



DISTRICT 20

Membership Newsletter - Volume 19 Issue 9

Running Lights

September 2019

**Sunrise at the Tall Ships Festival
in Kenosha, Wisconsin
by Ron Zingler**



United States Power Squadrons is America's Boating Club®



A MESSAGE FROM OUR COMMANDER

Normally we do not hold member dinner meetings during the boating season peak months. Some of us that have eaten at HobNob, a wonderful supper club midway between Kenosha and Racine, thought it a great idea to have an informal dinner there, instead. That happened on August 17, and the turnout was similar to attendance at an off-season dinner meeting. In the winter, many of our members become snowbirds and park themselves in Florida. In fact, the number that do is about the same as the more than twenty of us that had that informal gathering in August. What it tells us is that there is more that catches our interest than boating. True, a fishing trip and a cruise to Door County, WI are very much boating events. But the flare shoot at Bay Marine and the sundowner at North Point were less so.

I am encouraged by this because it means we can plan more events in the summer than in the past and attract some who are not actively boating by sprinkling in programs one can drive to. Example – last year we had a cruise to Burnham Harbor, only two boats made the journey, but the attendance at a Wendella boat ride architectural tour brought in many who no longer owned boats and some who did but showed up for the tour only.

The cruise we had to Sturgeon Bay, WI in Door County had only one boat making the journey, out of seven that originally signed up to do it, but two additional couples got there by car, and one more couple invited us to their house in Fish Creek. Call this a bifurcated cruise – some get there by boat, others by car. All wanted to be part of the event.

Another event that was attended by boaters and drivers was the Tall Ships arrival at Kenosha Harbor. Two of our members, Stuart Zwang and myself, participated as escort vessels. We literally had the best seats in the house – we were media boats and carried professional camera crews so they could get close up pictures and videos. I honestly never had such a great time with my boat. The Coast Guard ordered me to move farther away to keep a 100 yard gap between my vessel and the big ships with the riggings and square sails only twice. Once more and I probably would have been boarded and ordered off the pond, but, hey, what a great time I had being there. See the photo on page 11.

During that weekend, I volunteered to help people board the tall ships while tied up in the long channel. We also had the District 20 Cruise and Rendezvous. It was a short two hour meeting, but reports included the status of Chain-O-Lakes and Two Rivers Squadrons which have been going through dissolution for the past few years, and surprisingly Chicago squadron taking an upcoming vote. Michigan City and Illinois Valley did not have anyone in attendance. When I earlier proposed sharing some of our events with Waukegan, it echoed a suggestion made at the meeting by Bob Canfield. I was appointed District 20 webmaster. The upcoming Governing Board will likely discuss many suggested changes to the whole organization, like doing away with ranks and grades, most of the elected executive committee positions, more virtual online member involvement, and whatever else it takes to attract new, younger members. Stay tuned.

—Cdr. Rich Davidson, SN



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

COMMANDER

Cdr Richard Davidson, SN 847-295-8845

EXECUTIVE OFFICER

Lt/C Tony Palazzo, AP 847-956-6173

ADMINISTRATIVE OFFICER

P/C Ron Zingler, AP-IN 847-634-3806

SECRETARY

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TREASURER

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IMMEDIATE PAST COMMANDER

I/P/C Joe Lokaj, JN 847-914-9447

ELECTED MEMBERS AT LARGE

Lt Dave Anthony, P 224-402-3107

Susan Palazzo, P 847-956-6173

Don Sidman, JN 847-726-7309





Mark Your Calendar



September 2019

4	Wed	Executive Board/Bridge Meeting, 1900	Yen Yen Restaurant, Buffalo Grove
11	Wed	Skokie Valley Breakfast Club, 0900-1000	Market Square, Wheeling
12-14	Thurs-Sat	USPS Governing Board Meeting	Louisville, KY
15	Sun	Publication Deadline—Running Lights	Karen D'Amico (224-238-7372)
15	Sun	Member Dinner Meeting	Club Casa Café, Des Plaines (pg 5)
25	Wed	Skokie Valley Breakfast Club, 0900-1000	Market Square Wheeling

October 2019

2	Wed	Executive Board/Bridge Meeting, 1900	Yen Yen Restaurant, Buffalo Grove
9	Wed	Skokie Valley Breakfast Club, 0900-1000	Market Square, Wheeling
15	Tues	Publication Deadline—Running Lights	Karen D'Amico (224-238-7372)
19	Sat	Member Dinner Meeting	Port Edwards, Algonquin (page 14)
23	Wed	Skokie Valley Breakfast Club, 0900-1000	Market Square, Wheeling
25-26	Wed	D20 Fall Conference	Holiday Inn, Elgin



New Apparel available to order from the Ships Store

Order your shirt or jacket today with our new America's Boating Club North Shore branding.

The polo shirts are light gray with embroidered America's Boating Club logo on the chest, plus our burgee and new North Shore brand on the sleeve. Each shirt is \$20.

There are two styles of water resistant rain jackets. Shown here, the gray jacket in a men's size for \$55. The yellow jacket is a woman's size for \$45. Both are available in either men's or woman's sizes. These will also be embroidered with the America's Boating Club logo.

Either the logo or the burgee can be placed on other products, like hats, mugs, etc.

Contact Christine March at 815-307-2743 if you are interested in placing an order. Better yet, come out to the September dinner meeting to feel and try on the merchandise.



Alexander Hamilton – Founding Father of the Coast Guard

By Joanne Zingler



Today many of us know Alexander Hamilton from the popular play *Hamilton*, his picture on the 10 dollar bill and the fateful duel with Aaron Burr that cost him his life. Though he never attained the highest office, few of America's founders influenced its political system more than Hamilton (1755 -1804). Hamilton fought in 8 battles of the Revolutionary War while being the senior aide to General Washington. Hamilton was the first cabinet member for President Washington establishing banking, monetary and financial institutions that are still used today.

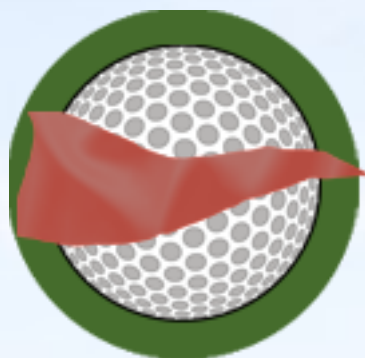
Born in the British West Indies, Hamilton was orphaned at a young age. His first job at age 13 was at an export-import trading company where he learned about mercantilist policies that governed European economics. His job was to monitor the inventory of goods – timber, flour, rice, lard, animals, bricks, mules, cloth etc. and even slaves. He had to track the money, chart courses for ships, keep track of freight, and compute prices in different currencies. He developed in-depth knowledge of traders and smugglers.

During the Revolutionary War, the smuggling of goods, food, and liquor was a form of patriotic defiance against Britain. Our colonists detested taxes and hated custom collectors. As the 13 colonies were formed into the United States of America, it was critical to deal with the massive debt that had been accumulated. Our new country was in debt for a whopping \$79 million. The debt was amassed from the cost of the war. The soldiers returning home needed to be paid. The widows and their families needed their promised payments. France, our largest creditor, needed to be paid. The country had also assumed all debt that the 13 colonies had accumulated to finance the war prior to joining the Union. With such a crushing debt, many European countries expected the fledging nation to collapse.

As our first president, George Washington understood the importance of dealing with this crippling debt. One of his first decisions as president was to establish the Department of Treasury with Alexander Hamilton as treasury secretary. Within a year, more than 500 employees worked for Hamilton. During his first year as treasury secretary, Hamilton established the Customs Services in 1790. Taxes were placed on all imports coming into the country.

Congress had authorized Hamilton to build and maintain the lighthouses, buoys, and public piers along the Atlantic Seaboard. He was responsible for all navigational aids. He became an expert on such details as the best whale oil, wicks and candles to brighten lighthouse beams. Hamilton persuaded Congress to fund ten ships called revenue-cutters to reduce the smuggling of goods into the country. The high seas were the first highway and a boat with a cargo of rum would hand off the goods to a small ship to avoid paying any taxes. To avoid favoritism, the ships were built in different states. He insisted that homegrown cloth be used for sails rather than foreign fabrics. Each revenue-cutter possessed 10 muskets, bayonets, 20 pistols, 1 broadax, and 2 lanterns. In the event of being blown off course or storm delays, each cutter was required to have salted meat with biscuits and water on board. Hamilton insisted that the revenue-cutter captains and crew conduct themselves in rigorous professionalism and irreproachable conduct. This was difficult since many of the crew were ex-smugglers. Officers on the revenue-cutters were to treat all fellow citizens respectfully and aid them as necessary.

And so in 1790, Alexander Hamilton established the Coast Guard to ensure the safe conduct of trade. The Coast Guard has stood the test of time to become America's maritime first responder. Thank you Hamilton!



Member Dinner Meeting

Sunday Sept 15, 2:00 pm

Club Casa Café

353 N. River Road
Des Plaines, IL 60016
clubcasacafe.com



Enjoy the views of the Golf Center in Des Plaines for our Sunday afternoon meeting.

Cocktails at 2:00 pm (cash bar)

Dinner at 3:00 pm (\$25)

Family style London Broil and Chicken Breast Limone with salad, rolls, soda, coffee, tea & dessert.

Park on the south side of the building for handicap access to the elevator and 2nd floor banquet room.

RSVP by Sept 8th to Ron Zingler 847-634-3806 (home)
847-946-2516 (cell) zingleron@comcast.net

Summer Cruise by Ron Zingler

The boating season began this year with dream cruise plans that included a 10 day cruise to Sturgeon Bay and a spin-off from there to Pure Michigan for 3 weeks. As we came closer to the departure dates the excitement grew and boats prepared for the voyage. We had six boats and two land cruisers driving to Door County.

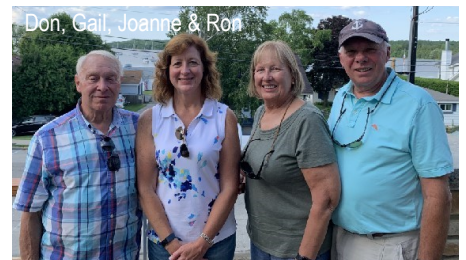
As the days drew closer to departure, several unexpected cancellations came in from the fleet of 6 that resulted in 1 boat departing 2 days late due to weather of course. Ron and Joanne Zingler are happy to report that we completed the dream cruise with some variation.

The weather allowed us to depart Kenosha Southport harbor on Sunday July 21st for Sturgeon Bay Centerpoint Marina. The nine hour cruise with 25 miles of fog, a fuel stop in Sheboygan and a lookout for logs was completed without incident. We did manage to spot logs mostly 3 miles or less from shore including a river of floating logs near Sturgeon Bay. As we arrived at the dock we were greeted by the land cruisers Sidman's and Davidson's to catch a line. We popped the cork and enjoyed well needed cocktails aboard "Gotta Love It" with our land cruisers. We had dinner reservations at the new home of Keith and Kathy Parker in Fish Creek. They provided us with a tour of the property, cocktails and a delicious feast with cherry pie desert. That was the first day. The days that followed were more laid back.

The Davidsons had to depart the next day after breakfast but the Sidman's were able to change their plans and show us around the county. We drove to Peninsula State Park, reserved tickets for the Northern Sky outdoor theater and saw the play "Dairy Heirs". As we had reserved seating and popcorn under the beautiful sky we laughed and listened to the musical story about the family farm. Tuesday was Breakfast at Lola's with Gail and Don as they drove off into the sunrise and the Zingler's called a pool day at the marina. It was a great time spent with our chauffer Gail and Don.

Joanne and I made our way to the next port across the lake to Frankfort where we were greeted by John Jacobson and his staff. Spending four nights in Frankfort was relaxing as we took in the sights on a 15 mile trail bike ride on the Betsie Trail. I had no problem keeping up with Joanne as the trail provided us great scenic views. Taking in a movie, Rocketman, at the local theater brought back memories of the way theaters use to be with reasonable admission and dollar popcorn. A day at the beach was in order and a stroll out to the lighthouse.

As Sunday morning rapidly came upon us, the storms subsided and the water looked good to make our way to Ludington Harborview marina. Pentwater was our planned destination, but Snug Harbor was under water. This is not the norm for Lake Michigan so with weather, high water and debris in the water we altered plans accordingly.



Ludington was a port we had never been to, so it was fun to learn about this one on the shores of Lake Michigan. Ludington is home to the Badger and sister ship the Spartan. To satisfy the states of Michigan and Wisconsin, they named the ships after the state mascots. They are both steam ships but only the Badger is in operation and the Spartan is used to scavenge parts. Ludington was a major logging community and lumber mill that supplied material to Chicago after the great fire. It quickly dried up after 40 years as the trees had never been replanted. The Badger and Spartan ships had been built to ferry passengers, cars, trucks and rail cars to Manitowoc, WI. which eliminated having to go through Chicago reducing travel time and money.



Ludington has a new maritime museum that opened in 2017. It was the old Coast Guard station that had been renovated with the latest technology a museum can have. This included interactive and virtual reality exhibits. The one I enjoyed the most was being at the helm of the Badger and bringing her into port. To dock and turn the badger they drop an anchor to bring it in. This is an excellent museum to visit and worth a trip back.

After four nights in Ludington it was time to say goodbye and make our way across the lake to Port Washington. The water was perfect on each side with 2 to 3's in the middle. We survived the 4 hour lake crossing with no sightings of logs or fog, only numerous fishing boats. Port Washington is one of my favorite ports. We did tour the lighthouse that offered great views of the marina and town as it sits perched on top of the hill. We had to stop in at the local butcher on main street to take home their Polish smoked kielbasa. We dined at the Twisted Willow restaurant which is always a favorite. A refreshment stop at the New Port Restaurant, located next to the marina, is slated to make way for high rise million dollar condominiums with a rooftop restaurant. During our refreshment break at the bar, I noticed a hand come up out of the floor delivering a few bottles of wine. It appeared to look like Thing on the Adams family. I later learned this is how they restock the bar from below the floor.



After a couple of days in Port Washington it was time to make our way back to home port in Kenosha. We arrived only to miss the Tall Ships event taking place. I did manage to get a photo of the ships at Sunday morning's sunrise. It was quite a site to see.

This two week cruise was the most interesting and relaxing as we traveled the ports, met with good friends and other boaters.



Dream Cruisers,
Ron and Joanne Zingler



YOUR WEATHER REPORT

By Mike Hennessy, AP, Instructor-Weather course



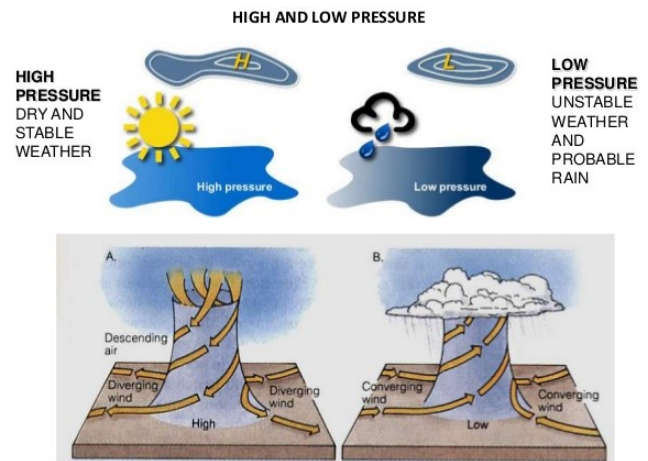
Basic Weather

The weather we experience in the Northern Hemisphere is influenced by the time of the year and high- and low-pressure systems. High pressure systems are generally cool and dry while low pressure systems contain warmer and more moist air. The wind always flows in a clockwise motion around high pressure systems. The wind flows counter clockwise around low pressure systems.

Fronts are only associated with low pressure systems. Generally, a warm front will proceed a cold front. The area in between the two fronts is called the warm sector. Moisture can be part of both a cold front and a warm front, but extreme storms are only associated with a cold front. Tropical storms are low pressure systems that do not have fronts, and they almost always develop over warm water. Their direction and movement are the result of many factors.

A high-pressure system will prevent a low-pressure system from advancing, if this happens it is called a stationary front. It will eventually move to the east as all weather in the northern hemisphere does. Large differences between two weather systems will bring undesirable results. For example, if there is a large difference in pressure between two weather systems, the result will be high winds. A large difference in temperature in systems will create storms.

Knowing more about the weather you experience or are about to experience will enable you to better understand the type of weather in the days ahead.



OUR GREAT LAKES, OUR GREATEST RESOURCE

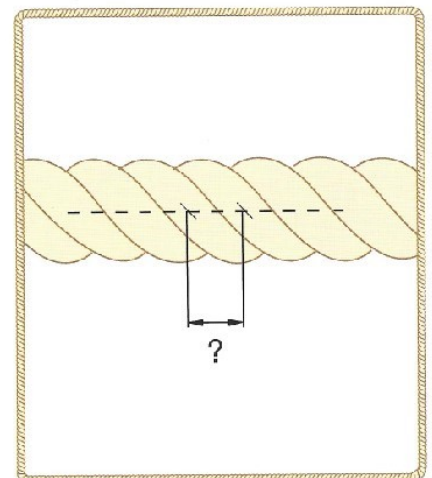
In August, Sustain our Great Lakes partners announced \$6.9 million in grant funding for 25 projects that will benefit the Great Lakes area. The projects collectively will:



- Reopen 112 miles of river for fish passage
- Remove or rectify 20 barriers to aquatic organism passage
- Restore 5 miles of stream & riparian habitat
- Control invasive plant species on 8,700 acres of wetland, upland and riparian habitat
- Restore 72 acres of coastal wetland habitat
- Prevent more than 120 tons of sediment from entering waterways annually
- Add 21 million gallons of stormwater storage capacity
- Install 99,000 square feet of green stormwater infrastructure

The Sustain Our Great Lakes program is a public-private partnership administered by the National Fish & Wildlife Foundation (NFWF). The goal of the program is to protect, restore & enhance the Great Lakes ecosystem. To learn more about the projects being funded this year, visit www.nfwf.org/greatlakes

CAPTAIN AHAB'S QUIZ



____, the distance between adjacent strands on a rope, is a measure of the hardness or tightness of the *lay*.

The greater the distance, the *lay* is softer or harder?

(see answer on back page)

Tom Clark, AP, Contributing Editor
Courtesy of Perchant Publishing



SVPS 2019 Event & Cruising Schedule



When	Event	Location	Host
September 28th	America's Boating Course	Bay Marine, Waukegan	Rich Davidson
September 15th	Dinner Meeting	Club Casa, Des Plaines, IL	Ron Zingler
October 19th	Dinner Meeting	Port Edwards, Algonquin	Ron Zingler
October 25-26th	D20 Fall Conference	Holiday Inn, Elgin IL	Rich Davidson
November 16th	Anniversary Dinner	Saddleroom, Hoffman Estates	Ron Zingler
December 15th	Commander's Holiday Party	Lake Forest, IL	Rich Davidson

Boating as life is an adventure. By Stuart Zwang

On 1 Aug 2019 the tall ships arrived in Kenosha. We in District 20 knew this because P/D/C Mike Ludtke kept sending the volunteers regular reminders and notes. Prior to the arrival of the Tall Ships, the inestimable U.S. Power Squadron, District 20, was asked to provide manpower and assist this festival. One of the things that the festival was trolling for were "escort" vessels. These boats would help in the arrival and festival show.

I figured – what the heck – it should be a good opportunity to do something useful for this endeavor, and I would get to see the tall ships close up. Oh Boy, oh boy – an adventure.

So on the appointed date, I had to retrieve my trailer boat. I store my boat at the Larsen Marine dry stack facility in Waukegan. It is a 23' open bow. So, at about 6:00 AM, I got on my computer and got out whatever reports that absolutely, positively had to be completed.

Lorri and I left home with the boat trailer at 10:00 AM. The open, double axle trailer was attached to the back of our 1997 Tahoe, and we headed to Waukegan from Highland Park. We got to Larsen Marine at 11:00 AM, put the boat in the water, and then drove it about 500 yards to the launch ramp in Waukegan Harbor. The boat went on the trailer with no problem.

The trailer came out of the water, and the front tire on the starboard side of the double axel trailer was as flat as a pancake. Upon closer inspection, this less than 4 year old tire, with a sum total of 1,000 miles on it, had no tread and exposed steel belts. OK, it was an inexpensive tire that was manufactured in an Asian country. So, upon reflection, it should have been no surprise that this tire was flat. You get what you pay for, and my bosom buddy, Murphy, as in the namesake of Murphy's Laws, was again at my side. The adventure was building.

I decided that if I played around with the tire, I would be late for the Captains meeting. So, we filled the tire with air and went on our way. Fast forward with a partial result – the tire held. More on its replacement later. I did have to fuel up my boat, before the Tall Ships for \$45, and after the job was done, another \$30. The gasoline station also made money on filling up my Tahoe to the tune of \$50. So the fuel for this adventure would cost \$125.

Hustling on, and with the able navigating of my wife, we made the Captains meeting just in time. In fact, it was all that we could do to thread our way through the traffic around the docks as well as the famous Kenosha flea market with a boat in tow. Those flea markets reminded me of another adventure we had in Cairo, Egypt, specifically at their Grand Bazaar. This chaos made the Egyptian bazaar look calm, ordered, and barren. Fortunately we were not early, and we decided to not negotiate for avocados.

In the captains meeting, we were introduced to all kinds of law enforcement professionals. These included the Coast Guard, the Coast Guard Auxiliary, the Wisconsin Department of Natural Resources, Kenosha



Municipal Police, and Kenosha County Sheriff's Marine Unit. They were all very nice people.

While we were enjoying this show, the City of Kenosha was kind enough to provide us with box lunches. With respect to these delicacies, I am proud to report that I carry a bottle of Roloids in my car and boat respectively. These anti-acid tablets were quite necessary after this lunch. Heartburn is part of the experience.

During the Captains meeting, everyone was assigned a task. Power squadron boats were referred to as "Bravo Boats." Three of the Power Squadron boats including Rich Davidson, the Skokie Valley Commander's boat "Bonnie Jo" were assigned to be "media" boats. They were assigned to pick up photographers from the gas dock, and drive them wherever they wanted. All the Bravo Boats were given yellow flags to display as a burgee. One wag, in my estimation, correctly described them as a quarantine flag. Dutifully, I attached the yellow flag above my Squadron burgee.

I was assigned as an "Escort Vessel." The boat that I was to escort, shadow, and protect from the wet but unwashed masses, was the "Denis Sullivan." I specifically asked what we should do when we were there. The coordinator said to contact the Tall Ships and do whatever they asked. Other than that, we had no specific assignment.

At the captain's meeting, we were informed that there would be three different marine radio frequencies that were to be used. They were the usual channel 16, the standard hailing frequency, channel 5, the Tall Ship Parade Command frequency, channel 27 for communication with the Tall Ships, and channel 23 for communication with the Coast Guard. We found out later that when we hailed our escorted Tall Ship, they directed us to channel 10, the ship-to-ship channel.

When I volunteered for this, Mike Ludtke also asked if I would be amenable to taking on additional crew. My response was, obviously, I would be happy to do so. In fact, I also invited Mary Merrell, our District Commander, to accompany my wife and myself in our boat. As it turned out, the additional crew members got stuck in traffic from downstate, and Mary's back was so sore she could barely walk. So, all three of our new crew members bailed on us. Lorri and I kept on with the mission.

Lorri and I then went to the Kenosha public launch dock. The dock master was kind to us. He told us that since we were part of the Tall Ship Festival, he would only charge the \$10 that Wisconsin residents pay. Quickly, we paid another pittance for our adventure.

So we launched. On the way out, we passed most of the tall ships that had previously arrived and docked. They were to go out again, sail around in a planned figure eight route, come back in and dock in the long channel of Kenosha Harbor. The Denis Sullivan was one of these. I called the captain on channel 16. When we told her that we were her escort vessel, she asked us to go to channel 10. On channel 10, we were given a "thank you," and we will contact you if there is anything that you can



Photos by Karen D'Amico

help us with. That was the last we heard from the Denis Sullivan.

Our intrepid boat exited the channel and entered Lake Michigan. There we waited for our lofty Tall Ship, the Denis Sullivan, and waited, and waited. We were doing aimless circles at about 5 knots while the three foot waves tossed us all over the water. Remember, we have only a 23' open bow boat. These waves helped remind us of the box lunch that we had, so pass out the Roloids again. It seemed that Mary Merrell and our two absent crew members were, in essence, much smarter than we were. They had made the correct decision not to get tossed 'around the water.

I have three marine radios. There is a permanent one under the ship's wheel on my boat and two handhelds. The one that was attached to the boat, and the newer hand held, worked perfectly. My older Icon hand held radio did not. I replaced the batteries and played with all he electrical contacts on the radio to no avail. When I tried to fix it at home, I realized that this unit might be a tad old. It's the model number M10. The current model that is for sale these days is the M75. Here is a surprise – a new replacement hand held radio was purchased by me on the internet after deciding that the M10 was ready for the glue factory.

We were in the water being bounced around while waiting for the Denis Sullivan. She came out, and we tried to escort it. Our friends in Law Enforcement did not want us to get too close to the Tall Ship. In fact, we had to stay about 100 yards away. If we came the least bit closer, the officer at the helm of the boat with the blinking red and blue lights shooed us away. Now the welcome that was previously extended to us from the law enforcement bunch changed. That was when the light dawned on me – the law enforcement group had morphed from Dr. Jeckyll to Mr. Hyde. We were there to help, but they preferred we did not get near them.

The 'Parade of Sail' proceeded. These boats essentially drove around in large, slow figure eights to the delight of the spectators on shore. Those people had the best view and most pleasant experience. Meanwhile the Bravo Boats were being tossed around.

Next was the salute to the City of Kenosha. The "Niagara" had a canon on board and shot it off. I think that up close, about 100 yards or so, it was awesome. On the other hand, when we heard it from our boat, I thought that it was a muffled sneeze. That is how close we could get to the "Niagara." Finally, the Parade of Sail was to dock. It was not a moment too soon. It seemed that the Bravo boats, myself included, were quite happy to be back on shore.

When I got home at about 1900 HRS, we were beat. Even though the trailer tire still held air, I realized that it had driven its last mile. I jacked up the boat and took the tire off. Instead of a cheap Asian tire, I replaced it with an All American Goodyear tire to the tune of \$150. In the process of changing the tire using my bottle jack, the boat trailer fell off of it and onto my hand. Fortunately the second axle was there, and I only bruised my hand.

So, I admit that curiosity killed the cat. I was happy to have seen the Tall Ships. I was happy to have volunteered. I was happy that I did not have to work that day. My wife was extremely good and helpful. I could not have done this without her. I like boating with her. And so, the old adage holds true, that a rough day on the water is better than a good day at work.

See you on the water. D/LtC Stuart Zwang, SN



PDC Mike Ludtke captured our Commander, Rich Davidson interacting with the USCG

As Rich said...we literally had the best seats in the house – we were media boats and carried professional camera crews so they could get close up pictures and videos. I honestly never had such a great time with my boat.

The Coast Guard ordered me to move farther away to keep a 100 yard gap between my vessel and the big ships with the riggings and square sails only twice. Once more and I probably would have been boarded and ordered off the pond, but, hey, what a great time I had being there.



Commander Rich Davidson, with D20 Secretary Stu Zwang working in the background.



Mike Ludtke

District 20 held our 2019 Cruise & Rendezvous in Kenosha, in conjunction with the Tall Ships Festival. This gave members a great opportunity to volunteer to help out with the event, and spend time with the crews of the Tall Ships.

Our Council meeting was held in the morning Saturday at the Kenosha Public Museum, right on the waterfront and just steps away from the marina and Tall Ships Festival. Saturday is also the well known Farmers Market, just outside the Museum. There was plenty of time for us to wander around the tents before the meeting started.

After the meeting, our organizer Mike Ludtke arranged for a quick lunch at the Museum. Then there was time to walk around the festival. Over at Simmons Island Park, there was a Pike River Rendezvous simulating the Colonial Western Fur Trading Era of the 1650-1850. It was huge, so there were many people in costume at the festival. A group of them came marching over while we waited for our afternoon ride on the Red Witch and I snapped a photo. It was a beautiful day on the water, and we really enjoyed ourselves in downtown Kenosha.

Frank and I stayed at the Stella Hotel, just a few blocks away from all the activities. This was a really interesting property, in a 100 year old building, that has been transformed. The site was originally the Pettit Malting Company. Established in 1857, it was the oldest malt house in Wisconsin. In 1914, the building was destroyed in a massive fire. In 1919, The Kenosha Elks Club built the current building, as a hotel with a swimming pool and many dining facilities. In 1990, the building was sold and became the Heritage House Inn. It was primarily used as a banquet facility, but due to much disrepair, it was abandoned in the mid 2000s. Today the building has been completely restored, including a breakfast café, nice restaurant, ballroom and a rooftop bar. The weather was perfect to sit out under the stars Saturday night!



Sundowner at Hobnob

Dave Anthony, Jim Soyka, Rich Barta, Larry March & Don Sidman



Joanne Zingler, Christine March, Lorri & Stu Zwang



Jim & Annette Ratajczak (Karen's brother & sister-in-law), Frank & Karen D'Amico, Lori & Joe Ratajczak



Mary Soyka & Sue Anthony



Jean Sanford & her daughter



Dave Anthony with his Brandy Alexander



Bonni Breen & Rich Davidson



Gail & Don Sidman



Sue Anthony with her Grasshopper



Rich Barta, Mary & Jim Soyka



October Dinner Meeting Saturday, October 19th

Port Edwards Seafood Restaurant
20 W Algonquin Road
Algonquin, IL 60102

We will close out our boating season at Port Edward Seafood Restaurant in Algonquin. For 55 years they have been offering a unique dining experience with a nautical flair. It is a beautiful setting on the Fox River to enjoy dinner with our boating friends.



Menu \$35 per person: choice of Broiled Atlantic Salmon, Pretzel Crusted Walleye Pike, Porterhouse Pork Chop, or London Broil

Includes: salad or cup of clam chowder, choice of mini desert key lime pie or hot fudge sundae, soft drinks, and coffee or tea



Cash Bar at 5:00 pm
Dinner at 6:00 pm

Kindly respond by October 12th
Ron Zingler @ 847-634-3806
or zingleron@comcast.net

Vinga Lighthouse, Vinga Island Sweden

Gothenburg Archipelago Sweden

Coordinates: 57.632130°N 11.601357°E



The first tower was built in 1841, it was the first Swedish lighthouse with a lens. A second tower was built in 1854 to make Vinga a “double light”, since there had been complaints that it was hard to tell the difference between the lighthouse in Skaden, Denmark, and Vinga Sweden from far away. The flame ran on colza oil.



In the 1880’s the need for a better higher lighthouse was urgent and in 1890 a new lighthouse was built. It ran on paraffin liquid. The lantern on the second lighthouse was removed and it was transformed into a watchtower. It is a red and gray short tower not shown in this picture. The first lighthouse was demolished and only the foundation remains. In 1857, a distinctive red pyramid that is used as a day beacon was built right next to the lighthouse.

In 1948 the tower was electrified and in 1974, it was automated and now controlled by the Maritime Administration. During the summer there are guided boat tours to the island and this is how we got out to the island.

Submitted by: Bridget Doerner, N

Photo by: George H. Doerner, SN.

September Anniversaries

Lynn Lorelie	1974	9 yrs
James Caldwell	2001	18 yrs
Joseph Ratajczak	1968	25 yrs
Kay Widdis	1993	27 yrs
Paul Mulroy	1975	46 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

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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:

Jaw
Softer ("long-jawed or slack-jawed")



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