





SKOKIE VALLEY SAIL AND POWER SQUADRON

DISTRICT 20

Membership Newsletter - Volume 24 Issue 7

Running Lights

July 2024

*Members enjoying the bonfire on the beach
at the North Point Sundowner*



United States Power Squadrons is America's Boating Club®



A MESSAGE FROM OUR COMMANDER

Before looking forward to July, let me take time to thank everyone that helped us have a great start to the summer. Our North Point fishing derby, the following Sundowner, and the always welcoming bonfire on the beach was a great time. The weather was threatening to maybe curb the activities, but only briefly. The fishers (both members and friends) were out to catch their limits—one boat was successful and the other was close. The pizzas, salads, and many desserts were enjoyed by all that braved the “cool damp” weather afterward.

Many thanks to Dave Anthony for organizing the fishing derby and to Sue Anthony for all the work preparing the dinner for us all. I also want to thank those who brought desserts (Deb A., Lori R. and others) and to Deb and Linda for cleaning up the pavilion earlier in the day. I don't think anyone left hungry. We enjoyed the conversation and the interesting prizes that Stu Zwang presented to different members of the Fishing Derby Crew. The weather did clear up, and our Fire Master Supreme Tony Palazzo got the bonfire started. Thank you Tony for hauling all the wood up there. We had an excellent night talking around the warm fire. At the end of the night Rich Davidson gave a brief demonstration on how to use a fire extinguisher (the fire won that challenge). Again, thanks to all that attended and to all that put in the time to make this an enjoyable event.

For July, we now have a date and location for the D20 Cruise and Rendezvous. The date is 19 - 20 July and the location is Kenosha Harbor. The Friday activity (weather permitting) will include gathering at a pop-up Beirgarden at Harbor Park. There will be a band, food and drink trucks.

Saturday's agenda will include touring Southport Light Station, then lunch at the Kenosha Tap House. The business meeting will be held after lunch at 2p. Afterwards, there will be possible boat rides and dinner in the evening.

This is a great opportunity to meet other members of our district, enjoy some activities and events and learn what is going on with other squadrons during the Council Meeting. The location is close enough to drive, but Karen and I will be staying Friday night and possibly Saturday. I have inside information that this meeting will be kept short.

Soon National will be launching the new iMIS systems for membership management. July 1st, emails will be sent to all USPS members with instructions on how to access the system. It should go live on July 2nd. I am hoping to learn more at the upcoming District Commander's Meeting. Stay tuned for further information and details.

As a reminder our General Meetings won't resume until September (with details still in the works). This doesn't mean that we can't or should keep in touch. If you are planning something in July that you think others would enjoy, get the word out. Send an email or make a call and ask to get the information out.

Hope everyone has a great and safe 4th and I hope to see everyone at the C&R. Be safe while on the water and off.

—Cdr. Frank D'Amico, AP



America's Boating Club North Shore 2023-2024 Bridge

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Lt Dave Anthony, P 224-402-3107

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Mark Your Calendar



July 2024

3	Wed	Executive Board/Bridge Meeting, 1900	Zoom meeting (page 6)
4-6	Thurs-Sat	Milwaukee Summerfest	https://www.summerfest.com/lineup/
15	Mon	Publication Deadline—Running Lights	Karen D'Amico (224-238-7372)
19-20	Fri-Sat	D20 Cruise & Rendezvous	Kenosha, WI
27-28	Sat-Sun	Milwaukee Air & Water Show	https://mkeairwatershow.com

August 2024

7	Wed	Executive Board/Bridge Meeting, 1900	Zoom meeting (page 6)
15	Thurs	Publication Deadline—Running Lights	Karen D'Amico (224-238-7372)
17	Sat	Racine Sundowner	Racine, WI

D20 Cruise & Rendezvous July 19-20 Kenosha, WI



Plans are coming together for a C&R in July. Look for more details coming soon in the D20 Trident Extra this month.

Friday 7/19:

5:00 PM—meeting at the pop-up Beirgarden at the Harbor Park starting at 5 PM. There will be a band, food trucks, and beer trucks.

Saturday 7/20:

10 AM—Tour the Kenosha Light Station at Southport

11:30 AM—Lunch at the Kenosha Tap House

2:00 PM—D20 Council Meeting

3:00 PM—Boat rides offered by USPS members at Southport Marina

6:00 PM—planning for a dinner TBD

Hotels in the area:

Wyndham 262-222-5400 on the harbor

Stella Hotel 262-842-2000 downtown area

Never buy flares again!

Sirius Signal C-1003 SOS LED Electronic Flare Kit w/ Distress Flag & Whistle

Ray Adam wanted to offer this tip for everyone who has excess expired flares on hand. He just purchased one of these electronic visual distress signals and will never have to worry about checking and replacing the flares on his boat.



This one Ray recommends is USGC approved to meet day, night and audible signal requirements. It includes a distress flag and a whistle (to pass your Vessel Safety Exam). The LED flashes SOS for up to 60 hours and is safe for any family member to use. Also cleaner for the environment. It is available on Amazon for \$90.

<https://www.top5-usa.com/sos-distress-light>

July Anniversaries

Bonni Breen	2018	7 yrs
Stephanie & Mike Palazzo	2008	16 yrs
Dorothy Hughes	2005	19 yrs

Congratulations on reaching another milestone with the squadron. We appreciate your support!

Cdr Frank D'Amico, AP

Never a Dull Moment by Stuart Zwang

Shakedown Cruise

There are many boats with both imaginative and punny names. You know the ones – you can see at the marina – *Nauti Bouy*, *She Got the House*, etc. Sail boats have names like “*Wind Catcher*”. Ron Zingler has ‘*Gotta Love IT*’.

My 22’ open run about does not have a name. We have toyed with ‘*Stu and Crew 2*’, or ‘*Where’s Stu?*’ and **Stupendous**. So many choices. We liked them all, and enjoy just tossing the names about. In fact, on the last day of May 2024, we came up with another potential winner. That name is “Never a Dull Moment”.

You see, like all conscientious boaters, when we put the boat away for the winter, I make sure that as much maintenance is done on the boat as possible. You know, change the oil, perhaps change the prop, etc. I leave a coat of wax on the boat over winter so it is easier to wax in the spring. I also remove the batteries and put them in our basement where I can periodically run a trickle charge on them during the winter. This year I also had the impeller changed; I do this every even numbered year, just to be sure.

When we had our first day out on the water, I had waxed the boat, and cleaned the interior. The batteries were good, and the boat started up without a hitch. My wife navigated out of our in/out service at Larsen Marine in Waukegan. It was a clear day, and we could actually see downtown Chicago from the Waukegan Inlet. We went south. There were a couple of sail boats and a couple of power boats out on the water. The water was pretty smooth; we estimated that at the absolute most, there were intermittent two footers. It was early so the air temperature on the water was somewhere in the high 60’s. We had to wear our Skokie Valley logo paraphernalia, sweat shirts, coat, etc.

Naval Station Great Lakes was on our starboard side. My wife was at the helm. I was still playing with my micro-fiber rag, trying to polish the boat so carefully. For some reason, I asked my wife to look at the gauges. She said that except for the engine temperature, they were all in the ‘middle range.’ Middle range for our thermostat is 175 degrees Fahrenheit. The gauge goes to 250 degrees. The gauge indicated that the temperature was almost at 225. WHOA NELLIE!!!

I took over the helm and started back to Waukegan. At about that time, the high temperature alarm sounded and the engine shut down, so we drifted. The engine cooled down and I started the engine to drive towards Waukegan. When I started the engine, the gauge read 175, and then quickly went up to 225. About every 10 minutes, I shut the engine down to let it cool off before starting it up again. This continued for about 5 cycles. Not only had we traveled south, but the afternoon also quickly went south.

I then tried another trick. I figured that if I ran the boat at a higher speed, more cooling water would enter the engine, and keep it cooled. This worked – except for those intermittent two footers would really bounce us around. It was good even though we had to grab on to anything that was fixed in the boat. My wife was really jolted, and I had to slow down again. After three more ‘drive and shut down’ cycles, we were finally in the No Wake Zone of the Waukegan Inlet. We had shut down again.

We were drifting and a Lake County Police Marine Unit boat pulled up along side of us to ask if we were o.k. I explained the situation and they said, ‘A barge was leaving the channel, and they would have to move us.’ I hooked up a line to their front stanchion so they could get us out of the channel. I have often said, the four most expensive words in the English language were ‘We might as well.’ This clearly applied to this situation, because while we were waiting for the barge to get through, our boat had a ‘complementary’ Vessel Safety Check. We passed with flying colors.

After the barge got through, we again tried to get to our in/out service. We decided the No Wake Zone be darned, and drove as fast as we dared. As we passed a sail boat, he was kind enough to lay a long blast on his air horn. The landing crew at Larsen hustled out onto the dock. Instead of leisurely backing into the dock, we just went straight ahead, cut the engine, and drifted in. We were tied up in no time.

As my wife and I were driving home, we looked at each other and said, ‘Well, there’s never a dull moment with boating.’ Upon reflection, ‘*Never A Dull Moment*’ might be a good name for our boat.

I spoke to the mechanic who replaced the impeller, and he told us to bring it in. Great. This meant another effort to put our boat on its trailer and a drive to our mechanic. Our mechanic is non-union, and reasonably priced. After he worked on it, he claimed our problem was a poorly seated ‘O’ ring and that he had repaired it. GREAT!!!

We went out again, and the same bloody thing happened. This time there was no Lake County Sheriff to inspect our boat. Again, we found that when we drove the boat at about 2,500 rpm, it cooled off enough to let us get to where we were going. We drove in faster than we should have, but that was the only way we were going to get in. Our friend in the sail boat again blew his air horn, and this time said some things that could only be considered to be foul and abusive. If he were on the soccer field, I would have red carded him.

There was a different landing crew at Larson Marine this time. Not only did they act unsympathetic about our dilemma, they were down right rude. The service manager came out and berated my wife, who had nothing to do with this fiasco. Before even trying to understand the situation, he was telling us that we did not know how to maintain my boat. He was very unprofessional, especially because he did not know the service history (3 x for an impeller repair). Like too many other folks, he opened his mouth before his brain was engaged.

This time, in spite of my love for Larsen, I decided to have them service the boat. They discovered that two impellers ago, rubber broke off and entered the cooling water intake tube. We had Larsen flush the entire hose and install a new thermostat. Now, after three weeks of work on this issue, the boat allegedly runs like a champ – until the next time.

Yes, boating is fun, but this incident supports the adage that a boat is a hole in the water that you toss money into, and BOAT is an acronym for 'Break Out Another Thousand.' Although we greatly enjoy boating, we could certainly do without this part of excitement. See you on the water (I hope).



Fall Governing Board
September 24 - 29, 2024
Pittsburgh, Pennsylvania

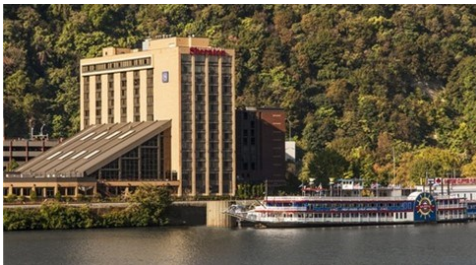
For more details, visit the National Meeting website

usps.org/php/reservations_new/meetings.php?mtg_id=49

Organized activities include:

- Tue 9/24: Pittsburgh Pirates vs Milwaukee Brewers Game
- Wed 9/25: Pittsburgh Zoo & Aquarium
- Wed 9/25: USPS Welcome Friends Dinner at the hotel
- Thurs 9/26: Keynote speaker breakfast
- Thurs 9/26: Carnegie Museums of Art & Natural History
- Thurs 9/26: Comedy Show & Dinner featuring David Kaye
- Fri 9/27: Carnegie Science Center
- Sat 9/28: Bilge Swabber's Ball Dinner Dance

Sheraton Pittsburgh Riverfront Hotel at Station Square



The hotel is located in Station Square, a redeveloped 52 acre complex of riverfront restaurants, entertainment, and marina. Bressemer Court features a Waltzing Waters Liquid Fireworks show. Gateway Clipper Fleet riverboats offers a variety of sightseeing and dinner cruises. Two historic funicular inclines offer panoramic views of Pittsburgh and the surrounding river area from the top of Mount Washington. Monongahela Incline at Station Square was one of the first to carry passengers in the US. A short walk away, the Duquesne Incline has a museum and viewing area of the funicular machinery in the upper station house. At the top, Point of View Park offers a scenic overlook, fountain, and walking trails.





SVPS 2024 Event & Cruising Schedule



When	Event	Location	Host
July 27-28	Milwaukee Air and Water	McKinley Harbor	
Fri/Sat July 19-20	D20 Cruise & Rendezvous	Kenosha, WI	District 20
Saturday August 17th	Sundowner	Racine, WI	Larry & Christine March
September 22	Dinner Meeting	TBD	Ron Zingler
September 24-29	America's Boating Club Fall Governing Board Meeting	Pittsburgh, PA	National Meeting
Sunday October 20th	Lake Geneva Boat Cruise Tour—Sunday Brunch	Lake Geneva, WI	Frank D'Amico
TBD	District 20 Fall Conference	TBD	District 20
Sunday November 10th	Anniversary Dinner	TBA	Ron Zingler
Sunday December 8th	Commanders Holiday Party	Hoffman Estates	Frank D'Amico

Team North Shore

Executive Committee Meeting: July 3 at 7:00 pm Central

Zoom Meeting ID: 875 8578 5751, Passcode: 949310

<https://us06web.zoom.us/j/87585785751?pwd=6CPnl7nwsK6PHoBnfQd8zhJOQAso4g.1>

Dial by your location: +1 312 626 6799 US (Chicago)

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NEW

**America's Boating Club
FREE Mobile App
For Your Phone or Tablet**

Your Single Information Source
for a Great Day on the Water

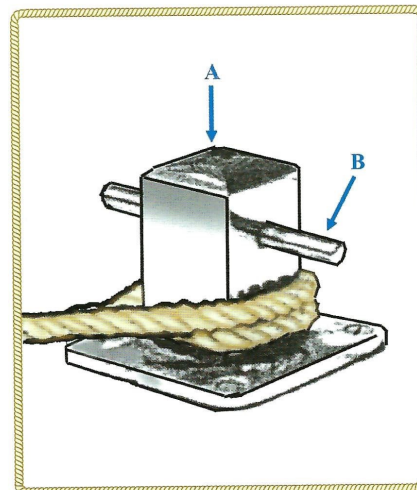
Nautical Reference Information,
Maintenance Records, Float Plans,
Weather, Radar, Tides and Currents,
and much, much more.

DOWNLOAD NOW!

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CAPTAIN AHAB'S QUIZ



"A" above is referred to as the "_____ " and "B" above is the "_____".

(see answer on back page)

Tom Clark, AP, Contributing Editor
Courtesy of Perchant Publishing

BOAT FIRE EXTINGUISHER



REQUIREMENTS

- Rated "Marine Type" and UL certified
- Less than 12 years old from manufacture date (must be removed from service on December 31 of the 12th year)
- Correct type for boat model
- Good & serviceable condition
- Carry the correct number based on the size of the boat
- Readily accessible

WHAT DOES GOOD & SERVICEABLE MEAN?

- Pressure gauge reading or indicator must be in the operable range or position (varies per model)
- Lock pin is firmly in place
- Discharge nozzle is clean and free of obstruction
- No visible signs of significant corrosion, pitting, or damage

LEARN MORE

SafeBoatingCampaign.com

HOW TO USE A FIRE EXTINGUISHER

Use a fire extinguisher for small, contained fires only. They are not meant to stop large or growing fires. Stand 6-8 feet away and remember...

Pull the pin at the top to break the tamper seal.

Aim at the base of the fire, not the flames.

Squeeze the handle slowly to release the agent.

Sweep from side to side, continuing to aim at the base of the fire until it appears to be out. You typically only have about 10-12 seconds.



Produced under a grant from the Sport Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard.

SafeBoatingCampaign.com

MINIMUM USCG REQUIREMENTS

New portable fire extinguisher regulations were enacted in April 2022. Extinguishers may not be more than 12 years old according to the date stamp, so check and replace as needed.

You must have the right number of extinguishers on board based on the size of your boat (see table below). Statistically, a fire doubles in size every 7 seconds, so consider whether additional extinguishers would be beneficial based on the layout of your boat. Have extras in the cockpit, galley, and staterooms so they are accessible if needed.

NUMBER & TYPE OF FIRE EXTINGUISHERS NEEDED

LENGTH	TYPE	# NEEDED		TYPE	# NEEDED
2018 & NEWER					
No Fixed System					
Less than 26'	5-B or 10-B	1			
26' to less than 40'	5-B or 10-B	2	OR	20-B	1
40' to 65'	5-B or 10-B	3	OR	20-B AND 5-B OR 10-B	1
With a USCG-Approved Fixed System					
Less than 26'		0			
26' to less than 40'	5-B or 10-B	1			
40' to 65'	5-B or 10-B	2	OR	20-B	1
2017 & OLDER					
No Fixed System					
Less than 26'	B-I or 5-B or 10-B	1			
26' to less than 40'	B-I or 5-B or 10-B	2	OR	B-II or 20-B	1
40' to 65'	B-I or 5-B or 10-B	3	OR	B-II or 20-B AND B-I or 5-B or 10-B	1
With a USCG-Approved Fixed System					
Less than 26'		0			
26' to less than 40'	B-I or 5-B or 10-B	1			
40' to 65'	B-I or 5-B or 10-B	2	OR	B-II or 20-B	1

North Point Sundowner

We took cover in the BBQ area for dinner during the brief rain spell. Fortunately the rain cleared up in time to enjoy a beautiful evening with a bonfire on the beach. Thank you to Sue & Dave Anthony for organizing the event and dinner for all. Thanks to Tony Palazzo for hauling all the firewood and tending the fire.



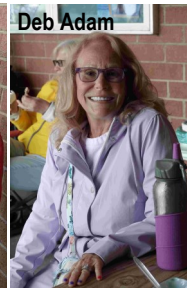
Sue Anthony, Linda Kulovitz & Deb Adam



Jack & Dave Anthony



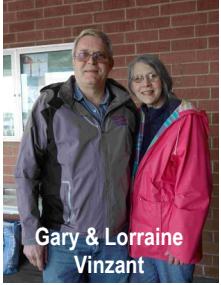
Ron Dziagwa, Dan Luczak, Ray Adam



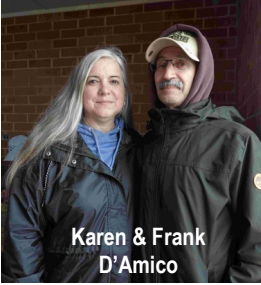
Deb Adam



Joe & Lori Ratajczak



Gary & Lorraine Vinzant



Karen & Frank D'Amico



Stu Zwang & Rich Davidson



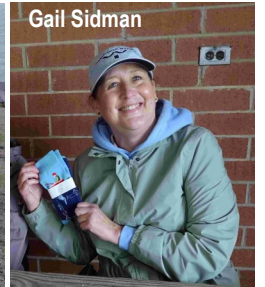
Tony & Sue Palazzo



Rich Davidson & Ron Dziagwa



Ray & Deb Adam, Bob Kulovitz, Lorraine & Gary Vinzant



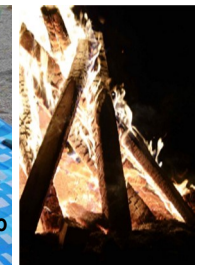
Gail Sidman



Tony & Sue Palazzo



Frank D'Amico & Bowser



Dan Luczak



Fire Master Tony Palazzo



Fire Master Tony Palazzo



Rich Davidson Fire Extinguisher Demonstration

Crew of Semper Fish: John, Ray, Dave, Dan, Jack & Bob



North Point Fishing Derby



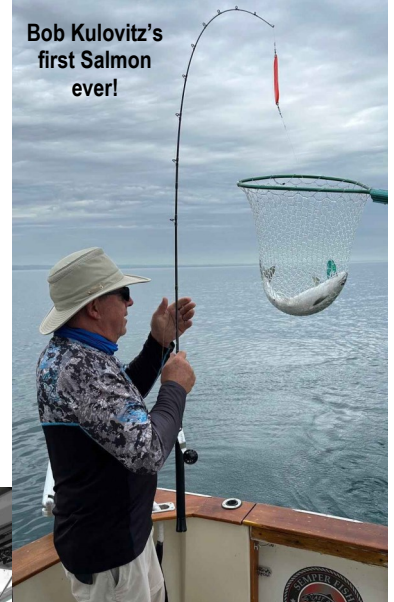
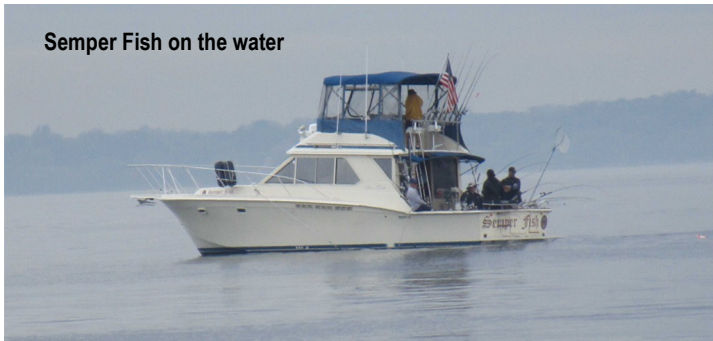
Ray Adam



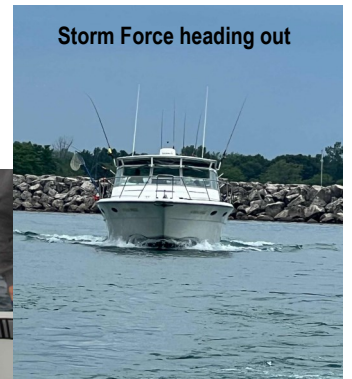
Jack's fish



Dan Luczak

Bob Kulovitz's
first Salmon
ever!Gail Sidman
joins the crew

Semper Fish on the water



Storm Force heading out



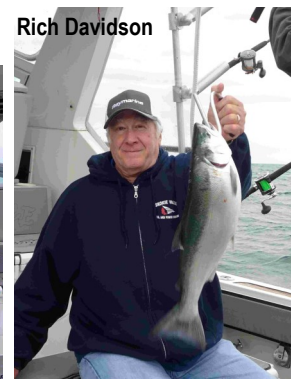
Rich Davidson



Crew of Storm Force: Joe, Lori, Don, Rich, Gail (+ Stu behind the camera)



Stu Zwang



Rich Davidson

Thank you to Dave Anthony, Stu Zwang & Lori Ratajczak for the pictures!

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66/19

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Running Lights

Skokie Valley Sail and Power Squadron

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Be sure to visit our websites:

Skokie Valley Sail & Power Squadron:

www.skokievalleypowersquadron.org

District 20: www.uspsd20Boating.org

USPS: www.AmericasBoatingClub.org



Captain Ahab answer:

A: Samson post

B: Norman pin



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