



# DECK WATCH

**Official Newsletter of the Milwaukee Sail and Power Squadron**  
A Unit of District 10, United States Power Squadrons (USPS) ~ America's Boating Club ~

USPS Mission is to promote recreational boating safety through education and civic activities while providing fellowship and fun for our members.

## UPCOMING EVENTS

### June

9th—Executive Committee Meeting  
17th—Squadron Camaraderie

### July

11th – 13th— District 10 Rendezvous  
14th—Executive Committee Meeting

### August

9th -10th—Lake Michigan Rendezvous  
11th— Executive Committee Mtg  
19th—Squadron camaraderie

**\*\*\*See Page 4 for more details\*\*\***

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[www.milwaukeepowersquadron.org](http://www.milwaukeepowersquadron.org)

## FIRE and ICE: Safety Tips **May Meetings Highlights**

There was a pot-o-gold at the end of a rainbow on Tuesday, May 20 at South Milwaukee Yacht Club.([www.smyc.net](http://www.smyc.net)) For the recreational boater, the Milwaukee Sail and Power Squadron's May Safety Meeting was filled with golden nuggets of wisdom about fire extinguishers, flares, and cold water rescues.

### Fire Extinguishers

South Milwaukee Fire Department Lieutenant Craig Boscke showcased several different types of fire extinguishers and their use including Dry Powder, CO2, Pressurize Water and nitrogen charged models.

Coast Guard approved fire extinguishers required for recreational boats are classified by letter and number symbol:

- O **A** is for ordinary combustibles like paper and wood
- O **B** is for liquid fuels/gases on most boats
- O **C** is for electrical equipment such as marine electronics and wiring
- O **D** is for combustible metals
- O **K** is for non-protein/non-animal, high combustion cooking oils. This is a new category and a new nitrogen charged extinguisher design with a stout canister and a narrow nozzle similar to a weed sprayer. A special extinguishing agent creates a film that coats the oil to contain the fire.

Most boats will be covered with a combination **ABC** extinguisher. Thank you to Cintas Fire Protection Corporation for their operational support. [www.cintas.com](http://www.cintas.com)



**LT. Craig Boscke**



**Bret Scarborough (left) & John Krueger**

Lt. Boscke demonstrated the "PASS" process for effectively discharging a fire extinguisher.

**P is for PULL** – Pull the Pin out of the handle  
**A is for AIM** – Aim at the base of the fire  
**S is for SQUEEZE** – squeeze the handle to spray the fire  
**S is for SWEEP** – sweep the nozzle back and forth at the base of the fire. The flames are moving so move with them.

Continued on page 3

## Milwaukee Sail and Power Squadron Bridge Officers

### Commander

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The United States Power Squadron is America's number one boating organization. If you would like information about membership, please contact: Ted Smyczek at 262-786-2599 or [tmsmyczek@netzero.net](mailto:tmsmyczek@netzero.net)

Please send questions, comments, Roster contact information updates/changes, opinions, photos, news, articles, story ideas, etc. to: [Deckwatch@milwaukeepowersquadron.org](mailto:Deckwatch@milwaukeepowersquadron.org)

## Commander's Comments

BACK NEXT MONTH...



*I look forward to 'Zooming' with you!*

*Mel*

**NAUTIKING™**

**PROFESSIONAL MARINE PRODUCTS**

**A New Approach to Boat Repair**

[www.nautiking.com](http://www.nautiking.com)

## FIRE and ICE: Safety Tips Continued

This all happens very quickly when a fire is burning. Always position yourself with a path out of the area of the fire and NEVER turn your back to a fire – walk backwards away from it. Practice this and learn how to put out a fire effectively. There is no second way out on a boat.



Susie Hedtke

*"It makes sense to practice using a fire extinguisher because one never knows when disaster may strike. It's better to be safe than sorry and have more extinguishers on board than the minimum required!"*  
– Susie Hedtke, SSYC



Dave Pleskatchek

For further information on fire extinguishers and regulations visit: [Fireextinguisher101.com](http://Fireextinguisher101.com) and [www.uscgboating.org](http://www.uscgboating.org).



Mike is on the rocks in the background with a lit flare in his hand.

### Flares

USPS Staff Commander Mike Weidel reviewed the proper use of flare's. He stressed **SOLACE: Safety of Life at Sea**. Regulations require a vessel in federal waters over 2 miles from shore to carry flares. Requirements include at least three flares. Check your flare expiration dates. Make sure you have unexpired flares on-board. What should you do with your outdated flares? You can keep these on board as well, for they may still work. Use them first. There are many variations of flares and propelling devices. Stf/C Weidel demonstrated practicing firing a flare making sure he was downwind of the smoke and just under the rainbow!

Carrying the proper fire extinguisher and flares on-board may save a life. Contact Stf/C Weidel for more information or check with your local marine dealer.

### Ice Safety

Following the fiery demonstrations and a tasty hot dinner catered by Nashotah Clubhouse Catering, the group cooled down with a dynamic presentation on Recognizing Hypothermia and How to Rescue One's Self from Ice Water!

According to Wisconsin Department of Natural Resources Recreational Safety Warden John Bronikowski *"No Iced over body of water is safe to travel over."* This was one of many golden nuggets shared on how to respond to a 'cold shock' and survive a fall through the ice.

The warden shared how to get out of the water, how to help another out of the ice water, what to do once you get out, how to dress for survival success, guidelines for traveling on ice, hypothermia stages, survival tips and more...

One critical tip regarding trying to get back onto the ice you've fallen through, is to stay on a horizontal plane. Kick your feet up and slither onto the ice surface, then roll over instead of standing up to keep your weight spread out evenly over thin ice. Then gradually rise to a crawl and eventually stand where the ice is thicker. Carry hand 'ice pick creepers' with you to help you grasp the ice as you slither on to the surface. A simple creeper is a nail in a dowel.



Warden John Bronikowski

If you find yourself or another in this predicament, be aware of Hypothermia settling in as it progresses in three stages: Stage one is mild only losing a few degrees of body temperature.

Stage two is moderate evidenced by violent shivering and mild confusion.

Stage three is serious, exhibiting symptoms of amnesia, inability to talk and no shivering indicating the body is shutting down.

To warm the body – do not use alcoholic beverages. Drink warm fluids and cover up.

To learn more about Ice Safety and survival, go to the Discovery Channel website – Survival Zone and contact Warden John Bronikowski for more information. Email: [bronij@dnr.state.wi.us](mailto:bronij@dnr.state.wi.us)

Safe Passage!

Lt. Mary Goodnetter, AP

## JUNE—Schedule of Events

●9th—Executive Committee Meeting, 7 p.m.  
South Shore Yacht Club  
2300 E. Nock St., Milwaukee, WI

●17th—Squadron Camaraderie, 7 p.m.  
South Shore Yacht Club  
2300 E. Nock St., Milwaukee, WI

**Bring a dish to pass**

***For more information on these events, please contact Ted Smyczek at 262-786-2599***

## June 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

## JULY—Schedule of Events

●11th – 13th— District 10 Rendezvous  
Red, White and Blue  
Dubuque, Iowa

●14th—Executive Committee Meeting, 7 p.m.  
South Shore Yacht Club  
2300 E. Nock St., Milwaukee, WI

●TBD—Squadron Camaraderie

## July 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

## AUGUST—Schedule of Events

● 9th -10th—Lake Michigan Rendezvous – stay tuned for details.

● 11th—Executive Committee Meeting, 7 p.m.  
South Shore Yacht Club  
2300 E. Nock St., Milwaukee, WI

● 19th—Squadron camaraderie, 7:30 p.m.  
TIKI Tuesday, "Brew City Queen II"  
Milwaukee, WI

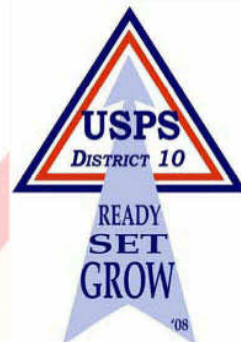
## August 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24/31	25	26	27	28	29	30

More information:  
[www.milwaukeekeepowersquadron.org](http://www.milwaukeekeepowersquadron.org)

# DISTRICT 10 RENDEZVOUS

## RED, WHITE, AND BLUE RENDEZVOUS JULY 11-13, 2008



**American Marine: Dubuque Yacht Basin**  
**1630 East Sixteenth Street**  
**Dubuque, IA 52001**  
**563-588-9564**

Hosted by the Madison Sail and Power Squadron  
[www.madisonsquadron.org](http://www.madisonsquadron.org)

Squadron \_\_\_\_\_  
Name: \_\_\_\_\_ Rank \_\_\_\_\_ Grade \_\_\_\_\_  
Name: \_\_\_\_\_ Rank \_\_\_\_\_ Grade \_\_\_\_\_  
Phone \_\_\_\_\_ email \_\_\_\_\_  
District position \_\_\_\_\_  
Squadron position \_\_\_\_\_  
Spouse/guests (non-members) attending \_\_\_\_\_

**Transient Boat Slips must be reserved by contacting Port Captain at Catfish Charlie's: (563) 582-8600**

Check out the new restaurant and docks at [www.catfishcharliesdubuque.com](http://www.catfishcharliesdubuque.com)

RV/Camper Site (no tents)  
Camper/RV Make \_\_\_\_\_ Length \_\_\_\_\_  
Register early to guarantee site, pets are welcome

**Fri:** 3 hr Sunset Dinner Cruise aboard the  
*American Lady*, Boarding starts at 6:45 p.m.  
Italian Buffet and Cash Bar

**Sat:** Vineyard/Winery Tour and Galena Shopping  
Lunch included. 10:30 a.m. - 4:30 p.m.

Ribs & Chicken Barbeque Dinner at the  
"Point". 6:30 p.m., Cash Bar and Campfire

**Sun:** "Breakfast by Boat" Departing at 8:00 a.m.  
Rides to restaurant provided by MSPS  
Breakfast on your own

Make Checks Payable to: "MSPS"  
Send Check & Completed Registration Form  
by June 26<sup>th</sup> to:

Madison Sail & Power Squadron  
c/o Julie Pahl-Washa  
6929 Donnybill Rd  
De Forest, WI 53532  
(608) 846-8088  
[jpwash@execpc.com](mailto:jpwash@execpc.com)

	# of Nights	Amount
\$25 X _____		= \$ _____
	# of Persons	Amount
\$45 X _____		= \$ _____
\$35 X _____		= \$ _____
\$20 X _____		= \$ _____
Total Amount = \$ _____		
N/C No. Interested _____		
No. Needing Ride _____		

Conference Hotel: Hilton Garden Inn  
1801 Greyhound Park Dr.  
(563) 585-5200  
Group Code: MSP/SMERF  
\$109/night Only 40 Rooms Available  
Hotel Reservation Deadline: June 18th

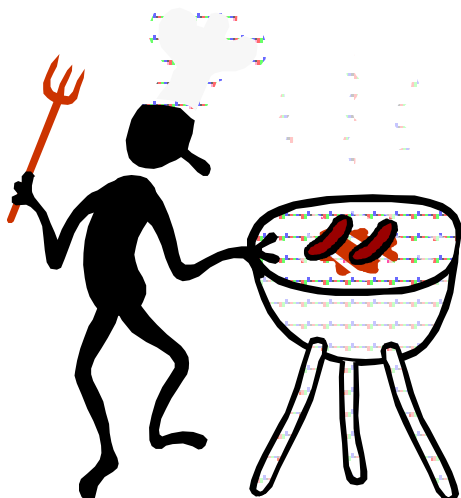


AMERICA'S BOATING CLUB ON AMERICA'S RIVER



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## JUNE MEETING



### It's Time for a Cookout!

Mark your calendars for Tuesday, June 17.  
Meet at 1800 hours (6pm) at South Shore  
Yacht Club (SSYC) for a tasty and  
entertaining evening.

Please bring a dish to pass. Meat and  
beverages will be provided.

Cost \$ 7.00

SSYC is located at 2300 E. Nock Street, Milwaukee  
Please RSVP to "Nappy" at (414) 353-8240

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## AUGUST MEETING

### TIKI Tuesday

August 19, 2008

**Board the "BREW CITY QUEEN II"**

**A Riverwalk Boats Sunset Cruise**

**Depart 7:45pm, return around 9:15pm or later**

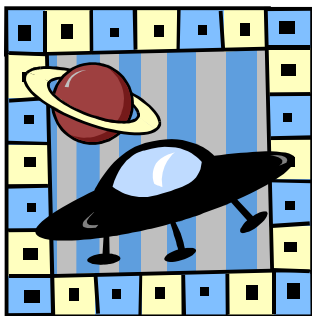


**Dance to Polynesian & Caribbean music as we watch  
the sun drop deep below the horizon. Sip on Tropic-  
cal drinks or beer and enjoy chips and Pacific in-  
spired snacks.**

**We are chartering the entire boat, BRING FRIENDS.  
Please RSVP to Nappy at (414)353-8240**

## STAR GAZING

P/C John Goetzman, P



A while back, I watched a television program based on visits to Earth by unidentified flying objects piloted by extra-terrestrials. I thought the program was a bit off-the-wall, so I did a little research into unidentified objects (UFO's).



The modern UFO era began in 1947 when a private pilot witnessed nine disc shaped objects flying at very high speeds near Mount Rainer, Washington. That is when the catchword 'flying saucer' was coined.

The phenomenon of sighting lights and strange objects in the sky is not new. 1500 years ago the Egyptians recorded unusual things in the sky, even Alexander the Great in 323 B.C. claimed his army was attacked by UFO's. Throughout recorded history, people have reported sighting UFO's up to the present. Reports of alleged alien abductions started in the 1990's and claims rose to new heights [pardon the pun] in the 1980's.

On the program I watched, a woman was interviewed who claimed she was abducted by aliens. She was taken by space ship to their base on the surface of the planet Venus. There she was subjected to horrible examinations of her body, then flown back to Earth. Personally, I think this woman either a bit on the loony side or she is trying to win first place in the Burlington Liar's Club contest. [Humans don't do well on planets with 900 degrees Fahrenheit heat and an atmosphere of carbon dioxide under a clouds of sulphuric acid.]

An example of how controversial these sightings can be is the Roswell Incident. In 1947, near Roswell, New Mexico, there was a report that a UFO crashed and bodies of the crew were found. The air force reported that what crashed was a weather balloon and its radar reflector. And, there were no dead little green men. UFO proponents to this day are calling the Air Force report a cover-up and insist that a space ship from another world did crash at Roswell.



Excluding proven hoaxes most UFO sightings have been reported by rational people, there is no doubt they saw something, but 90% of the reported sightings upon investigations have proved not to be extra-terrestrial space-ships. The other 10% do remain a mystery.

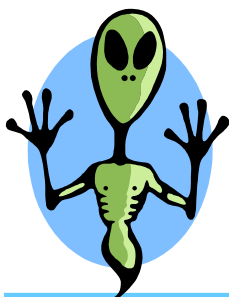
I have been a stargazer for a long time and I also enjoy clouds watching during the day. I've seen some odd things in the sky, but after taking a second and sometimes a third look at the object, they turn out to be some sort of earth-based flying machine or a natural phenomenon.

The closest I ever came to thinking I'd seen a UFO was to round bright object that turned out to be search light reflecting off a low, fast moving cumulous cloud.

Extra-terrestrial believers are of the opinion that UFO's come from outside our solar system and travel at the speed of light [186,282,398 miles per second].

As an example, the third closest star to Earth is Alpha Centauri\*, a star very similar to our Sun, and so the presence of a planet orbiting around it is by no means impossible.

The star is 4.36 light years away, about 25 trillion miles from Earth. So, if little green men on the planet hopped into a space ship and flew to Earth at the speed of light, the round trip would take about eight years and eight months, plus the time it took to amuse themselves by messing up some farmers filled with crop circles and scaring some poor guy in a pick up truck in New Mexico with low level passes.



It seems hard to believe that these guys would come great distances just to fool around, one would think they'd stop off for a cup of coffee and some conversation, or at least say "Take me to your leader."

\* The Earth's Sun and Proxima Centauri are closer.



### **Deck Watch**

**Official Publication of the  
Milwaukee Sail and Power  
Squadron  
A Unit of District 10,  
UNITED STATES POWER  
SQUADRONS**

Membership Director  
Ted Smyczek  
12600 W. Crawford Drive  
New Berlin, WI 53151-5422

Please note: If your address, phone number, or email address changes or you get a new boat, be sure to contact Ted Smyczek at (262) 786-2599.

## **MAN OVERBOARD!**

Hearing these words, everyone on the boat must immediately pay attention!

One crewmember must keep his eyes constantly on the person overboard and point at him with a fully extended arm. Once visual contact is lost it can be extremely difficult, it not impossible, to reestablish. Other should throw anything that floats overboard, such as seat cushions or life vests and tear out magazine pages to establish a trail to the victim. The floating objects can become important reference markers. Shout encouragement to the victim.

Slow the boat immediately and circle back. If you have a GPS punch the save button to record your accurate position, note the boat's compass heading and the time, wind speed, wind direction, and observe landmarks.

If you are under power, reduce the throttle before making our turn as tight as possible or you may end up too far away from the victim. If you are under sail, reverse the course and start the engine if you have one. Turn around and head back towards the person in the water, Do not drop your sails immediately this can distract your crew from keeping the person in their sight, Approach the person from down wind. When you are near him throw him a life rind, a life jacket or seat cushion with a line attached to it and to your boat. Approach the victim from the leeward side to prevent injuring him. If the person is unconscious, approach with in about ten feet. A strong crewmember with a line attached to him and the vessel must go into the water to retrieve the person.

To get the person back on board a transom ladder that extends a foot beneath the transom would be ideal. If you do not have a ladder, you may try to rig a life sling, a chair or a sail. If necessary, the use of a winch may be difficult but may be your only choice. The easiest way to avoid all these problems is to keep everyone aboard. Never let people sit on gunwales or the transom. Always wear life jackets, use handrails and wear a safety harness.

I wish you a safe summer of boating!  
Gisela Murray, SN  
Safety Officer

## **BOATING SAFETY**

