





**SKOKIE VALLEY SAIL
AND POWER SQUADRON**

DISTRICT 20

Membership Newsletter - Volume 20 Issue 11

Running Lights

November 2020





A MESSAGE FROM OUR COMMANDER

Since we experienced one snowfall already, I will say that we are now in the winter of our discontent.

Bonni and I spent today helping Don and Gail Sidman move into their new home in Barrington. It looks like just what home life should be when you are retired – no second story, a low maintenance homeowner’s association arrangement, beautiful surroundings, and enough space to contain the things you need without too much else to deal with. They even mow the lawn for you, front and back.

While doing this project, Bonni and I thought about whether to have a Commander’s Open House. The venues are closing up all over with Governor Pritzker’s COVID-19 mandates, so our house seems like the only option. Not having it would just cap a dismal year of non-events. Therefore, look forward in the next issue of Running Lights to details on what we will do, but it seems like our house still has the right features for a holiday party.

There was a District 20 Fall Conference, all online, with a short schedule, but it maintained the continuity of our organization. My job of Assistant District Education Officer will be eliminated after the next Change of Watch. There will be changes to state laws to permit our ABC classes to be done entirely online. The Chief Commander, Mary Paige Abbott, attended and responded to a question I posed about funding for a permanent IT staffer at National Headquarters to keep our online resources there up to date and working. She answered positively.

On the subject of the National ITCOM, where I am a member, there are upgrades happening and new educational tools in the works.

My view is that we as an organization have to recognize that becoming a primarily online teaching resource and not as depended on in person events is what will attract new, younger members, and keep the existing membership able to continue their education in boating. The District 20 meeting discussed how good it would be to be able to take advanced courses from any squadron holding them without having to leave the comfort of your own home. This is our future as an organization, technologically in sync with the Millennial generation while appealing to their needs. Those of us in the generations prior, we are in the 21st century, and this is what it means to be living here and now. If the pandemic taught us anything, it is how well it works, and that a new paradigm is upon us. Let’s seize the opportunities of the moment and build on what we have.

—Cdr. Rich Davidson, SN



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

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Mark Your Calendar



November 2020

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

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

USPS 2020 Virtual National Meeting

The USPS National Meeting went virtual this year, and the recordings are now available on the USPS.org website.

Executive Department

- Environmental Updates & Opportunities
- District Commander and Exec Officers (all day meeting)
- Review of Marketing Initiatives
- How2Sell at Boat Shows
- Vessel Examiner Procedures, Q&A
- How2Market your EDU Courses/Seminars

Administrative Department

- Member Benefits
- Relationship of Port Captains & Membership
- ABCs of Membership & Retention
- Support Strategies for Members & Leaders
- Importance of Ops Training & Awards
- Electronic Contacts: Home Run or Strike Out

Secretary Department

- Heritage & Protocol
- Updated Merit Mark Program
- IT Committee Meeting
- Member Services Committee
- DB2000 Update
- Communications Committee

To view any of these recordings or materials, visit the National Meetings webpage. The right column lists all the previous meetings, and there is a link to the Recordings and Information.

https://www.usps.org/php/reservations_new/meetings.php?mtg_id=36

Submitted by our Education Officer, James Soyka, SN-CN



2020 Fall Governing Board Raleigh, North Carolina

Educational Department

- Ed Department Strategy Session
- Committee Activity Reports
- DEO Briefing Session
- Education Delivery Techniques
- America's Boating Channel Video Workshop
- Stages of Open CPN Development
- Breakout Session—Knots
- Breakout Session—Anchoring
- Breakout Session—Docking
- Breakout Session—Boating with Confidence

PREVIOUS EVENTS



2020 VIRTUAL MEETING

7 Sep-13 Sep, 2020

VIRTUAL [Recordings and Information](#)



YOUR WEATHER REPORT

By Mike Hennessy, AP, Instructor-Weather course



Global Warming 2020

Since 1980, every decade has been warmer than the decade before. This past one was no exception with 2010—2019 being the hottest yet since record keeping began in the 19th century. Last year (2019) was the 2nd warmest year ever recorded (the highest was 2012).

The effects of global warming can be felt around the world, with massive ice melt, huge wildfires, frequent flooding, and record breaking hurricanes.

- Sea-surface temperatures were the second warmest on record last year, surpassed only by 2016. The heating up of the ocean and melting of glaciers caused global sea levels to hit a new high point of 3.4 inches above what they were, on average, 30 years ago.
- Greenhouse gas levels hit their highest level ever recorded in 2019. Concentrations of these planet-warming gases, including carbon dioxide, methane and nitrous oxide, are now higher than any period measured by modern instruments or ice cores dating back 800,000 years.
- The polar regions of the Arctic and Antarctic experienced their second hottest year on record. The loss of ice from the poles is helping push sea levels upwards, putting coastal cities around the world in danger.
- Widespread flooding across east Africa and wildfires in Australia, the Amazon and Siberia.

We must act dramatically over this next decade to bring the emissions down and stop this dangerous trend.

OUR GREAT LAKES, OUR GREATEST RESOURCE

Have you seen the pictures of the red crab migration on Christmas Island recently? An estimated 40 million crabs come out of the jungle and make their way to the ocean to breed each year.

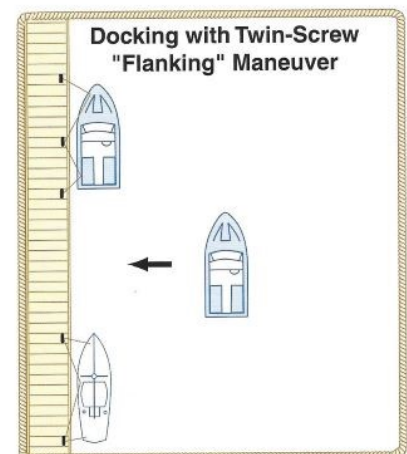


This annual migration just started a couple weeks ago and lasts about 6 weeks. The pictures are pretty amazing with crabs covering the roads, grass, and beaches. It's a small island in the Australian territory and visitors come from all over the world to see this massive migration.

Locals on the island have gotten pretty creative to protect the crabs. They have to close many of the roads during the migration due to all the crabs walking around. Over the main road on the island, they built special bridges that funnel the crabs to a crossing where they go up and over the road. Another man created "crab sweepers" that look like little snow plows in front of each tire. You have to drive really slow, but they push the crabs out of the way of the tires, so they don't get crushed.

Read more at the Christmas Island National Park website
<https://parksaustralia.gov.au/christmas>

CAPTAIN AHAB'S QUIZ



For this maneuver, turn rudders away from the dock. Then shift into **reverse or forward** for an outboard engine and **reverse or forward** for an inboard engine? Adjust throttles to crab or flank the boat in.

(see answer on back page)

Tom Clark, AP, Contributing Editor
Courtesy of Perchant Publishing



SVPS 2020 Event & Cruising Schedule



When	Event	Location	Host
November 14th Saturday	Anniversary Dinner Meeting	Cancelled	Ron Zingler
December 13th Sunday	Commanders Holiday Party	TBD	Commander



**CARBON MONOXIDE
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Earlier this year, a family of five spent a day on the water. It was much like many of you have done hundreds of times. After about 6 hours of tubing and swimming, the boys were tired and they decided to come in for the day. At the dock, one of the boys named Andy, rolled overboard and drowned. But that was not what killed him.

The link below is to the story about Andy's tragic death published by Fox News. It provides more details about what happened that day and the lessons that followed regarding the dangers of carbon monoxide poisoning while boating. Please read it.

<https://www.foxnews.com/health/oklahoma-mom-carbon-monoxide-poisoning-son-death-boating-trip>

His mother, Cassandra Free, posted the following comments on the Fox News site after the story...

Make this go viral. This is the hardest post I will ever have to write, but this information needs to be shared.

Andy died on June 6, 2020. He was only 9 years old. Most people don't really know what happened and we hadn't been fully willing to publicly share until we had autopsy answers. The news outlets said that he fell off the dock and drowned. We did not dispute this without having our own concrete evidence, but we knew that this wasn't what happened. He wasn't on the dock. His brothers were treated that night at St. Francis for Acute Carbon Monoxide poisoning. Andrew has been swimming since he was 2 years old- he was a STRONG swimmer- and yet, he didn't even struggle. Now we know why.

His COHb was 72%. His so-called "drowning" was secondary to the fact that he would have never lived at that level. What does this mean?

It means that Andrew was not going to live regardless of what happened next. He was at the back of our Malibu Skier most of the day. Boats, even moving, create a backdraft of exhaust. That's right. Exactly what I've typed: carbon monoxide exits the rear of the boat and drafts right back into the back of the boat. Backseat riders are especially vulnerable at low speeds and in long no-wake zones like the one we had to cross to return to the docks.

I didn't know this. No one I know knew this. It's called open-air carbon monoxide poisoning. Another friend looked into and found that it can also happen on other recreational vehicles like 4-wheelers. Our little Andy, our Dude, was probably slowly dying that afternoon/evening and we didn't know it. He would've been tired. His head would've started to hurt. Sounds like too much sun after a long, physically draining day of wakeboarding, wake surfing, and tubing.

At 72%, or 720,000 parts per million carbon monoxide, his blood was no longer capable of carrying oxygen. Andrew crawled up onto the back edge of the boat while we were packing up at the dock and became unconscious and unaware of his impending death. We had no idea anything unusual was taking place. Had he not fallen over, had he made it into the car, even if he wouldn't have passed at the lake,

he would've been so severely brain-damaged that he likely would've passed away in his sleep on the way home. Even if he would've gone immediately to the ER at that time, he still would've died. No medicine could've saved him at his levels. There was nothing that could've been done at this point.

So we have a little peace. He did not suffer- he fell asleep. We couldn't have done anything differently with the knowledge we had.

But everyone else can. Online boat forums will say that this risk is minimal. Or an "old wives' tale." It just doesn't happen. You have to search for this information to find it. For sure, used boats do not come with this warning. But do you want to risk that your child falls into this category?

Now you know- at the loss of our precious child, you now know that it can happen and it does happen. It may be a one-in-a-million chance, but it exists. It happens in minutes- sometimes within 60 seconds. Andy was smaller than his brothers. They were moving around on the boat more than he was. They were at slightly less risk than their youngest brother.

But we could've lost all three of our children that night. As hard as it is to swallow, we were fortunate. Fortunate that Andy doesn't have to spend his life on life support. Fortunate that his brothers lived. It still leaves a bad taste in my mouth.

All of this information was confirmed by a doctor friend and by the Tulsa County Medical Examiner's office. I've been assured that my baby was so far gone that he did not cry out for me in his mind as he died. He went to sleep and that was it.

I was always one who hates restrictions enforced by the government- inspections and registrations and mandatory recalls that affected vehicle performance. But there is a purpose. Cars and street motorcycles and airplanes have to follow these regulations. But any boat can be registered and taken onto the lake by unsuspecting boaters. Car and street motorcycle and airplane manufacturers are required to notify registered owners of issues that can impact human life. Boat manufacturers do not. In the past 15 years, we've owned 4 registered boats and 4 registered personal watercraft. We've never received a notice of any dangerous conditions.

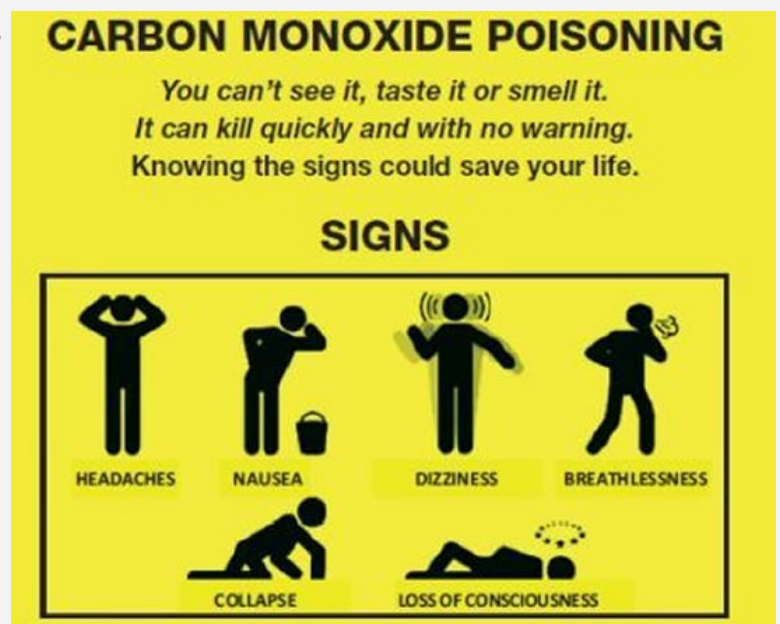
But, as of 2010, outside sources began to seriously investigate/test potential issues with watercraft. Many will state that the numbers of the CO deaths on the lake are skewed- skewed because they're reported as heart failure or drowning. If you search online hard enough, you can find this, but who would ever think to research? Now you can think to research. And now I know that boat manufacturers do know of the dangers and they're not being proactive to help people stay safe. They make further modifications on newer models, but do not notify owners of used boats. The CDC researches it, but no one has asked that boats be subject to annual exhaust inspections and be retrofitted for human safety when solutions are available. And it turns out that there are solutions available. A boat repair shop would tell you that there's nothing wrong with my boat, but clearly, there is.

This needs to change.

Don't let Andy's death be in vain. Educate yourself and educate your friends and family. I do not want anyone else to ever experience what I am going through.

I'm begging you- please share this!!

Thanks to Tony Palazzo for sharing the story.





Who would have believed? The NOAA weather web site said waves at Winthrop Harbor to Wilmette were one foot or less. It was time to go boating!!.

We went out at Waukegan, and surprise – the waves were really 2 to 3 footers. This reminds me of Al Sleet – The Hippy Dippy Weatherman who apologized for missing a tornado to the former residents of whatever town that was destroyed by a tornado.

Well, we went out from Waukegan harbor anyway. For me, the idea for waves is to have them strike the boat at a 45 degree angle off the bow. This lessens the effect of the waves on the boat. When this happens, I also try to work the speed of the boat so the bow is up in the air just before planing speed. The reason for this is to raise the bow and to lessen the waves and water splashing over the gunnel.

A couple of years ago I had tried this during six foot waves. Those waves were too much for our 23 ‘open bow boat. Water splashed into the boat and inundated everything. The glove box on the left hand helm seat filled with water. About a week later I drilled holes in the bottom of this storage box to facilitate drainage. Water still poured out of this storage bin. In the meantime, all of my boat logs, ownership papers, etc. got pretty wet.

But back to the present. While I was piloting the boat, I was not a happy camper. Everything was getting wet and I was having trouble steering the boat. Meanwhile my wife and son were whooping it up telling me that this was like a water ride in an amusement park. I was not amused. In fact, the waves from Lake Michigan got me wet from my head to my toes.

Fortunately the boat performed properly, and neither the boat nor any of my crew members were any the worse for wear. On the other hand, I must admit that I was very happy to dock the boat. I am still looking for the Hippy Dippy Weatherman (or woman) who hypothesized that the waves would be one foot or less.

By Stuart Zwang



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November Anniversaries


Christine March	2005	13 yrs
Ron & Joanne Zingler	2006	14 yrs
Gary Vinzant	2002	18 yrs
Al & Pat Antoni	1999	21 yrs
Gary Raphael	1997	23 yrs

Congratulations on reaching another milestone with the squadron. We appreciate your support!
Cdr Rich Davidson, SN

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Skokie Valley Sail and Power Squadron

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www.skokievalleypowersquadron.org

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Captain Ahab answer:

Outboard: reverse
Inboard: forward



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