and location on our MSPS web page or in the monthly MSPS email Updater.

Best wishes for a continued safe boating season, and we will see you in class!!

Mike





Boating Safety - Avoid Collisions

We all know the rules of the road and should be able to follow them. But there are exceptions to these rules when we must use common sense.

When approaching a recreational fishing boat which should give way to a sailboat under sail, do not pass too close astern. You do not want to snag a lure on your keel.

When meeting a fleet of boats or boats which are racing, even if the rules say you have the right of way, do not sail into the fleet.

All commercial deck officer's license examinations begin with a set of questions designed to test their knowledge of these rules. Therefore we can be sure the commercial seamen are well aware of all the necessary rules. Recreational boaters may not be as aware of the rules.

When you meet a tugboat or any larger commercial vessel an experienced captain will be on board. We recreational boaters often forget that most of these larger boats are not easy to operate and any maneuver takes time. They cannot immediately respond to a dangerous situation, it is often impossible to make way for us no matter who has the right of way.

Whenever visibility is restricted by darkness, bad weather or fog, post a dedicated watch, proceed slowly, listen for engine noise, bells and whistles, indicating other boats or buoys.

Avoid collisions not only with moving objects but also with fixed objects, such as docks, buoys or bridges.

Always maintain a proper lookout. The lookout is usually the helmsman himself. The crew should not be crowding on the foredeck or sitting along the cabin in front of the helm.

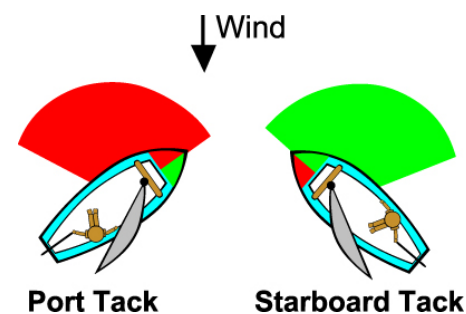
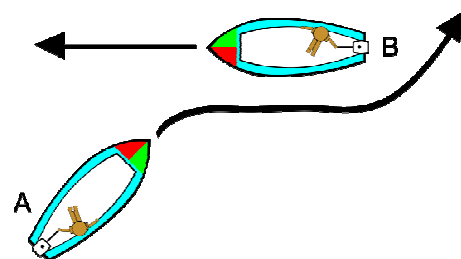
Do all boaters follow the rules of the road? Of course not!

You must make exceptions to the rules when meeting a boater who does not know the rules and does not know how to handle a dangerous situation. Many boaters in our waters never heard of the "Rules of the Road". They will not act responsibly. It takes an experienced boater to avoid accidents. In such cases it might not be best for you to insist on your right-of-way. Be especially careful on our crowded lakes.

Enjoy your time on the water. Better be safe than right!

Gisela Murray, SN

Safety Officer





MSPS Member Third in 2015 Clipper Cup

Fran Pauls, captaining his 31' Pearson Sailboat Aquitas, took third place in his division in the August 7, 2015 Clipper Cup Race. Fran, along with fellow Milwaukee Sail and Power Squadron member Doug Huskie (crew) was seventh overall in The Clipper Cup Race that goes from Muskegon, MI to Port Washington WI. The annual Clipper Cup race is administered jointly by Muskegon Yacht Club in Muskegon, Michigan and Port Washington Yacht Club in Port Washington, Wisconsin. The start is off of the Muskegon, Michigan pierheads on Lake Michigan's east side with the finish in Port Washington, Wisconsin on the lake's west side for a distance of 68.4 miles.



The Clipper Cup originated when Jack C. Rillema of Whitehall, MI began having discussions with other sailors on both shores of Lake Michigan relative to the scoring and handicap systems used for the Queen's Cup Yacht Race. With the help of Bert Smith in Port Washington, WI, Jack and he established what is now known as the Clipper Cup with the resolve to run a race that was not only FUN but also was clearly scored using the PHRF system. The race was to run between Port Washington, WI and Muskegon, MI.

In June 1987 the inaugural Clipper Cup race was held. It ran 68.7 miles originating in Port Washington, WI and ending in Muskegon, MI. Nearly 90 boats entered the first race. However, concerns began arising with respect to the Clipper Cup and Queen's Cup being held so close in proximity to one another. Also there were not a lot of shore side activities within walking distance of the Muskegon Yacht Club as well as dockage being limited. The organizers changed the course of the race to initiate the start from Muskegon and end at Port Washington. It became almost the return trip home to WI for many after running the Queen's Cup.

The Clipper Cup is a fantastic event boasting a lot of fun and camaraderie. Both host clubs offer warm welcomes with your enjoyment being top priority.

Congratulations to Fran and Doug!

Ready, Set, Wear It!

New Life Jacket World Record Set 5-21-2016

10,917 boaters around the globe shattered records for the most life jackets worn on the same day during the sixth annual Ready, Set, Wear It! Life Jacket World Record Day!

Participants - 10,917

Inflatable Life Jackets - 1,927

Inherently Buoyant Life Jackets - 8,990

Dogs in Life Jackets - 65

Total Number of Events - 257





The Great Geodetic Marker Hunt



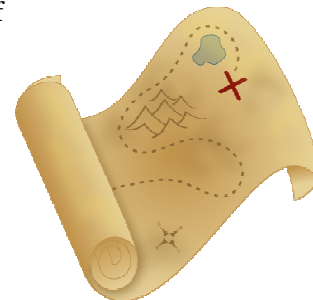
If You Missed the Boat...or at least the Great Geodetic Marker Hunt, Here's the Scuttlebutt.

On June 13 at 10:00 a.m. five intrepid adventurers met at O'Lydia's on First Street to begin the Geodetic Marker Hunt. The rain stopped and the fog lifted somewhat shortly before the hunt began. With Kim Rutkowski at the helm of her vehicle; the search shifted south because of the parking and traffic complications in the Third Ward and SummerFest grounds. Commander Chuck Kersey provided the printed directions for finding the geodetic markers. Ted Smyczek, John Goetzman, and Ruth Durkin rounded out the motley crew. Other Squadron members had hoped to join us, but were unable to, due to health or work issues.

The first search was at the base of the S. Memorial/I-794 ramp support near Jones Island. It was an easy find and the only excitement was when a bird decided to dive bomb Ruth Durkin twice after she passed under one of the ramp bridges.

The group moved the search to the lawn of the Port of Milwaukee Office Building, where squadron members discovered a survey marker that was a type that many members hadn't seen before. It had a cover with hinges and was set down into the ground and was marked with a survey marker.

Next the group had their most physically demanding challenging search in getting to the top of the railroad bridge over Oklahoma Avenue. Going up the overgrown trail was tricky. It wasn't easy finding firm foothold on the muddy turf or good handhold on a sturdy tree or limb. The geodetic marker was found easily once on top of the bridge. The real challenge was going downhill on the slippery slope. Scenes from the movie "Jewel of the Nile" flashed through the mind of this writer, as members of the group took up the challenge. Some opted to go down the hill backward, so that it was easier to hold onto branches and trees and find footing. Perhaps there was an easier way to get to this marker, but we were new to the turf.



Next, it was on to the nearest McDonalds to quench thirsts, get ice cream cones, etc. While we congregated by the car; members of Milwaukee's finest arrived in two squad cars. They quietly and gently removed an unruly visitor from the premises. After the police officers were gone, Kim was provided a little more space for navigating the narrow driveway.

On we went to the water tower that was located on 13th St. south of Howard Av. The mark is atop the tower. We also got to read a historical plaque about the Town of Lake.

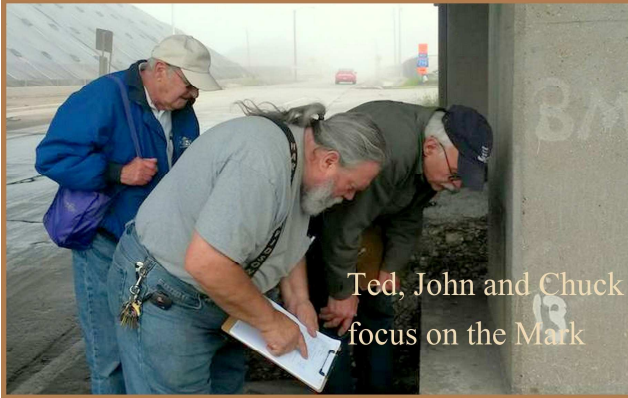
Our final search was conducted on the grounds and surrounding area near the Box Car Inn. We opted not to search the yards nearby because of the barking dogs. After a lengthy and thorough search, we concluded the hunt. We returned to O'Lydia's, where Mike Weidel was able to join us for lunch and to hear of our adventures. The menu had a great variety of food and beverage selections. Thank you Chuck for looking up the markers and printing them.

Ruth Durkin, Executive Officer

(See Pictures next page)



Pictures from the "Great Geodetic Marker Hunt"



Ted, John and Chuck focus on the Mark



Ted cleans a Mark



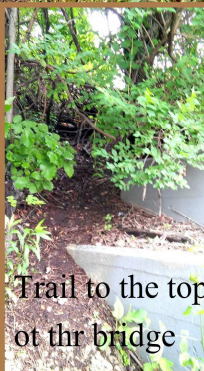
Geodetic-Control Mark



Searching near the 'Box Car Inn'



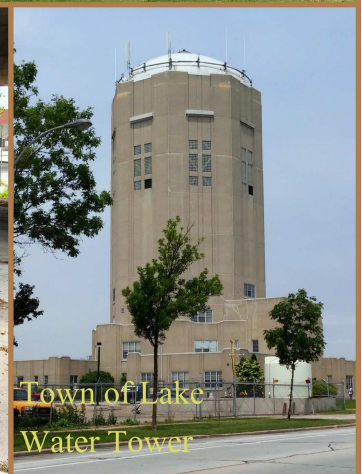
EXO Ruth Durkin



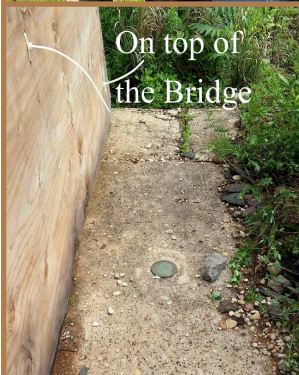
Trail to the top of the bridge



Discussing our next move



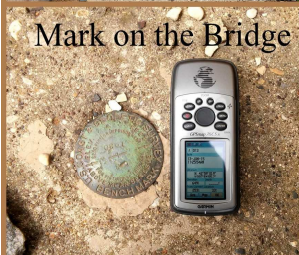
Town of Lake Water Tower



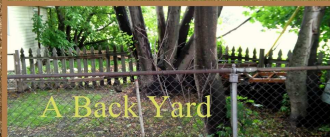
On top of the Bridge



Cmdr Chuck Kersy



Mark on the Bridge

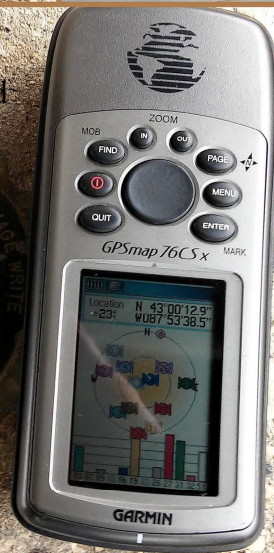


A Back Yard



Our trusty GPS and the 1st mark found

FOR INFORMATION OR TO REPORT DAMAGE
VERTICAL CONTROL MARK
N134
1972
THE DIRECTOR
NATIONAL GEODETIC SURVEY
WASHINGTON, D.C.





Celestial Tools V 4.9.2 Now Available

To get the latest version, visit <http://www.usps.org/national/eddept/n/tools.htm>. V4.9.2 corrects a minor bug. **Email:** [Stan Klein](mailto:Stan.Klein@usps.gov)

It's Never Too Hot for Coffee!

Have you met one of our newest partners? SOLUDE Coffee participated at the 2015 Annual Meeting expo in Jacksonville, Florida. SOLUDE is roasted in small batches using a unique hot air roasting process giving it a "distinctive rich, smooth taste and aroma, with no bitter after taste." Visit our [website](http://www.solude.com) to learn more about SOLUDE. USPS is also a registered member of the "Coffee for Causes" program. See how USPS can receive 20% when you purchase your coffee through this program! **Email:** [Barbara Erickson](mailto:Barbara.Erickson@usps.gov)

NOAA Meteorologist to Give Storm Webinar

Jared Guyer, a recognized expert on thunderstorm and severe weather forecasting, will be the principal presenter at a USPS webinar on 22 Sept. at 2000 EDT. As a frontline meteorologist at the National Weather Service's Storm Prediction Center, he will introduce webinar participants to key tools used in storm forecasting. Save the date and stay tuned for registration information on this Internet offering. **Email:** [Robert F. Anderson](mailto:Robert.F.Anderson@usps.gov)

New Marketing Materials for Squadrons

A new USPS trifold brochure and PowerPoint presentation are now available from the National Marketing Committee for squadron, district, and committee use. Located on the [MARCOM home page](http://www.usps.gov/marcom), these tools can be personalized with squadron name, burgee and more. The PowerPoint presentation may be used at the beginning of any public encounter such as teaching America's Boating Course or the seminars. The trifold brochure is designed for easy reading and has a space on the back panel for squadron information. It can be used at any event where you meet with the public, such as boat shows, vessel safety checks and merchant displays. **Email:** [Mary Paige Abbott](mailto:Mary.Paige.Abbott@usps.gov)

AED Raffle Winner

After a random drawing by Safety Committee Chairman Mike Wiedel and National Executive Officer Louie Ojeda, the winner of the HeartSine AED was the Rockville Sail & Power Squadron. If you want to purchase your own HeartSine AED, they are available to us at a discounted price. Contact me at 301-767-5905 for information on any AED, or go to our webpage for information on the HeartSine AED. **Email:** [Alan Karpas](mailto:Alan.Karpas@usps.gov)

Read more: <http://www.usps.org/national/safety/cpr-1staid+.html>

What's in Your Boating Library?

Whether you are an experienced or novice boater, GPS for Mariners should be in your library to help you understand what it can do for you and how to use it. Now in full color and available through our McGraw-Hill Online Store benefit! Visit our [Member Benefits website](http://www.usps.gov/memberbenefits). **Email:** [Barbara Erickson](mailto:Barbara.Erickson@usps.gov)



Excerpted from the

"USPS Blast"

an informational Newsletter distributed monthly by USPS





WHAT IS A SMALL CRAFT WARNING?

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

It may surprise you to know that small craft warnings have nothing to do with the size of your boat. It is simply a description of weather conditions in coastal and near-shore waters that may result in high winds and severe sea/wave conditions for a sustained period of time. It may further surprise you to know that the conditions calling for a small craft warning are not universal, but are different for six separate geographical areas.

In northern areas these warnings may be issued on a totally calm day as an advisory of sea or lake ice. I live in the Southern Region where a small craft advisory is defined as “sustained winds of 20 to 30 knots, and or forecast seas seven feet or greater that are expected to sustain for more than two hours”.

When a boater hears a TV or NOAA broadcast with this warning, he should immediately tune to NOAA or an internet site, to obtain additional data on the impending conditions. Since there is no legal definition of a “small craft”, it is up to the Captain to decide on the degree of hazard that exists and take into consideration his experience and the type and size of his boat.

When these warnings occur, it is a good idea to stay off the water. Not only do wind and wave conditions present a potential danger, they are also a factor that could turn a simple situation on a calm day into something dangerous. Engine problems, loss of power steering, out of gas, medical emergencies and many other every day issues become much more serious when one is battling 25 knot winds and three foot waves on local waters, or seven foot waves off shore.

Further, in the presence of fronts, more severe weather conditions may ratchet up rather quickly. So you need to be alert and listen to all advisories and be ready to take precautionary action. Check the weather forecast before leaving shore, always monitor NOAA, and keep your eyes on the skies when out on the water.

Remember that it is always best to err on the safe side. So when small craft warnings are issued, do not over-estimate your skills as a captain or your boat’s ability to ride out a storm. It is amazing how small your boat seems when there is bad weather on the horizon.

Learn more about weather and warnings, as well as how to deal with adverse conditions by taking the United States Power Squadrons’® America’s Boating Course, 3rd Edition, its Weather Course or one of the two excellent three hour seminars on the subject.

Check the local Power Squadrons for upcoming seminars and class schedules at www.usps.org or (888) 367-8777.

As Power Squadron members remind us: “Come For The Boating Education ... Stay For The Friends”

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

Flags: What they mean

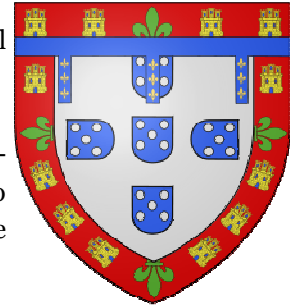
	Small-craft advisory Winds: 18-33 knots 28-38 mph
	Gale warning Winds: 34-47 knots 39-54 mph
	Storm warning Winds: 48-63 knots 55-73 mph
	Hurricane warning Winds: 64+ knots 74+ mph



Prince Henry Showed Us the Way

Prince Henry (1394 – 1460) was the third son of King John of Good Memory of Portugal.

The king named him Governor of the Algarve, the southern part of Portugal, whose capital was the seaport of Lagos.



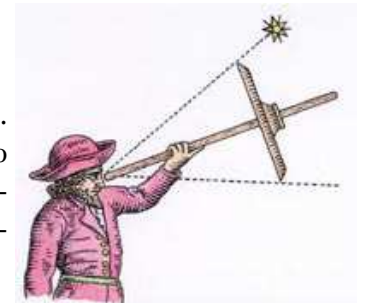
Young Prince Henry was very much interested in the study of mathematics and astronomy. Perhaps the sacred promontory known as Sagres at the southwestern corner of Portugal, where two oceans meet at what is known as the Western Sea, symbolized to him the great mysteries to be explored.

At Sagres, Prince Henry founded the Villa do Infante, a small town with only a few houses, an observatory, a chapel, and his residence. It was in this setting that Prince Henry gathered the many mapmakers, navigators, mathematicians, astronomers, and shipbuilders who would help shape the way we navigate today. He obtained the Nautical Chart of 1424, a map of the world showing several islands which amazingly resembled Cuba, Jamaica, one of the Bahamas, and at least the southern part of Florida.

In addition to knowing the maps and scholars of the day, Prince Henry knew of the legends as well. He had heard the stories of the Vikings exploring Thule and Greenland. He knew of the mysterious land discovered by Eric the Red and his son Leif Ericson. This “Wine Land” was far to the west, a warm country south of Greenland where fruit grew in profusion. This land was said to be inhabited by savage people.

Searching for a Better Way

At the time, European countries were trading with India and Persia for many luxury goods. Obtaining these goods often proved difficult. The Turks had closed the Western Gateway to the Orient, which ran through the Mediterranean. Prince Henry and the scientists concluded that a westward route to India was far too long; a much shorter way could be found eastward and south around Africa by way of the Indian Ocean.



With this goal in mind, Prince Henry founded the School of Navigation. Sending ships into the Western Sea or exploring, mapping and conquering the vast land bulge of the continent of Africa would only prove beneficial if those ships could return to port. As such, navigation became the key factor in discovering new lands. Recognizing the importance of more accurate navigation, Prince Henry and his experts developed and improved the science behind our modern day navigation techniques enabling the seamen to explore the ocean and finding new continents.

The impetus Prince Henry gave to navigation continued for more than 50 years after his death, and resulted in the circumnavigation of Africa and the opening of new trade to the East. After his death, Prince Henry became known as Prince Henry the Navigator, the man who set the Age of Exploration in motion.





A Journey to Where it all Began

In the 1960s, more than four centuries after Prince Henry founded the School of Navigation, members of the United States Power squadrons made a pilgrimage to Sagres to visit Prince Henry’s School of Navigation. The journey included meetings with the members of the Portuguese Navy. The visit was so successful that Portuguese officials presented the USPS chief commander with a replica of the statue of Prince Henry in Lagos.

Upon returning home, a copy of the statue was made for each District. These statues are presented each year to the squadron that best promoted the study of navigation during the past year. The method of determining the squadron most qualified was left to the discretion of each district.

This year the Hiawatha Valley Squadron is the proud recipient of this honor.

In 1987 members of the United States Power Squadrons made a second pilgrimage to Portugal to honor the memory of Prince Henry. The USPS entourage was received by members of the Portuguese Navy, the Mayor of Lisbon, and the President of Portugal. The hosts taught the visitors many aspects of sailing the oceans, how sailing vessels were able to use the prevailing winds to return home.

The visit at Sagres to the School of Navigation included a ceremony with the Portuguese Navy during which a plaque was placed at the school, with the inscription:





D10 Summer Rendezvous

The D10 Summer Rendezvous was held in Madison the weekend of July 17-19. Despite the warm temperatures and thunderstorms, the Madison Sail and Power Squadron pulled off a great event. In attendance from Milwaukee were: Ruth Durkin, Ted Smyczek, Mary Ann and John Goetzman, Mary and Jim Goodnetter, Mel Fabiszak, Mike and Kim Wiedel.

We all gathered at the Country Inn and Suites Friday afternoon for registration and to catch up on what everyone in the district had been doing since we last were together at the Spring Conference. We then boarded a shuttle bus for a quick trip to the dock of the Betty Lou Cruise dinner boat. Drinks, dinner and a great scenic cruise followed. The ship's captain pointed out points of interest as we cruised.



Bourbon Street Grill

Saturday morning dawned with rain, but by the time the 9:00 shuttle was ready to leave the skies were sunny and blue. We toured the Saturday Farmer's Market on the Capital Square with Jim and Julie Pahl-Washa and then enjoyed Maxwell Street Days which was happening on the streets around the Capital. Before shuttling back to the hotel, we were giving a great narrative tour of downtown Madison.

The kayaking and canoeing adventure with Dick and Cindy was delayed due to rain. The adventure started about 2 hours later than planned. Ruth and Ted were among the participants in the adventure. They did manage to get in the whole trip arriving back at the hotel by 5:00 with just enough time to clean up and make the shuttle for dinner at Bourbon Street Grille. A delicious family style dinner was served; while we enjoyed a great view of the Yahara River. We were entertained by a parade of boats on the Yahara River as it was a No Wake Zone going by the restaurant.

Both nights found Milwaukee Power Squadron members along with others from D10 in the hotel lobby regaling in stories of boating adventures and good times on the water. A wonderful weekend was had by all.

Kim Rutkowski

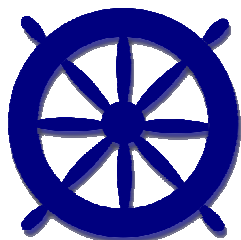


Scenes from the Kayaking and Canoeing Adventure





Upcoming Member's Meetings



*October members meeting October 13th. Movie Night at the North Point Pavilion (next to Milwaukee Yacht Club)
Movie: Deep Sea Challenge - burgers and brats.*

About the movie - On March 26, 2012, James Cameron made a record-breaking solo dive to Earth's lowest point, successfully piloting a submarine nearly seven miles deep to the bottom of the Mariana Trench in the Pacific Ocean.



SEPTEMBER

Mel Fabiszak

Craig Lake

Kathy Robbins

Cuck Kersey

OCTOBER

Mike Beckmann

George Mitchell

Bridget Eland

NOVEMBER

Richard Hobbs

David Pleskatchek

Mark Humphrey

Trevor Kubatzke



Fall 2015 D-10 Conference: 11/6-11/8



Hosted by the Minnetonka Power Squadron

Features of the conference include:

- Your room rental includes a free breakfast in the morning & hospitality hour in the afternoon
- Hotel shuttle to the infamous Mall of America—or drive yourself 5 miles!
- “D-10 Has Talent” Friday night dinner, with a late night event to Cowboy Jacks for bull riding!
- Saturday afternoon lunch with a surprise speaker—you don’t want to miss!
- Fabulous seminars all weekend!
- Fantastic silent auction items to bid on!
- Great meetings all weekend!

Seminar topics proposed:

- | | |
|------------------------------|--|
| • DB2000 & USPS web site | • Operations Training |
| • CPR/AED | • Commander, ExO, Secretary, Treasurer meetings Saturday morning |
| • Instructor Recertification | • Electric shock drowning |
| • Branding Conformance | |



MINNETONKA POWER SQUADRON
A UNIT OF THE UNITED STATES POWER SQUADRON
SAIL and POWER BOATING

Hosted at:



2800 American Blvd W
Bloomington, MN 55431
952-884-4811.

More information?

Karen Christenson
#612-280-9951
kccookin@comcast.net



Kidde announces Product recall

Kidde Fire Extinguisher Company has determined that there may be a quality issue with the black plastic zytel nylon valve on the extinguishers listed below. (see details)



Product Safety Notice
Certain black plastic Zytel® nylon valve disposable fire extinguishers.

Not Affected:

- Professional Kidde and Badger Advantage models
- Fire Extinguishers Purchased Prior to August 2013 or After November 2014

Recall Summary

Name of Product: Items affected are Kidde brand, black plastic Zytel® nylon valve disposable extinguishers both ABC and BC rated models manufactured between July 23, 2013 and October 15, 2014 and sold between August 2013 and November 2014. The affected fire extinguishers are white or red in color and are either ABC or BC-rated. The Kidde logo and serial number are located on the nameplate. The date code is an ink jet 10-digit number stamped on the side of the cylinder near the bottom. Digits 5-9 of this number convey the day and year of manufacture. Affected units will have the following five digits in a date code:

2013: XXXX20413X through XXXX36513X

2014: XXXX00114X through XXXX28814X

The models are as follows:

46-0066	FC5	KFH
46-0092	FH/ RESSP	M10G
AUTO FX11	FS10	M10GM
AUTO FX511	FS110	M110
BC5GD	FS5	M110G
E10	FULL HOME 110	M110GM
E10H	FX10	M5
E110	FX10BC	M5C
E5	FX10K	M5G
ELITE 10	FX210	M5GM
ELITE 10 HOME	FX210R	MARINER 10
FA10G	FX210W	MARINER 110
FA10T	FX340GW	MARINER 5
FA110	FX340SC	MARINER 5 G
FA110G	FX340SCGW	MG10GM
FA5	FX511	RESSP
FA5B	FX511	XL 5MR
FC10	H110G	FA5G
FC110	H5G	

Hazard: Kidde has identified a quality issue with black plastic Zytel® nylon valve.



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



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.

