



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



Commander’s Comments

Summer is here and we are all enjoying the nice weather we have been having (hopefully out on a boat somewhere)

We are working on the JN course with 5 members (I am one of the students). We are also presenting seminars and classes this summer and fall, let us know what you are interested in so we can set up dates and get the new info as needed.

We are working together with the Coast Guard Auxiliary to do more VSCs and promote boating safety. We have about 88 VSCs completed so far this year. We want to get more than last year. If you are still doing them, please turn in your reports to Kim.

Co-Op Charting – We have some geodetic marks left over from last year to find & Ruth Durkin is working on a date to possibly go out and update parts of the Milwaukee Harbor Chart.

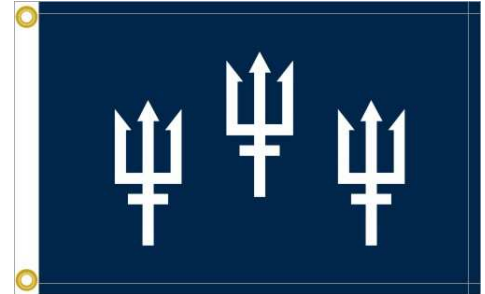
The executive board meetings are held on the 3rd Tuesday of the month @ 5pm, before the regular member meeting and are open to all members. Our meeting this month will be at Saz’s on State St. Please check for updated info on the meetings in the Updater and on the website. Please come and get involved in learning and planning, and suggesting ideas you are interested in for the squadron.

We have received a message sent to Green Bay, Madison and us from Jim Pahl-Washa of the Madison Squadron: “I’ve been in contact with Geoff & Suzanne Carman (from Oshkosh) about holding a joint activity to visit the Mercury Marine Museum in Fond Du Lac on either Saturday Sept 20th or 27th. Plans are very liquid at the moment, but we’d see the new museum, have lunch somewhere close (a couple of good local options), and possibly take in a tour of the Mercury Plant if we can set that up through Wes. I suggested to Geoff that we publicize this as an open event to all D10 squadrons, thinking that our Milwaukee, GB and Door County members might be interested as well. Do these dates represent any problems for the Milwaukee calendar if we proceed? Jim Pahl-Washa - Madison “

I like this idea and think it would be an excellent outing for our squadron. I plan on going when it is set up. Please let me, Kim or Ted know if you would be interested.

Boat Safe and let’s have another fun year. Check our website often and look for us on Facebook.

Chuck
Commander Chuck Kersey



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YOUR COMPASS

A few weeks ago I was chatting with one of the captains at work as he looked over a magnetic compass which was to be installed on the new tow vessel he was building. He was looking at every angle, no pun intended, with an eye to its installation on the dash board. He commented that it was going to be a tight fit between all the other gauges and electronic equipment.



I tried to suggest that there were also electronic and digital compasses available which may make placement an easier fit. His reply was: "Are you nuts, dude? Magnetic compasses will work even when all other electrical equipment fails. Besides, since the diesel engine will continue to run without electric power, at least we'll know which direction we are going." He also reminded me that there is no shortage of digital compasses onboard anyway. The GPS, plotter, and radar displays all have compass indicators as well as an app on his cell phone.

What is a magnetic compass? Basically, it is an instrument containing a magnetized pointer that shows the direction of magnetic north and bearings from it. The compass card is usually marked in 5 degree increments suspended on a pin or needle in a bowl of lightweight oil to counteract the quick or erratic movements as the boat moves through the water.

It should be considered the primary navigation tool onboard your boat. It must be properly installed away from other metallic objects. The lubber's line, which is the fixed directional line on the compass, must be aligned with the centerline or keel of the boat.

Select the best compass that you can reasonably afford that fits on your boat - generally the larger the better. The most important characteristic of a good magnetic compass is repeatability. Turn the compass in each direction, and then return to the beginning. The compass card reading should return to the same magnetic heading. If not it may need to be adjusted. I suggest getting a professional compass adjuster for best results.

Local interference may also result in different degrees of accuracy called deviation. This can also be reasonably compensated for with adjustments and should be checked while installed on the boat and in an area not known for magnetic variations. Deviation may be caused by local metallic objects such as the engine or nearby electrical interference. Remove the electrical interference

(Continued on page 4)

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The Deck Watch Is published by the Milwaukee Sail and Power Squadron in the months of March, June, September and December. Items for publication are due no later than the 14th day of the month previous to publication.

Please send questions, comments, Roster information, updates/changes, photos, news etc. to:
capluck@yahoo.com

P/C Carl Pluckhan SN
Editor



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



C/C: 10 Ways to Fill a Classroom

The chief commander has issued Ten Ways to Fill a Classroom. Follow the list and how-to series in KeepingUP, the Public Relations newsletter. Rejuvenate Your Squadron is a limited-participation all-day workshop being held on Friday during the Crystal City Governing Board. Interested? Enroll by emailing me. —Greg Scotten

READ MORE: usps.org/national/pr

Vessel Examiner Recertification Deadlines

The first U.S. Coast Guard recertification training deadline of 30 June has passed. If a vessel examiner has not completed recertification, the examiner will be unable to enter VSC information into the USPS database. If an examiner misses the second deadline of 31 Dec. 2014, the examiner will have to take the VSC course over again and perform two monitored VSCs. —Lee R. Chasse

Tempus Fugit, But There's Still Time

Summer is upon us, but before you take that trip, go to the beach or cruise with your squadron, why not make your reservations to attend the Governing Board meeting in Arlington, Va.? And while you're at it, sign up for the outstanding and highly rated leadership seminars again being offered in series starting on Wednesday, 10 Sept., and running through Friday, 12 Sept. We must have at least 15 students registered for each class by 31 July. Register now to ensure your place by visiting the National Meetings website. For more information or to register by email or snail mail, visit our website. —Susan L. Darcy

Five Boating Skills Virtual Trainer Units Now Available for Reservation

USPS proudly introduces its Boating Skills Virtual Trainer, the industry's premier interactive simulation-based boating safety program and a powerful instructor tool. The BSVT is a USPS training unit funded by a grant from the U.S. Coast Guard with advanced water physics developed by Virtual Driver Interactive. USPS now has five BSVT units and is accepting reservations on a first-come, first-served basis via the reservation Web form at <http://www.usps.org/php/bsvt>. This internal website, for USPS members only, has additional info with questions and answers. Visit the external BSVT website to watch videos of this exciting new addition to the educational curriculum! Additional units may be purchased by contacting USPS HQ customer service. For further program questions, call USPS customer service at 888-367-8777 ext. 0 or email me. —Lisa Herndon

Looking Forward to the Spring 2015 Photo Contest

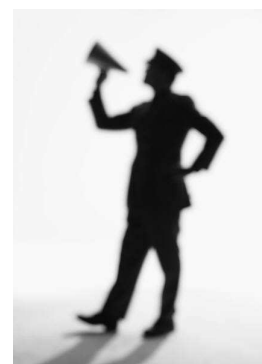
To honor United States Power Squadrons' past and future, enter our Looking Forward Photo Contest! Submit no more than 4 high-resolution photos that you think best capture the spirit of USPS and our new tagline: "Come for the Boating Education...Stay for the Friends!"SM using the online form at theensign.org/contest. Include your name, certificate or subscriber number, and a brief caption. Deadline for submission is 31 Dec. 2014. Winning photos will be featured in the Spring 2015 issue of The Ensign. Thank you, and good luck! —Amy Townsend

READ MORE: theensign.org/contes



Excerpted from
the "**USPS**
News Blast

*an informational
Newsletter dis-
tributed monthly
by USPS to Edi-
tors and Web-
masters*



(Continued on page 4)



Your Compass

(Continued from page 2)

as much as possible by shielding or twisting wires.

Compasses should be easy to read and interpret. Smaller ones tend to have their degree scales or markings compressed, making them more difficult to get an accurate reading.

My descriptions above are not intended to be the final authority on compasses. I encourage you to do your own research if purchasing a new compass or when needing to make adjustments to improve accuracy. Take a United States Power Squadrons® ABC Boating class. Watch for schedules of upcoming classes or go to www.USPS.org.

Be safe out there and I'll see you on the water.

As the members of the United States Power Squadrons® now remind us: "Come for the Boating Education...Stay for the Friends."

*Dave Nielsen
Feature Writer
Public Relations Committee
United States Power Squadrons®*



News Blast

(Continued from page 3)

Help! He's Not Breathing!

Imagine this: You are at a district or squadron meeting when one of your members has a heart attack. Are you prepared to help? USPS strongly recommends all members get CPR and first-aid training. The Safety Committee has prepared guidelines that districts and squadrons can use to create a First Aid Support Team (FAST), so they can be prepared to respond to a medical emergency. We will be conducting a CPR/first-aid course designed for boaters in conjunction with the Governing Board Meeting on Wednesday, 10 Sept. 2014. Information on the FAST program as well as a course registration form can be found at the link below or by contacting me at 301-767-5905. —Alan Karpas

READ MORE usps.org/national/safety/cpr-1staid+.html

Each One, Reach One: 100-Day Membership Drive

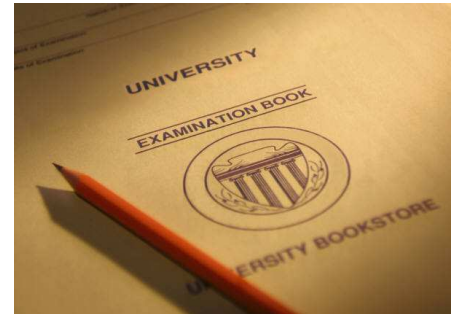
How is your squadron progressing on the short-term, in-house membership drive? All you need by 10 Sept. is at least one (1) more member than your 1 June membership number. Your current members are your best tools to recruit and retain new members. Need help? Ask your district member involvement chairman or the national committees: The Marketing Committee can provide advice on promoting USPS and your squadron, and the Public Relations Committee can help you improve your community image and help you teach more ABC3 classes. You'll find more tips on the Membership website and on SailAngle! —Mary Paige Abbott

*Excerpted from
the "USPS
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tributed monthly
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tors and Web-
masters*



The USPS University Expands

Contact: Gregory T. Scotten
Staff Commander,
USPS Marketing/PR Committee
(gscotten@comcast.net)



The USPS University is expanding by leaps and bounds as it broadens its seminars for recreational boaters across the country. With campuses in every American town where boating is a passion, its mission is to make boating fun and its offerings readily available. Its sponsor, the United States Power Squadrons®, the oldest and largest boating education organization in the nation, announced that these seminars, consisting of a few hours of top grade information, will excite those needing basic information as well as those seeking to be brought up to date.

The latest seminars to excite seamen and women include: “Hurricanes and Boats”, “Radar”, and “Anchoring”, with the new offering, “Knots, Bends and Hitches”, soon to follow. Already boaters are enjoying such topics as “On-Board Weather Forecasting”, “GPS For Navigation”, “How to Use a Chart”, “Sail Trim and Rigging”, and “Using VHF & VHF/DSC Marine Radio”.

These programs can be viewed as part of a much larger concept designed for those interested in Boat Operator Certificates. These graduated certifications are designated as: “Inshore”, “Coastal”, “Advanced Coastal”, and “Offshore”. The certification requirements involve the completion of courses, seminars and practical demonstrations of nautical skills.

For additional information on USPS University, the new seminars or a course near you, call toll-free 1-888-FOR USPS (1-888-367-8777) or visit their web site at www.usps.org.



SEPTEMBER

Mel Fabiszak

Chuck Kersey

Kim Kubatzke

Craig Lake

Kathy Robbins

OCTOBER

Mike Beckmann

Bridget Eland

George Mitchell

NOVEMBER

Richard Hobbs

Mark Humphrey

Trevor Kubatzke

David Pleskatchek



YES, YOU DO NEED THAT MUCH ANCHOR LINE

Published by the Marketing/ PR Committee

United States Power Squadrons®

Contact Greg Scotten gscotten@comcast.net

In last week's edition of our local newspaper there was a short story regarding two men that left three children in an anchored 26 foot craft while the men went diving in the nearby waters. While they were under water, the anchor of the boat broke loose and the craft with the children on board drifted away. Due to strong currents the divers could not catch up to the drifting craft as it moved further away. This was a real recipe for disaster!

Fortunately, a passing boater picked up the divers, the Coast Guard was called for the drifting craft, and all were rescued without any harm. The responsible adults here trusted their safety and that of the children to the boat's anchor. Obviously, this didn't work out very well.

All too often boaters fail to recognize the amount of anchor line and/or chain (rode) required to hold a secure anchorage. Seems like boaters just don't want to purchase and carry that much chain and/or line. I do not know the details of this specific incident, but I will bet the divers did not have sufficient line out on their anchor. Any time a boat can drift along with its anchor on the bottom and fail to have the anchor catch hold, you know there was not sufficient rode. If you doubt me, put your anchor out with a short rode and see how far you drift before the anchor bites into the bottom.

The United States Power Squadrons® recommend an anchor rode that is equal to seven to ten times the water depth plus the height above water of the point where the anchor is attached to the vessel. Seven is the multiplier in calm seas and ten is required in windy days. So if you are in 20 feet of water and your bow cleat is 3 feet above water line, you need 20 +3 or 23 times seven feet of anchor rode (161 feet) to hold anchor on a calm day and 23 times ten on a windy day (230 feet).

I wonder how many boaters who anchor in 20 feet of water are carrying 200 feet of anchor rode. Better yet, what about the fishermen that venture off shore and try to anchor in 80 feet of water. In this case we are looking at above 500 to 800 feet of rode to hold an anchor in place. In my area, I don't know of any off-shore recreational fisherman that carry any where near that amount of line and/or chain.

So please believe the 7 to 10 ratio guidelines for anchor rode and make sure you have sufficient for your situation. To learn more about this topic, look for a local Anchoring Seminar from the nation's largest safe boating educator, the United States Power Squadrons. For boating courses in your area contact its headquarters at 888-367-8777 or go on line to its home page at www.USPS.org. As its members remind us,

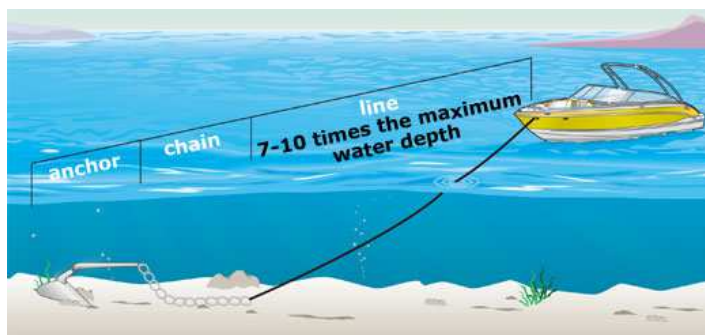
"Come for the Boating Education ... Stay for the Friends !"

Lt. Bill Hempel

Senior Feature Writer

Marketing/Public relations Committee

United States Power Squadrons®





Boating Safety -How Can You Make Boating Safer?

Labor Day may mark the unofficial end to the summer boating season, but boaters will continue to enjoy time on the water throughout the year. Following safe and responsible boating practices, including wearing a life jacket, being alert and aware while on the water, and obeying navigation rules, can make each time you are on the water fun while always being prepared for an emergency situation.

[Wear It!](#) has identified states with the highest number of fatalities and accidents in 2013, based on the U.S. Coast Guard Recreational Boating Statistics released in May 2014. From 2012 to 2013, deaths in boating related accidents decreased to 560, the lowest number of boating fatalities on record.

Top Ranking States for Boating Deaths

1. Florida
2. California
3. Texas
4. South Carolina
5. Michigan
6. Tennessee
7. New York
8. Pennsylvania/Washington (tie)
9. Georgia/Missouri/North Carolina (tie)
10. Arkansas/Louisiana (tie)

Top Ranking States for Boating Accidents

1. Florida
2. California
3. New York
4. Texas
5. North Carolina
6. New Jersey
7. Tennessee
8. Missouri
9. Maryland
10. Ohio



Statistics show that no matter where you are boating, following boating safety practices, being properly prepared and equipped, and always wearing a life jacket can help save many lives. A 2013 survey conducted by the [National Safe Boating Council](#) found that life jacket wear is significantly higher in medium and high Wear It! campaign activity locations than in locations with no campaign activity. Read the [detailed survey findings](#).

Share with us on [Facebook](#) and [Twitter](#) how you're promoting boating safety by using the hashtag #safeboating. To learn more about safe and responsible boating practices, please visit [SafeBoatingCampaign.com](#).

Sincerely,

Rachel Johnson
Executive Director
National Safe Boating Council





Winterizing

Preparing your boat for the winter gives you a chance to check the safety of your boat. The more tasks you tackle now, the less time you will have to spend in spring when you are fitting out your boat.

At this time make two lists: the “to do” list with a “must do” and a “try to do” column and the “to have” list, a list of all the supplies, tools and parts you will need to winterize your boat.

If you haul your boat out of the water make sure that it is well supported and propped safely upright in it’s cradle. To protect it from snow and ice, a winter cover should be installed before temperatures drop below freezing. All edges of the cover must be tied or taped down securely. Allow for ventilation to combat the formation of mildew.

Your batteries should be in good condition. Remove them from the boat and store them in an area not subject to freezing. Drain all fuel lines, pumps and carburetor, and the fuel tank. Check your rubber fuel hoses. Older boats may still have fuel hoses which are not recommended by the United States Coast Guard. Approved hoses are marked J 1527 USCG Type A1. The older hoses may deteriorate due to the additives in the gasoline we are using in our area. These may cause the hoses to become brittle or crack, or may soften the rubber to the point of leaking.

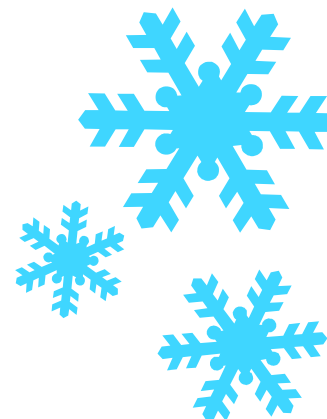
Change the engine oil during lay-up. Used oil contains acids that can cause engine damage. Winterize the engine cooling system. Add antifreeze carefully. Too little will permit freezing, but too much can damage your engine.

Check your electrical system. Check the wiring for frayed conductors. Are all circuits fused through a fuse panel? Is the wiring routed as high as possible above the bilge? All electrical wires should be approved for marine use.

Make sure your automatic bilge pump is in good working order. Drain and flush out all water systems and tanks or add antifreeze. Open all faucets, disconnect all fittings at the lowest points in the lines. Flush out your boat’s holding tank and drain it completely or fill it with antifreeze. Also drain the Y valve.

Finally list everything you did in fall. It will help you in spring not to forget to reverse some of your fall procedures. You will be able to quickly and easily prepare your boat for a safe summer of sailing.

Gisela Murray, SN





Summer Rendezvous

L uana and I arrived in Duluth a day early for the rendezvous. Thursday we drove up the west coast of Lake Superior arriving in Two Harbors. It has a lot of nautical sites to see. We visited the tug Edna G, an old steam tug that worked the harbor for years. There is an old train station that now serves as a Souvenir Store and Museum. It contains a lot of historical information about the area, local R R's and shipping in the area. There is also the Agate Bay Lighthouse, the oldest working lighthouse on Lake Superior.

Friday we started out at the Lake Superior Railroad Museum. One of the best train museums I have visited. We took the excursion train back up to Two Harbors. A fun relaxing ride. There was a two hour layover for lunch, then back to Duluth.

That evening we arrived at the Duluth Sail & Power Squadron's Dock Facility. They had a great brat fry with all the fixings, followed by a bonfire.

Saturday started out with a pancake breakfast at the facility. There was a tour of the Great Lakes Aquarium, similar to our Discovery World. That afternoon was, in my opinion, the best part of the rendezvous. We were honored with a cruise on the retired Sundew. (USCGC WLB-404 a sea going Buoy Tender) After a short safety talk, we headed out to Lake Superior going under the famous Aerial Lift Bridge. After about an hour we returned to the harbor and headed down and around the Superior, WI. side of the harbor. When we returned to the facility there was a tug boat to tour.

That evening we were served a fish boil dinner. Followed by a hot air balloon presentation and telescopes were available to look at the stars and planets.

On Sunday morning we had a continental breakfast and said our goodbyes. It was a wonderful time and our hosts were wonderful.

Joe Dembiec, P





FYI - USCG SUNDEW

The USCGC *Sundew* (WLB-404) is a 180-foot (55 m) sea going buoy tender (WLB). A *Basswood*, or C-class tender, it was built by **Marine Iron and Shipbuilding Corporation** in **Duluth, Minnesota**. *Sundew's* preliminary design was completed by the **United States Lighthouse Service** and the final design was produced by Marine Iron and Shipbuilding Corporation in Duluth. On 29 November 1943 the keel was laid. It was launched on 8 February 1944 and commissioned on 24 August 1944. The original cost for the hull and machinery was \$861,589.

Sundew is one of 39 original 180-foot (55 m) seagoing buoy tenders built between 1942-1944. All but one of the original tenders, the *USCGC Ironwood (WLB-307)*, were built in Duluth. Like all of these tenders, the *Sundew* was named after a plant, in this case the *sundew*, a carnivorous plants from the genus *Drosera*.

In 1958, the *Sundew* was assigned to **Charlevoix, Michigan**, and the following November helped in the rescue of two survivors from the *Carl D. Bradley* when it sank in a storm on **Lake Michigan** 47 miles (76 km) west-northwest of Charlevoix. The *Sundew* remained at Charlevoix until 1977, when she was replaced by **USCGC Mesquite**. The *Sundew* was then moved to Duluth, MN, where it served until it was retired in 2004.

Sundew served 60 years for the Coast Guard and was decommissioned and retired on May 27, 2004. As part of the decommissioning, the vessel was given to the city of Duluth, its last home port, to be used as a **museum ship**. The services provided by the *Sundew* were taken up by *USCGC Alder (WLB-216)*"

Due to a drop in tourism revenue, in 2009 the city of Duluth sold the *Sundew* to local residents, Jeff & Toni Foster and David Johnson & Mary Phillipp. The *Sundew* moved from its museum location in Duluth in the spring of 2010, and currently (2014) occupies a private slip near Duluth's **Great Lakes Aquarium**.



Career (United States)

Builder: Marine Ironworks Duluth, Minnesota

Cost: \$861,589

Laid down: 29 November 1943

Launched: 8 February 1944

Commissioned: 24 August 1944

Decommissioned: 27 May 2004

Fate: museum ship 2004-2009, sold to private interests 2010

General characteristics

Class & type: Iris (C-Class)

Displacement: 1,025 long tons (1,041 t)

Length: 180 ft (55 m)

Beam: 37 ft (11 m)

Propulsion: 2 × General Motors EMD 645 Diesel engines

Speed: 13 kn (24 km/h; 15 mph)

Range: 8,000 nmi (15,000 km; 9,200 mi) at 13 kn (24 km/h; 15 mph)

Armament: Wartime: 20-mm guns, a 3-inch cannon and depth charges.

Peacetime: None





Bulletin Board

25 year Members

Three Milwaukee Sail & Power Squadron Members have been awarded the 25 year membership pin. Anyone who has paid dues for 25 years receives the 25 year membership pin.

The recipients are: [Alan Kuettner](#), [Karen Kuettner](#), [Richard Hobbs](#), and [Doris Reisel](#).

Congratulations to all four recipients and thank you for your continuing support and membership in USPS.



25 year membership pin.

New Life Jacket World Record Set at 'Ready, Set, Wear It!' Event

We did it again! Boating enthusiasts set a new world record for life jacket wear during the fifth annual Ready, Set, Wear It! Life Jacket World Record Day on May 17, 2014.



Ready, Set, Wear It!
Life Jacket World Record Day

Boating enthusiasts set new life jacket world record on May 17, 2014.



WE DID IT AGAIN! Participants: 6,973



Inherently Buoyant Life Jackets

5,430



Dogs in Life Jackets

49



Inflatable Life Jackets

1,543

TOTAL NUMBER OF EVENTS - 175

- United States: 120 Events
- Australia: 6 Events
- Brazil: 1 Event
- Canada: 9 Events
- Finland: 19 Events
- Japan: 16 Events
- Kenya: 1 Event
- Nigeria: 2 Events
- South Korea: 1 Event

Learn more at ReadySetWearIt.com



Life Jackets



They Float

You Don't !





Adopt-A-Chart Program

Volunteers needed for our revitalized Cooperative Charting Adopt-A-Chart Program!

We are reapplying for the Adopt-A-Chart Program for Milwaukee Harbor Chart #14924. In order for the program to be successful, the Squadron needs to report updates or changes. No prior experience is needed. It can be a fun and rewarding experience that can be done by one or two people or larger groups of landlubbers and boaters. Be aware that some people find this kind of activity can be addictive. It's a program in which you choose which areas or how many reports you wish to do. Combine your boating expertise with another's computer expertise. If people wish to volunteer their boats for some of the activities and want other volunteers to join them, let me know and I will try to help coordinate it. **Please notify Ruth Durkin at (414) 313-7252 or ruth111nu@gmail.com** of your interest and which portions of the program you wish to investigate so that we don't have duplication of efforts. Only one report will be accepted by USPS or NOAA for any item.

Some of you recall the great outings and parties we had when searching for Geodetic Markers. Unfortunately, that hasn't been part of the Cooperative Charting for a few years. (By popular demand we had searched for them anyway.) However, I know you will find similar challenges and companionship in the reporting of these items.

What is the Cooperative Charting Adopt-A-Chart Program?

Per the USPS Cooperative Charting website: "Cooperative Charting Program of the United States Power Squadrons is conducted in close coordination with the Marine Chart Division, National Ocean Service, National Oceanic and Atmospheric Administration of the U.S. Department of Commerce. The Program is a major public service of USPS. Under it, members supply information to the Marine Chart Division of NOS/NOAA leading to corrections to nautical charts, small craft charts, Coast Pilot publications and Small Craft Facilities. They also supply data on depth surveys, range status, tidal current surveys and formerly, geodetic marks and aeronautical charts. The Aid to Navigation Inspection program allows for damaged or misplaced Aids to be reported. The Adopt-A-Chart subprogram provides for individual squadrons to assume responsibility to keep a chart or a portion of a chart in their local boating area up to date and get recognition on new editions for their work. We have been told that the Cooperative Charting Program is recognized as the most effective user-participation program in all of the Federal services."

More information can be obtained on the USPS website and clicking on Site Index or Site Navigator and then Executive and Cooperative Charting. Accuracy in reporting will be greatly enhanced by reviewing that site as well as the Cooperative Charting Manual 2013. It has diagrams, worksheets and tips in preplanning and performing investigations, so that essential information is not omitted from

(Continued on page 13)





Adopt-A-Chart

(Continued from page 12)

the reports. To maintain the high quality of inputs to NOAA, all reports are thoroughly reviewed at least twice before being forwarded to NOAA. CCWEB and NOAA are sites where nautical charts can be obtained. Contact Ruth Durkin for a paper chart, if you aren't able to access it on the website.

Timely Reporting: In order to get 100% credit, reports need to be submitted within 30 days on CCWEB.

Portions of the Cooperative Charting Manual April 2013z:

1.2.1 What to Report

This section is a brief overview describing the types of items to report in the Cooperative Charting Program via the CCWeb site. NOS and USACE are interested in all discrepancies between charted and observed information. Even though the discrepancy may not apply to NOS charts, credits will be awarded. It is the responsibility of the reporter to submit the report to the appropriate federal, state, or local agency. Notify NOS of the report via an inspection report on CCWeb to receive USPS point credit for your work. The fact that a revision or addition to a chart appears obvious to you does not necessarily mean that NOS or other charting agencies know about it. Report charted items that no longer exist as well as those that should be changed or added to the charts. Information is reported in six broad categories: Range Line Surveys, Nautical Chart Surveys, *US Coast Pilots*® Update Reports, Small-Craft Facility Reports, Depth Reports, and Inspection Reports. Chapter 3, Programs, of this manual provides information for reporting of these categories.

1.2.2 What Is Not Reported

Individual items checked and found to be charted correctly should not be reported. When it is found that an entire assigned area is correctly charted, an inspection report should be sent to NOS, advising NOS that these were the findings of the survey. The previous designation, 'correct as charted,' is no longer used. Review the Inspection Report page on CCWeb for correct reporting procedure. This is important for two reasons:

- (1) The charting agencies want to know that charts of certain areas are up-to-date and that such areas have been surveyed.
- (2) USPS and NOS want to give credit to squadrons or individuals for completed surveys regardless of the number of suggested chart corrections found.

Ruth Durkin (414) 313-7252 ruth111nu@gmail.com





Upcoming Meetings and Events

Mark your calendars for the following upcoming meetings.

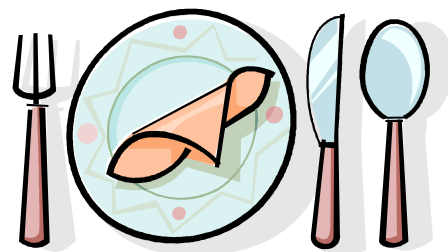
September Member's meeting:

Date: September 16, 2014

Location: State Room at Saz's Restaurant, 5539 W. State Street

Executive Committee Meeting:	5:00 p.m.
Cocktails:	6:00 p.m.
Dinner:	7:00 p.m.
Program:	7:45 p.m.

We will be able to have "menu dining" for our group. Prices range from \$10 (for a grilled chicken sandwich) to \$24.00 (for a full rack of baby back ribs or ribs & shrimp combo). Beverages and salads are extra.



Program: Mr. Phil Block will present his "Lights of the Lakes" slide show. A link to the website is: <http://www.philblock.info/lol.html>

Call or email with your reservation

Ted Smyczek email: <tmsmyczek@netzero.net> h: 262-786-2599 o: 262-786-1475



D10 Fall Conference

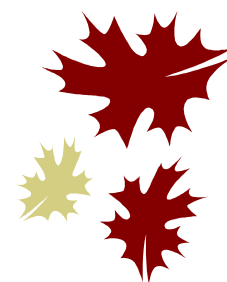
October 24 - 26, 2014

Landmark Resort

Egg Harbor, WI

(see reservation form)

Secretary Kim Rutkowski





District 10 USPS
2014 FALL CONFERENCE
24-26 October 2014



LANDMARK RESORT & CONFERENCE CENTER
4928 Landmark Drive
Egg Harbor, WI 54209

60/40 RAFFLE
3 BIG WINNERS

Amount	Cost	Number
Friday Night Door County Fishbowl Buffet (Incl. Roasted Chicken & BBQ Ribs)	\$30	_____
Saturday Pasta Bar Lunch	\$17	_____
Saturday Dinner—Bacon-Wrapped Pork Loin	\$28	_____
Chicken Cordon Bleu	\$24	_____
Gnocchi Potato Dumplings	\$24	_____
Registration Fee (incl. Sat./Sun. Continental Breakfast)	\$15	_____

Seminar topics at an addl. fee to be announced later (check the D10 website)





FRIDAY NIGHT ENTERTAINMENT
Music in the Pub
"Pirate Booty" game in the State Room
OR Relax in the Carrington Pub

ARRG

SATURDAY AFTERNOON
A visit to Lautenbach's Orchard Country Winery and Market with optional scenic tour on the Door County Trolley (\$14 adult/\$9 child)



OR Take a Hike with John at the Door County Land Trust Lautenbach Nature Preserve



SATURDAY NIGHT ENTERTAINMENT
"Talk of the Town"
Swing/Dixieland style jazz

Squadron _____
Rank ____ Name _____
Rank ____ Name _____
Home phone _____ cell _____
Email _____

Is this your first time attending a district conference? _____
Make checks payable to: Door County Sail & Power Squadron
Registrations due before: 10 October (no refunds after this date)
Mail this form and checks to: Lt/C Cynthia Weis, AP
1609 Texas Pl.
Sturgeon Bay, WI 54235

HOTEL REGISTRATIONS FOR THE LANDMARK RESORT
1-800-273-7877
Ask for block "Door County Sail & Power Squadron" for rates
Good through September 24. All rooms have a full kitchen.





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
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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.

