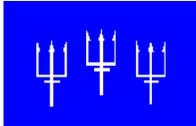
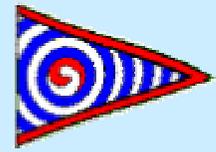


Dec '05 &
Jan '06

WAUKEELOG

Waukegan Sail & Power Squadron
A Unit of the United States Power Squadrons®
Sail and Power Boating
District 20



COMMANDERS COMMENTS

Cdr Paul Green, SN

As this will be my last opportunity to write an article as the Commander of the squadron, I would like to thank the members of the Executive Committee, all the committee members who actively worked to further the goals of the squadron, and to all the members who took classes and seminars to advance their expertise in boating.

Reflecting over what we have accomplished over the past year, I think we should all be proud of our squadron.

Education: This is the foundation of USPS, and during the past year our success can best be measured by the fact that for the first time in squadron history we won two of the top three educational awards in the district, and placed third in the other. We educated more people in the public classes and in member classes than in recent history. We also had two members attain the grade of SN (Senior Navigator) this year; the first members to do this since 1987.

Safety: We had 21 members become CPR/AED certified. We

added three new vessel safety examiners and performed 66 VSC's on boats at Waukegan and North Point marinas during the summer. We instituted a Kid's PFD Loaner program at Waukegan and North Point marinas which received tremendous praise from the boaters and operators at those marinas.

Membership: The number of new members added to the squadron this past year just offset the number who dropped out due to moving or getting out of boating. However, we're finding that the new members are more likely to be active in the squadron than the ones who left, so our overall activity level has gone up. We still have a good balance of power vs. sail, and have had activities which continue to attract both types of boaters.

Member Involvement: We have had between 50% and 60% of members attend each of the general membership meetings this year. I suspect this good turnout was due to the excellent speakers and the opportunity to talk with other boaters, and not due to the pulse-throbbing excitement of the business meetings. Approximately 40% of the members have been recommended for merit marks this year, which indicates a good level of involvement. We had approximately 25% of members attend both the Milwaukee Cruise and the Racine Cruise. Both cruises were planned and executed well, and should be mainstays on our cruise schedules in the future.

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New Members
Boat Shows
Educational Info
D/20 Fall Conference
D/20 Workshop
"Lessons Learned"
Happy Birthdays

EVENTS

ExCom Meeting

Tuesday 10 January 19:00
Waukegan Harbor Bldg.

Chicago Boat & RV Show

11-15 January
McCormick Place

Change of Watch

Saturday, 21 January 1800
Stevens Steak House
Gurnee IL

Waukeelog Deadline

Sunday 15 January
Email: mludtke@rsg.org

Strictly Sail - Chicago

2-5 February
Navy Pier

Weather Starts

Monday, 30 January

Piloting Starts

Wednesday, 8 February

We didn't have enough people sign up for the moonlight cruise this year, but given good weather and a nice full moon, I would like to see it come back in future years.

Financial: Despite significant capital expenditures for a new PA system, cabinets and artwork for the Kids PFD Loaner project, and various materials for the Education Department, we finished the year in better financial condition than last year. Proceeds of the sale of the sail boat, which had been donated to the squadron last year, remain untouched and available to finance future projects.

As a final note, I would like to invite all members (especially new members) to volunteer for an operating committee for the following year. Following the Election Meeting on November 19th, the Bridge Officers will be looking for interested individuals to staff and plan activities for the coming year. Getting an education is only a small part of what you can get from the squadron. You'll get much more out of the squadron by getting involved, and the friends you meet here will be friends for life.

I hope you all have a great holiday season. And don't worry about eating too much over the holidays. A little extra ballast will be useful during those early season boating forays next spring!

Welcome Aboard



Steve Sanders

Steve boats out of Waukegan with incoming Commander Julie Sanders on their powerboat, *Southpause*.

TOP 10 REASONS TO BECOME A VESSEL EXAMINER



- ✓ Less than 1% of registered boats have received a VSC.
- ✓ More examiners equal safer boating.
- ✓ VSCs help keep potentially unsafe boaters off the water.
- ✓ You have spent a lot of time becoming a knowledgeable boater - pass the knowledge on.
- ✓ The VSC program is one of the best ways to recruit, retain and involve new members.
- ✓ Maintaining Vessel Examiner status involves only five exams per year - about three hours of volunteer service.
- ✓ In some geographical areas, VSCs can be done year-round (unfortunately, not in our area) ☹
- ✓ Staying current on VSC requirements will help you stay on top of your own knowledge.
- ✓ Most boaters welcome and appreciate Vessel Safety Checks.
And the number one reason....
- ✓ VSCs work. You may save someone's life.

Lt Mike Ludtke, AP/VE will be conducting an examiner training session in March. If becoming a Vessel Examiner interests you, contact Mike at mludtke@rsq.org or 815-575-0809 to register.

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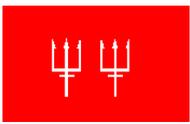
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FREE TICKET TO THE BOAT SHOWS!!!



We are looking for members to help out with the upcoming Boat Shows. Earn credit towards a Merit Mark and Free Admission into the shows. If interested contact Julie Sanders JuliaLeah@aol.com for the Boat and RV show and Mike Ludtke mludtke@rsq.org for the Strictly Sail show.



EDUCATION DEPARTMENT

D/Lt/C Keith Baldwin, JN

“ROYALTY MAKES ITS FIRST VISIT TO WAUKEGAN!”

Too bad this isn't on the front page that would be a great headline. It really doesn't make any difference where it is printed; it is big news and wonderful recognition for every member of Waukegan Sail and Power Squadron.

Of course I am speaking of the Prince coming to Waukegan. No, I am not writing about the one from England who recently made a whirlwind tour of the U.S. The Prince I write about is Prince Henry the Navigator of Portugal. He lived during the 15th century, and was the prime mover in the advancement of navigational techniques that underpin our modern day concepts. In the 1960's, celebrating the 500th year of his death, the Portuguese government donated an alabaster replica of Prince Henry to each of the 20 USPS Districts to be presented annually to the squadron that presents the best overall educational program. For the period from June 2004 to May 2005, that squadron was Waukegan Sail and Power Squadron, the proud winner of the Prince Henry Trophy. We didn't win because we had the best instructors in the district, although we do. We didn't win because we have the best audio-visual equipment in the district, although we do. We didn't win because we ran every course USPS has to offer, we didn't even come close. We didn't win because you were hounded relentlessly to take a course, which of course you were. We won it because you responded to all those things, you signed up to take the courses, you

attended the classes, you listened to the instructors, you read the texts and you passed the tests.

Oh, before I forget it, we also won another award! The Squadron Membership Educational Achievement Award now rests on the shelf next to the Prince. It is second only to the Prince in its prestige and importance throughout the District. This trophy is given to the squadron that has the greatest percentage of its members earning a new stamp for their certificate by successfully completing a course. What is significant about our winning this award is that our numbers were almost double those of our nearest competitor!

I must also tell you about the Boating Course contest where we didn't win the first place prize. However, we did win third place, and we are as proud of earning third place in the Boating Course award as we are of winning the Prince Henry or the Educational Achievement trophies. We live in a demographic area that tells us we shouldn't be able to compete with squadrons on the chain and inland waterways that have large student turnout. This past educational year WSPS conducted public boating classes in six different venues and had a total of 108 students successfully complete the course. It is the first time that we have achieved those kinds of numbers.



SEO Keith Baldwin with the Prince Henry Award, Boating Course Award and Educational Achievement Award.

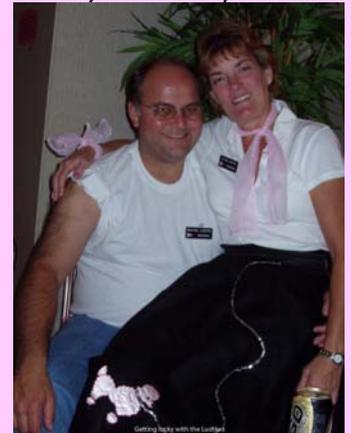
This is the first time since our birth as a squadron in 1957 that we have reached the pinnacle of educational excellence. I hope you will reach out to your fellow squadron members and congratulate them on this wonderful achievement. I also ask you all to thank Paul Green, Al Richter, Gordon Bloom, Tenney Ford, Tom Parkinson, Merwin Rosen, Ken and Ann Miller, Al Smith, Julie Sanders, Andy LeBoeuf and Mark Davenport for flawlessly executing a very difficult schedule that was put before them.

Last but not least, some of you have already or will shortly be receiving a notice about the next class you should be taking. Sign up, take the course, become a more knowledgeable boater and let's see if we can extend the Prince's stay in Waukegan!

D/20 CONFERENCE '1957'



The girls are eager to show everyone their poodles!



Getting lucky with the Ludtkes



District 20 Operations Workshop

**Saturday
4 February 2006
0930 to 1600**

**Every member of
District 20
is invited!**

**Guest
Speakers**

*Hilton Hotel
3003 Corporate West Drive
Lisle, Illinois 60532
630-505-0900*

New program

Program

Commander Introduction	0930-0945
Guest Speaker - Prof. Ron Hirasawa	0945-1045
Committee Workshops	1100-1300
Lunch Break	1300-1415
Officer Workshops	1415-1530
Guest Speaker – Capt. Greg Hunter	1530-1630

Attitude adjustment to follow the workshop with pizza & cash bar.

Guest Speaker – Prof. Ronald T. Hirasawa

Mr. Hirasawa received the 2005 Distinguished Faculty Award at the Lake Forest graduate School of Management where he teaches courses in Marketing, Entrepreneurship, Strategy, Ethics and Leadership. He will share his ideas on leadership, team-building and motivation in volunteer organizations.

Committee Workshops

Intended for all D/20 members to discuss how to effectively put together a program in your Squadron with promotion methods, planning and motivation techniques, technical requirements, program execution and measuring success. Workshops will each be given twice so that everyone can attend multiple workshops. Specific topics will include:

- *Squadron Membership Recruiting & Member Involvement – Tools & Techniques*
- *Leadership Development*
- *Getting the Right Person into the Chair – A Roadmap for Nominating Committees*
- *Building Squadron Awareness through Community Service Activities*

Squadron Officers Workshops

Attendance is strongly recommended for all current and incoming Squadron Bridge officers. This is an opportunity to meet with your peers and district counterparts to prepare for your new office. Participants will also receive the most up-to-date news distributed from the National Officers at the USPS Annual Meeting.

Guest Speaker - Captain Greg Hunter

Captain Hunter of the IDNR who works with the National Association of Boating Law Administrators will discuss how his office works to encourage reciprocity of boating laws between states, and to establish standards for boating safety education and boating law enforcement standards.



A Close Call....and Lessons Learned

By Bob Kunath

Reefpoint, as with most marinas, has a rule against swimming in the marina. Knowing better and not much of a rule follower anyway, I rarely hesitated to jump in at Reefpoint or at other marinas when the heat got to me.

Sans Souci, along with three other boats had the occasion to stop at a friends' dock in Lake Ontario (which is freshwater) last summer. Our friends have a great setup, with a floating dock and a 30A-shore power facility. We were last to arrive, so we rafted up to one of the other boats. The other boats had already hooked up to the 30A-shore power, but our friend offered to run an extension from a wall outlet in their boathouse to our boat. Not wanting to run the generator, I accepted and made the connection. The "reverse polarity" light flashed briefly when I turned on the switch, but everything seemed to run OK so I ignored it. **Lesson number 1 – never ignore a reverse polarity warning!**

We were tied up in only four feet of exceptionally clear water, so early the next morning I decided it was a good opportunity to check the running gear and hull. I lowered the swim ladder and started down the steps. As soon as I touched the bottom, I felt a vague vibrating sensation in my arms. I had no idea what was causing it, but decided to get out of the water... fast! I started to move up the ladder, but found that I could not move my arms - I was essentially paralyzed. I then realized that I was being electrocuted! I found I could at least yell, which of course I did. When Carol and the adjacent boaters came running out, I yelled to shut off the power. They were

able to do that, but not for a few precious moments, which seemed like hours.

Fortunately, in the meantime I found that I could move my legs. I moved them up a rung or so, and was able to push myself away from the swim platform. I was a good twenty feet behind the boat before the sensation was gone.

The power turned off, I was able to return to the boat and although a little shaky, climb out of the water. We then examined the 60-year-old boathouse power, and found that the ground to the outlet was not connected, and that the polarity was in fact reversed. **Lesson number 2 – always test a power source before trusting it with your life!**

The U. S. Power Squadron Marine Electronics course warns that it only takes 20 milliamperes of electrical power across the chest to cause fibrillation and cardiac arrest. A 15-ampere house circuit delivers 750 times that power. Fortunately, this event happened in freshwater, which is a poor conductor of electricity, but in saltwater, the result would have been much different. That's not to say that you can't be killed in fresh water. The captain of the boat next to us is a retired paramedic, and told of the day that he was called to a freshwater dock in Illinois where two young brothers were electrocuted and died under similar circumstances. Unfortunately, there are plenty of ways that raw 110-volt power can be introduced to the water at a marina, from improper use of battery chargers, to defective dock and boat wiring.

Lesson number 3 - Maybe that "No Swimming in the Marina" rule is a pretty good one.

Happy Birthday!!



DECEMBER

- 3 - Dietrich Bronst
- 11 - Frank Herbst
- 22 - Richard Kofsky
- 27 - Richard Lazar
- 28 - Mark Davenport

JANUARY

- 6 - Carol Kunath
- 6 - Michael Orscheln
- 15 - Michelle Vavrusa
- 18 - Boris Peck
- 19 - Andrew LeBoeuf
- 19 - Robert Sloat
- 30 - Helen Parkinson
- 31 - Sharon Bucher

If you don't see your special day listed contact Roster Chairman Ellen Ludtke.

Eludtke@rsg.org
815 678-4300.



Sans Souci docked at Lake Ontario. A perfect place for a swim?