





**SKOKIE VALLEY SAIL
AND POWER SQUADRON**

DISTRICT 20

Membership Newsletter - Volume 20 Issue 12

Running Lights

December 2020





A MESSAGE FROM OUR COMMANDER

The more things change, the more they stay the same, as the old saw goes. I tried to hold a Commander's Open House in my abode, just like last year, then the COVID-19 pandemic started to spin out of control. Our governor has effectively shut down Thanksgiving, Christmas, New Year's Eve, and similar gatherings in our own homes for people not already living there. Indoor dining in restaurants is shutting down, too. Maybe we could all pack ourselves on my boat which is in an indoor heated storage facility at Skipper Bud's in Winthrop Harbor, but alas, they might wonder why so many cars are parked outside. In other words, I keep trying to stay one step ahead of the rules, and the lockdown rules keep expanding. Realistically, few of us will venture out of our homes to party with all of the high rates of infections threatening to overwhelm the health care system in our area. So, no Commander's Open House this year. It just seems to have been given the kabosh by the governor and those of us that might have attended are not willing to take any more risks.

I do hope each of us is able to have something of a celebration for all of these holidays with just those of us in our own homes and maybe a few of the nearest and dearest being invited over.

I have four organizations that keep me more than busy. Besides our USPS squadron, I am an officer of the Lake County Civil Air Patrol squadron, the VP of Adult Education for my synagogue, and Education Director of my local ham radio club. The North Shore Radio Club has over 200 members and has been growing steadily over the years. We have not lost members, but gained new ones. Why? We have been a virtual kind of hobby all along. We communicate with two-way radios. We did have in person meetings once a month and some tours of places of interest, but going virtual was a natural thing for a hobby done through radio communication, the Internet, and software tools. If that kind of mix of features that can make an organization grow, then we have to think about what makes it work for ham radio geeks that boating gurus can do in kind.

Remember, we were founded to teach safe boating. That means classes, not necessarily classrooms. If I can hold meetings of the Executive Committee via Zoom each month, then we can teach all of our classes, have some of our scheduled events take place online, and gather for everything else when the vaccines are widely distributed, and the pandemic ends.

—Cdr. Rich Davidson, SN



**Skokie Valley Sail & Power Squadron
2019-2020 Bridge**

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	Susan Palazzo, P	847-956-6173
	Don Sidman, JN	847-726-7309

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Mark Your Calendar

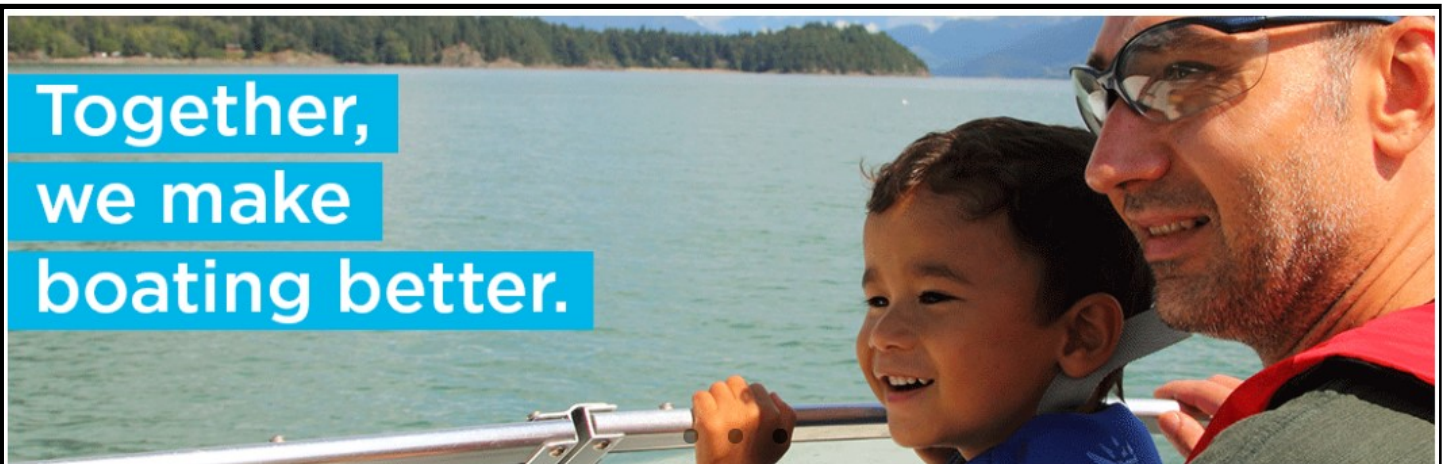


December 2020

2	Wed	Executive Board/Bridge Meeting, 1930	Zoom Meeting, Contact Rich Davidson
2	Wed	Skokie Valley Breakfast Club, 0900-1000	TBD
15	Tues	Publication Deadline—Running Lights	Karen D'Amico (224-238-7372)
16	Wed	Skokie Valley Breakfast Club, 0900-1000	TBD

January 2021

6	Wed	Executive Board/Bridge Meeting, 1930	Zoom Meeting, Contact Rich Davidson
13	Wed	Skokie Valley Breakfast Club, 0900-1000	TBD
15	Fri	Publication Deadline—Running Lights	Karen D'Amico (224-238-7372)
27	Wed	Skokie Valley Breakfast Club, 0900-1000	TBD



Dec 1st is Giving Tuesday!

For 106 years, America's Boating Club has helped make boating better through boating education and safety programs. This year, on Giving Tuesday, we need your help more than ever.

During the pandemic, boating became a refuge for individuals and families seeking socially distanced fun. Boaters took to the water in record numbers.

Better boating begins with skilled boaters. And we can't do it without you.

Your generous gift will fund urgently needed educational initiatives, provide operational support during challenging times and ensure that America's Boating Club enters 2021 ready to fulfill its mission of keeping our waterways safe.

Donate today, and help make boating better for everyone!

To learn more and donate online, go to:

<https://giveabc.org>



YOUR WEATHER REPORT

By Mike Hennessy, AP, Instructor-Weather course



A Tribute to Mike Hennessy

In May 2002, Mike Hennessy published his first Weather Report, a new feature inspired by the USPS Weather course Mike was teaching to members. For over 18 years, Mike has been faithfully contributing monthly articles to the Running Lights publication. It's not surprising, he earned 42 merit marks and was a life member of USPS.



Mike passed away November 2, survived by his wife Maddie of 54 years. Pictured left are Maddie and Mike Hennessy at the January 2002 Dinner meeting.

Admittedly, it was very nostalgic going through past issues of the Running Lights to find the first publication of Mike's Weather Report. Below I found this picture of Mike and Maddie taking reservations for our Anniversary dinner in November 2002.



Mike was a huge supporter of our mission of safety through education. I am so grateful for his contributions over the years. I will miss our monthly exchanges, and I'm sure he will be missed at breakfast club too.

OUR GREAT LAKES, OUR GREATEST RESOURCE

You probably heard recently microplastics were discovered near Mt. Everest's peak. At 27,700 feet elevation, it was the highest these pollutants have been detected in the world. The samples were taken from the snow and contained plastic curls shed from all the synthetic materials commonly used in outdoor clothing and gear.

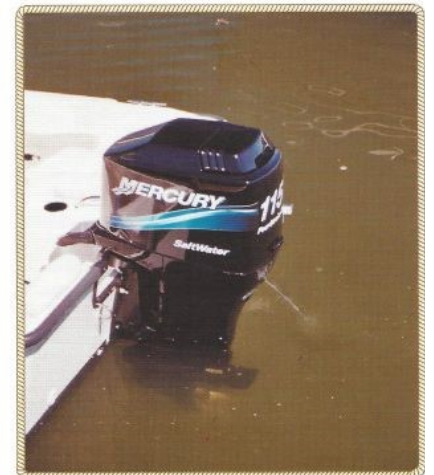


There is a lot of focus on ensuring we pickup and avoid polluting with the plastic bottles, bags, and other things we can see. It really had not occurred to me that our shoes, clothing, and other plastic devices we utilize daily might be leaving a trail.

When reading about this in National Geographic, I was surprised to learn that Everest base camp in Nepal is more than 150 feet lower than it was 35 years ago. The article stated the Khumbu Glacier (which runs along the base) is thinning, and has lost nearly a fourth of its volume (87 billion gallons) since 1962 due to ice melt from the warming climate.

This was all part of a study about how climate change and other human actions are affecting Everest and the surrounding region.
<https://www.nationalgeographic.com/environment/>

CAPTAIN AHAB'S QUIZ



At the start of your spring shakedown cruise, your engine's telltale does not have the normal pressure. Back at the dock, you turn off the key and the engine keeps running. What is the problem and solution?

(see answer on back page)

Tom Clark, AP, Contributing Editor
Courtesy of Perchant Publishing



SVPS 2020 Event & Cruising Schedule



When	Event	Location	Host
December 13th Sunday	Commanders Holiday Party	Cancelled	Commander

WHATS IN A NAME? By Stuart Zwang

Almost every boater has or at least has pondered a name for his (or her) boat. For example ask Ron Zingler why his boat is named **Gotta Love IT**, or why his prior boat was called **Double Pinochle**.

Sometimes the joke, pun or double entendre goes out of fashion or the name that even at the time was great, becomes dated or wrong. Remember the Skokie Valley advertising boat at North Point Marina? As I recall, it had a motor that was named **Never-rude**. It was a pun on the name of Evinrude motors. I just read where Evinrude has gone out of business.

How about the boat that was named **No Worries** that was last seen in two pieces on the fishing pier? I once saw a boat named **Nauti Buoy**. It was cute. It was not so cute when she caught him cheating.

We once had an 18' yellow Sea Ray. We did not name it, but we threw out a number of potential names. For example, **Mellow Yellow** came to mind. That was before we discussed the possibility of **Yellow Flame**, after a very minor experience required the use of a fire extinguisher. That boat was indeed a dog. My son reminded me that if it was yellow, we should let it mellow, but if it was brown, flush it down. Perhaps we should have just called it **Lemon**, because that is what it was.

Next we had a 20' Larson runabout. Except that sometimes it did not run about. This boat would stop without warning, in the middle of wherever we were. You have no idea how large and quiet the middle of Lake Michigan is. I thought the most fitting name should have been **Silence is Golden**. One time when it quit, I thought that perhaps the name, **Nothing Else Can Go Wrong**, was a good choice. The problem was that something else did go wrong – the skies opened up with a deluge. It took Larsen Marine an entire boating season to determine that the wiring harness had failed connectors. By the time the defective wiring was fixed, we had to start winter storage.

Now we have this 23' open bow Larson. We bought it when it was new, and it is now about 15 years old. No surprise, we still have not named it.

I liked the name **Stu and Crew Two**, just for the rhyme. Because I am always late for appointments, dinner, etc., **Always Late** came to mind. My wife can never find me, so she thinks that a better name would be **Where's Stu?** My son suggested **STUpendous**. Out of necessity I have become an Olympic grade superglue artist. There is one vase in our house that I have broken and put together three times. There is more glue in and on it than ceramics. Thus I thought that **STUperglue** might qualify.

I began to ponder names again when we went out on 25 June 2020. Despite the fact that I have two 12 volt batteries for a simple I/O, neither of them would start the boat. No problem. I keep a Lithium Iodide battery booster jumper on the boat. This was charged (as were both batteries) prior to boating season. Of course, when I tried to start the boat with it, the indicator light told me that there was only a 20% charge in this booster. So much for back-up equipment. This fancy emergency battery booster could not even manage a solenoid click. Fortunately Larsen Marine had a jumper, and it worked. The boat started. We promised ourselves that under no circumstances would we turn off the engine. (Although I did ponder the wisdom of pulling the safety dead man switch, just to see how my wife would react. Fortunately, as discretion was the better part of valor on that glorious afternoon I did not try this antic.)

Indeed we enjoyed an absolutely beautiful day on the water – 75 degrees, clear, no wind, waves less than 1 foot.

Continued on page 6

Continued from page 5...

It was so calm that I was able to change out the boat's small electric horn. It had failed on our last excursion. So with my resourceful wife at the helm, I took the old one out, and installed the new one. When I examined the original waterproof horn, about three ounces of Lake Michigan water spilled onto the deck. Maybe they should have designed a drain hole in the horn.

During this whole cruise, I kept reading our volt meter. The good news is that it never wavered. The bad news is that it also never went above 10 volts even at Wide Open Throttle. My wife almost never lets me drive the boat at Wide Open Throttle. Guys, we have to use every opportunity that we get. This was the first time in over three years that I got away with it. Even better, I did not hear any 'suggestion' to slow down. Anyhow, the voltage should read about 12 volts. We were not yet out of the woods, or to be more succinct, back on the dock.

So, when we finally docked, I made the no brainer decision to have the Larsen mechanic check the two year old batteries (that I keep in my basement with a trickle charger over winter) and the charging system. I held my breath when I heard from Larsen. We were lucky – it was only a failed battery – one of two. The alternator and volt meter were all working properly. The reason that the voltage never exceeded 10 volts was that the dead battery was sucking out as much voltage as it could.

We dodged a bullet. It only cost us \$400 in total. For a boat, this was a mere pittance. We did prove that whatever can go wrong will go wrong at the most inconvenient time, read Murphy's Law. Fortunately this time we avoided re-proving that the word BOAT represents the acronym for Break Out Another Thousand. It was, as usual, a hole in the water that we threw some money into.

As a think about it, perhaps this boat, and maybe all other boats should be named **Murphy's Law**. Or to coin a Yiddish phrase, *My Mazel* comes to mind. A double entendre that one can interpret to mean I am lucky to have this, as well as I've got such horrible luck (mazel) to be stuck with this crummy boat. Maybe that is why my boat does not have a formal name. That way we can change it in our mind's eye any time we want, and it will not cost us anything to install or remove the lettering.



Now, dear reader, here is a question and request that I must pose to you,—"How did your boat get its name?" Please write your story to Karen D'Amico. I would wager that she will publish your story. In fact, as this year is lost to Covid 19, maybe we could even have an award for the best boat name or the best story about naming a boat.

Keep the faith, and let's hope we can see each other on the water next year.

The new year is coming
and we need help!!

The Nominating Committee
is looking for people interest-
ed in getting involved with
the bridge and other committees.

V O L U N T E E R

all that's missing is U!

Please contact Frank D'Amico, damico@ameritech.net
to talk more about open opportunities.



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<http://store.shopusps.org>

December Anniversaries

Marita Ocampo	2005	15 yrs
Birute Apke	2001	19 yrs
Tom Clark	1998	22 yrs
James Soyka	1992	28 yrs
Karen D'Amico	1991	29 yrs
Carol Fey	1991	29 yrs
James Koolish	1991	29 yrs
Keith & Kyle Parker	1991	29 yrs
Denyse Goodman	1986	30 yrs
Edward Colaprete	1988	32 yrs
Bruce Goodman	1986	34 yrs

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

Cdr Rich Davidson, SN

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Running Lights

Skokie Valley Sail and Power Squadron

FROM:

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TO:

FIRST CLASS MAIL



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:

The engine is overheated and is "dieseling". Apply full choke to stop the engine.



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