

Harbor Lights

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From the Helm

The boating season is here! Large boats are appearing on mooring balls and in marinas on Lake Mendota. A string of high speed fishing boats buzzed by at 5:45 on this mornings tournament run on Lake Wisconsin where lifts are in and boats are being moved aboard. Boats in Dubuque, Manitowoc, Sheboygan and Door County are splashed or inching closer to that moment. Ski and board boats, PWC's and trailered boats are being fitted out for the summer's fun. There is much planning for the next trip or the next boat. And boats on the southern East Coast are being battered down for hurricane season.

Such is a bit of the what and where of Madison Squadron members and their interests. And in Madison wouldn't one expect such diversity? Even with that diversity we have common interests and goals that bring us and keep us together...

Civil Service: Our public boating courses, Stake in the Lakes, and other community involvement.

Self Education: The member courses that we teach and our personal obligation to increase our knowledge and improve our boating skills.

Fraternal Boating Club: Our interaction with and support for each other.

To realize these obligations we must have an active and involved membership; indeed we evaluate our 'health' based on these areas. Specifically, our evaluation (Star Squadron Program) is based on increasing our Squadron Membership, retention of members, the courses we offer to the public, numbers of members taking advanced and elective courses, Vessel Safety Exams conducted and members

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earning Merit Marks. With the diversity of Madison, keeping the squadron focused and active is a bit like herding cats! And being a volunteer organization in an active community spreads our resources further. Your leadership is committed to moving ahead and keeping the squadron on course, maintaining its relevance to the

membership and community. We're always looking for a 'few good' people; come on out, volunteer for a few hours or a day's involvement. If you find someone who is a likely candidate for a course or membership, help them along or refer them to someone who can. And above all, have a safe and fun filled boating season.

“Knots by Grog”

by P/C Dick Baker

Recently a post showed up on the power squadron mailing list that talked about a knot tying website. The site is called “Animated Knots by Grog” and you can find it at <http://www.animatedknots.com>. As the name suggests, it uses animation to show how to tie knots. It works quite well and is very easy to use. You also can't beat it for variety, since the site features approxi-

mately 120 different knots. Have you ever heard of the “Dropper Loop”, or the knot called “Bunny Ears”? They are all there.

There are also instructions for tying Windsor knots and Four-in-Hand knots in your neckties. Sorry JPW, no bowtie knots are shown.

From the Immediate Past Commander by Jack Stone, AP

At the end of two years as your Commander I look back and see many good times. We have accomplished several important tasks. Last year we were the only Five Star Squadron, which reflects on the many people that contributed their time and efforts to that end. This last watch year we didn't do as well because of the plus one format. It's really difficult to keep going one better in all of the areas they look at. I'm still quite happy and proud of the accomplishments you have produced. No one has done a better job at educating boaters than Madison Sail & Power Squadron. I feel this is our major goal as members of the USPS. Our efforts in the next watch year should follow those of the last few.

As we approach 2010 our efforts will be targeting the Spring Conference. We will

host the Conference in Madison and it will be our 50th year as a squadron. The District Commander will be Jim Paul-Washa, JN of our squadron. This will be a good time for many to participate in making this an affair to remember. Your efforts to make this a Conference of all Conferences would be greatly appreciated.

I am quite proud to say that I was your Commander for two years and look forward to many new challenges as a Past Commander. I'm sure that I will see many of you at our upcoming events. “Breakfast with The Commander” would be a good way to get to know some of the members who may be a little shy about coming forward. I hope to see many new smiling faces on Saturday mornings. Watch for the announcement of the next one.



“I am quite proud to say that I was your Commander for two years and look forward to many new challenges as a Past Commander.”

P/C Jack Stone

Madison Power and Sail Squadron has a great need for several members to step up and become a part of the Vessel Safety Check Team. The VSC program is/was shared with the Coast Guard Auxiliary. The Auxiliary seems to be increasingly subsumed as an arm of Homeland Security with the caveat that their Vessel Safety Check function has been reduced in priority. The need for the informative (non punitive) checks still exists and the USPS is looked upon to fill the gap. Madison needs volunteers...please contact Lt. John Kidwell, Cdr. Jack Stone or me.

The Automatic Identification System (AIS) is increasingly in use by commercial vessels and both transmitters and receivers are available for recreational boats. The value of an onboard receiver to those of us on the recreational side is in improving situational awareness and safety of our vessel. Specifically, with a properly connected receiver we can 'see' commercial vessels in fog and 'around the bend' on the Mississippi and other inland waterways with commercial traffic. While both ends of the system could be installed on recreational boats we retain the role of most maneuverable and with least draft so we would be most likely to avoid collision or move to the other side of the channel. Being able to hail a vessel by name has obvious advantages. In areas with high commercial traffic screen clutter can be a significant problem...too many commercial boats in the immediate proximity and too many identifiers to keep track so it's utility isn't universal.

Most of our boats have some form of depth finder...sonar. The Hawkeye Digital Sonar unit is a

flashlight sized hand held sonar unit that works very well. I used mine over the last season and found that it reflects off mucky bottoms (the Yahara at the north end of Lake Mendota) as well as hard lake bottoms. And if you're really good with angles and geometry/trigonometry it works as a forward looking sonar...sorta. Regardless, it's great tool if you don't want a permanent installation or need an auxiliary or back up system.

Finally, the MUK...Most sailors on bigger boats carry a knife on board. This is typically a sheath knife. I'm not sure that power boaters need much more than a fish cleaning tool, but (and I do NOT have an economic interest in this), the Marine Utility Knife made by CRKT is a neat Stainless boating knife that should meet the needs of sailors (less the marlinspike) and power boaters/fisher people. The cost is a whopping \$14.50 from Duluth Trading. They also have the ultra loud storm whistle for a good price...every PFD/Life Jacket should have one attached!



Coming up:

Monday June 8- MSPS Bridge Meeting, Waunakee Village Center, 1900. Open to all members

Saturday June 13- "Take a Stake in the Lakes", 0830 – 1030 Mendota County Park. Call Jan at 608 837-0132

Friday-Sunday June 19-21 D10 Rendezvous at Lake Winneconne. See registration form this issue or go to [http:// www.usps-d10.org/](http://www.usps-d10.org/)

November 6-8- D10 Fall Conference Bloomington MN

Those of you who are married may think that the statement I'm going to make in a little bit is probably made to get me out of some trouble with my wife. However, nothing could be further from the truth. Not that I don't get in trouble from time to time. It's just that my wife doesn't waste her time reading my articles, so if I have something to say to her, I need a different form of delivery.

The setting for this story is sometime in August 2008, after our family get together in Chicago. Cindy and I were heading to Dubuque for a weekend on our boat. While driving, I was thinking that it would be nice to finish out the boating season with a couple of trips to some of our favorite destinations on the river. It seemed like the thought was no more than in my head, and then gone again, when Cindy said "You know what I think we should do? We should schedule a trip to Prairie du Chien. We can have the Lacrosse folks meet us there some weekend. Then we should schedule a trip to Savanna. And, how about a weekend on a sand bar somewhere, like last year? And, I want to have a sandbar camping weekend with all of the grandkids!" Now this is the point where I say "Wow. I love this woman!" It's not like I just figured this out. Those of you who attended our wedding remember that we arrived at the wedding location by boat. The whole thing was very cool. What you don't know is that as we were planning the wedding, she suggested that I needed to buy a new pair of boat shoes for the wedding. Now I don't know about what you might think, but for this boater, that comment had very good implications for the future.

All of these weekends came to pass with the exception of the trip to Savanna, which got cancelled due to weather. And all of the trips generated enough stories for several articles, which I may share sometime. This time though, I'd like to talk about the adult camping trip.

For over a year, we had been talking to various friends on the river who told us about the Galena River. The remarkable thing about this, to me, was that with a dingy, you could go from the Mississippi to the town of Galena via the Galena River. Something about that just intrigued the heck out of me, so Cindy and I, along with Commander Jack and Kris, decided to launch an expedition to find the entrance to the river and make the trip to Galena. The chart shows the entrance to the Galena River off Stone Slough, which is about 25 miles south of Dubuque. Some of you may recognize the name, as that is where, aboard our boat *Just Because*, a group of six members of the

Madison squadron formed the Dubuque Provisional Squadron in 2007.

Anyway, what turned out to be way too late one Saturday afternoon, we started out to find the entrance to the river. If you have ever tried something like this, you will know that although you have a chart of where you are going, it may not be totally crystal clear where you are, or how far you need to go, and you sure don't have a concrete idea of the time it will take to get there.

The first part of the river was pretty straight, free of fallen trees, and sort of like a race track crossed with a water slide. We opened up the 9.9 and flew. What a blast! Soon, we came to a tee, where we deduced we needed to take the starboard route. The point at which we turned was very distinctive to me, because there was an island made by floating logs and such in the center of the intersection, which made navigating through the area a challenge. About a hundred yards after the turn we passed under an old railroad bridge, a very picturesque landmark. A couple of miles further, we stopped to check the chart and wait for Jack and Kris. Their 7.5 horse motor was not allowing them the same speed we could achieve. Considering that, and the fact that we were a little unsure of how far it was to Galena, and it was already late in the afternoon, we decided to turn back now. Jack suggested we go on ahead; he would proceed at his own pace. We said okay, and two miles later we made the turn, now to port, and then we decided that we should wait for Jack and Kris. We sat there for what seemed like an eternity, and still they didn't appear, so we decided to turn around and find them. All the way back to where we turned around initially, and still no Jack and Kris. I could not believe Jack missed the turn, but that was the only explanation. We headed back to the original point where we waited before, thinking they had to pass us again. But they didn't, so we got out the cell phone to give them a call. I had my phone, which had Jack's number, not Kris's; and Cindy didn't have her phone, which had Kris's number. All of which would be okay, except that Jack didn't have his phone, and Kris, who did have her phone, didn't have my number.

So I got out our handheld VHF and called their boat, thinking that maybe they made it back already, but they didn't answer that either. Now, I'm getting worried, so we decide to head back to the boats. I floor the motor to get up on plane, and I hear that sickening crunch that tells me I've hit something. Too true, I discover that I have spun the hub on the prop. Thankfully we can still move, though at a much reduced

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P/C Cindy Parisi getting ready to lock through.

"I can testify to the fact that this time of day on the river is just magical, and you can't possibly be in a bad mood."

speed; it is infinitely better than having to row the several miles back. At that point we're thinking that if they didn't make it back, we would have to borrow the dingy of some other boaters we saw back at the anchorage to look for our friends. But that was not necessary, as Jack and Kris had made it back already. Jack's explanation was that he had finally gotten his boat up on plane, and he was so happy he totally missed the turn to the left, and went right instead. Several recommendations spring to mind here for the future. Number one: never, never become separated. Two: always have your communica-

tions strategy in place. Three: have spare parts and tools on board. I had the tools, but no spare prop. I do now.

We weighed anchor and headed around the corner to Bellevue beach, where we decided to spend the night. It was a gorgeous early September day, and while there were a few boats there, it was nothing like what would be there during the height of the season. We made dinner, had a little wine, and watched the sunset. I can testify to the fact that this time of day on the river is just magical, and you can't possibly be in a bad mood. The last boat down the beach was playing the Kid Rock song "All

Summer Long". The song is about young love, and since Cindy and I were teenage sweethearts, the song resonated with us. It was the perfect end to an exciting day.

If you haven't figured it out by now, I have a little bit of an ulterior motive for writing about our boating experiences. My hope is that you will be interested enough to want to join us on one of these trips sometime. Every trip is an adventure, leaving us with memories that will last us through all of the cold winters of the future till we're doddering old fools in a home.

See you on the River.

Notes From Around the Squadron:

Stake in the Lakes

Please reserve Saturday, June 13, 2009, 8:30 am-10:30 am at Mendota County Park for the annual "Take a Stake in the Lakes" shoreline cleanup. Our squadron has cleaned up the shoreline at the park for several years. We usually find some unique items good for a laugh. Refreshments will be provided. Commemorative t-shirts will be provided for workers.

The next planning meeting for the 2010 D10 Spring Conference will take place after the cleanup. Join us and find out all about this exciting conference that will celebrate our squadron's 50th anniversary!

Please call Jan Norman, 837-0132, to

sign up or to get more info.

Help Wanted:

We currently have a need for several positions within the squadron:

There are positions open on the Bridge that would eventually lead to Commander. There is one Member at Large position open. This is a good way to see if leadership is something you would find interesting. Call Commander Bob at 608 592-1735

We are currently looking for a web master to take over our newly designed web site.

Jan Norman, Chair of the Member In-

volvement Committee, and Diane Miller, Chair of the Membership Committee, would both like some help. These are positions that don't require a large time commitment. Call Jan at 608 837-0132, or Diane at 608 832-6651

As we enter our second half century of operation, we would like to increase our presence in the boating community. A marketing person that can help us reach "the next level" is needed. Call Bob at 608 592-1735

These days, it seems like there is not enough hours in the day to accomplish what we need to, but I guarantee that you will find participation in our organization rewarding, and fun.

Bent Prop Confession or “Some Awards are Just ‘Hard’ to Refuse”

Jim “The Sinner” Pahl-Washa

The truth is hard to take sometimes, as the cliché goes, but the blow is supposed to be easier when delivered by your friends. Sure! At least, the pain was softened by the hospitality of the man delivering the bad news. Commander Jack Stone, as the previous winner, announced my selection as this year’s honoree at the Recognition Banquet that he and Kris hosted. At some point during Jack’s explanation as to my crime, I realized that the host had taken extra precaution well in advance of his announcement in the event the reluctant winner became noticeably upset.

I should have suspected something earlier in the evening by the extra stock of Guinness he had purchased. *Here Jim, have another!* Sure, once the shock was over, I realized that the fraternity of award winners is actually pretty distinctive.

I certainly share the honor with friends, who’ve made some spectacular blunders of their own. However, as the newest member of the club, I hold the dubious distinction for being the first award winner that didn’t ground the boat, bump the dock, make a bone headed navigation error, sink the dinghy, submerge a kicker motor, lose his keys or other equipment overboard, or fall overboard. Wait a minute, I did fall overboard once, but that was a long time ago and another story. Besides, the statute of limitations on that blunder has long expired, and I regularly confess that mistake with each Boat Smart class.

You see, I didn’t win the Bent Prop for something I did. I actually won it for something I didn’t do. My sin was the “Failure to Launch”. Double Down never left the bunks last year. The only reason the boat and trailer left the driveway was for maintenance and storage. Now, I have lots of excuses. Some are actually pretty good considering the weather and the condition of the lake last year, a house remodeling project, family issues, blah blah! blah!

Okay, I admit it. Leaving the boat on the “hard” is the worst sin a boater can make. I’m pretty certain though I’m not the only guilty one out there. However, I’m planning to turn over a new leaf, to spend time in Mendota and Mississippi Rehab Centers, and any other watery rehab sites I can make. I’m pretty sure you’ll find me rehabbing in Winneconne the weekend of June 19th.

The facts are that if I don’t spend time on the water, I may not find next year’s honoree. So be warned, I will be watching. The smallest of blunders are eligible, but due to changes in the selection criteria, non-boaters better be on the look out too. You can no longer talk a big game, you actually have to get in the game. **GO BOATING THIS YEAR!**



Jim and Julie’s boat “Double Down”

“Power of One”

by D/Lt/C Jim Pahl-Washa, JN

The final awards for the “Power of One” membership campaign were distributed to District Commanders and individual recipients during the 2009 National Change of Watch in Anaheim, California on Friday, February the 19th.

Only seventeen USPS members received this individual recognition from nearly 38,000 members for their outstanding recruiting efforts, and two of the seventeen come from District 10. The awards acknowledge those who recruited; ten, twenty, or thirty new members.

D/C Nominee Kathy Schult, AP, serving as Dis-

trict 10’s Bridge Representative accompanied P/D/Lt/C Bill Dohr, SN, from Central Wisconsin, who accepted his award for recruiting ten members.

District 10 accepted another award on behalf of Lt Fred Petillo, JN, from the Madison Sail and Power Squadron for recruiting thirty new members. Fred was one of only two USPS members recognized in Anaheim for achieving this level of recruitment.

Each recipient received a “Dangle” that attaches to the Power of One pin. Chief Commander Creighton Maynard, SN, was on hand to make the presentations.

Boat US News Release

Released May 21, 2009

Top 10 Summer Watersport Safety Tips for Skiers, Tubers, and Wake and Knee boarders

1. Float first: Ensure anyone being towed has a properly fitting life jacket that won’t ride up over a wearer’s head if they take a spill. A Type III vest is best because it has the extra buckles to provide a snug fit and is built for taking a hard fall.

2. Talk to the hand: A rider has very little control over a tube, and skiers and boarders need control help, too. Before anyone jumps in the water, go over a few standard hand signals, such as stop (hand slashing the neck), slow (thumb down), speed up (thumb up), OK (tip of index finger and thumb together), turn (point finger upwards in a circular motion) and return to dock (pat head).

3. Engine off: Always turn off the boat’s engine when a rider is entering or exiting the water. Not only can a prop rotate while the motor is in “neutral,” the engine exhaust produces carbon monoxide. Also never back up to retrieve a fallen rider.

4. Wait for the OK: Once a skier is in the water, wait until they are far enough away from the boat and signal that it’s OK to start the engine.

5. Spotter is a must: It’s very important to have constant visual contact with anyone being towed. It’s also the law in most states.

6. Look before turning: Let’s face it. It’s the turns that really make watersports fun. But don’t leave those at the end of towline guessing when the next turn is coming. The hand signal for turning is a pointing finger upwards in a circular motion, then pointing to the direction of turn.

7. Think big: Keep in mind that with kids on the end of long towline, your boat’s safety “footprint” is now much larger. That means being extra cautious when near other boaters, docks, navigational aids, and crossing wakes.

8. Two head turns for every “drop”: As soon as someone falls off the tube or a skier or boarder drops, the boat operator should always look to both sides before turning around for a pick-up.

9. Good to go: For riders after a knock down, clasp your hands over your head so those on the towboat know you are OK and ready for retrieval. In some states a red or orange “skier down” flag may need to be displayed.

10. Tip up and be seen: A skier who has fallen in the water can be seen by others much more easily if they keep the ski tips above the water.

Contact Us:

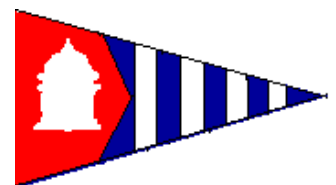
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Lt/C Greg Norman, P Treasurer 608 837-0132 gvnorman@juno.com

Immediate Past Cdr Jack Stone, AP 608 244-8622 kriscustonsewing@sbcglbal.net



Madison Sail and Power Squadron Class Schedule

Lt/C David Miran, SN

Squadron Educational Officer

Course	Contact	Dates	Location
<i>Public</i> – Boat Smart	Jim Pahl-Washa 608-846-8088	Class completed	Waunakee Community Center
<i>Public</i> – Boat Smart	Jim Pahl-Washa 608-846-8088	Summer 2009 TBA	Lake Wisconsin area, TBA
<i>Members</i> – Seamanship	Steve Bruns 608-271-9266	Mondays beginning 14, September 2009	1106 Post Road - Near the Beltline and Fish Hatchery Road
<i>Members</i> – Piloting	David Miran 608-274-0765	Thursdays beginning 14 January 2010	Waunakee High School
<i>Members</i> – Advanced Piloting	David Milke 608-838-9661	Thursdays beginning 10 September 2009	Waunakee High School
<i>Members</i> – Junior Navigation	Ken Schmitt 608-243-9152	TBA	
<i>Members</i> – Navigation	Ken Schmitt 608-243-9152	TBA	
<i>Members</i> – Weather	Fred Petillo 608-257-3187	Wednesdays beginning 15 September 2009	
<i>Members</i> – Basic and Advanced Sail	Fred Petillo 608-257-3187	TBA	
<i>Members</i> – Engine Maintenance	John Finstad 608-835-5508	Fall 2010	
<i>Members</i> – Instructor Development	Fred Petillo 608-257-3187	TBA	
<i>Members</i> – Cruise Planning	Jim Pahl-Washa 608-846-8088	TBA	
<i>Members</i> – Marine Electronics 3 new courses	Bob Niemi 608-592-3462	Fall 2010 – Spring 2011	
<i>Members</i> - Operations Training	Dick Baker 608-850-5192	TBA	
Seminars are in the process of being scheduled.			

Member courses are typically 7 – 9 PM once a week. Please call the Contact person to sign up for a course so that we can order manuals. This is especially important for member courses.



June 19 – 21, 2009

District 10, 2009 Summer Rendezvous

The Village of Winneconne is located on the beautiful Wolf River, bounded on the north by Lakes Winneconne and Poygan, and on the south by Lake Butte des Morts. The village is only 10 miles from Oshkosh, 45 miles south of Green Bay, 90 miles north of Milwaukee, and is located in the heart of Wisconsin's vacation land. Due to the success of the previous rendezvous here in 2005, the District Bridge plans on expanding the theme of affordable, fun for all the family, and boating activities.

The Friday night event will be an "Over the Transom" cookout competition, where each squadron will prepare their own favorite fare in the tailgating theme. The food will be judged by an impartial, but hungry, group of judges. You will need to bring your own means of cooking and food for this event, but bring enough to share. Prizes may or may not be awarded.

On Saturday we will have activities for members and guests, young and old, and this will probably involve some of you getting wet (note: car keys should not be in your pocket during any of these events!). Concurrent with the activities there will be BOC training for those wishing to complete their certification. We will be serving lunch, followed by more activities on the water, and in the evening there will be an event we like to call "Theatre in the Park". Hot Dogs, Popcorn, and Soda will be provided.

Bring tailgating equipment, chairs, and food, along with boats, water toys, swimsuits, and fishing equipment, to enjoy this wonderful weekend rendezvous. The park has a picnic area and facilities for boating, swimming, fishing, boat launching, and tie-up area, but no camping.

All the events will be held at the Lake Winneconne Park

- Friday registration begins at 5pm, with the cook-off at 7:30pm
- Saturday registration and activities begin at 10am
- Sunday breakfast 9am to noon.

Registration Deadline June 12th

Name: _____ Name: _____

Name: _____ Name: _____

Name: _____ Name: _____

Squadron: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Contact email: _____

If you plan to bring a boat please specify type and size: _____

If you are part of a team for the Friday night cook-off what is the name of your team?

The cost of registration is \$50 per household for one or more people, i.e. Mom, Dad, and the kids, total of \$50. This is to cover the cost of the facilities along with food and soda on Saturday and Sunday. Please note that there are no plans to serve alcohol at this event, for that you are on your own.

At registration we plan to compensate those attending with a Gas Card, so the cost to you will be considerably less.

Please make your check payable to: Geoff Carman, (memo area enter: **D10 Rendezvous**)

Mail to: Geoff Carman
 5115 Violet Lane,
 Oshkosh, WI 54904-9527

Contact: (920)582-4205 or email: jmcarman@new.it.com



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19-21 June , 2009 District 10 Summer Rendezvous

P/C Dick Baker, AP

Please join other members of Madison as they journey to “Winneconne on the Wolf” for the 2009 D10 Summer Rendezvous. Our summer event is always a fun time, and this year’s event is back where we had the rendezvous a short few years ago. That event was a legendary good time, and this one is shaping up to be even better.

Friday night features an event known as “The Over the Transom Cook-off”. This is a competitive cooking contest with teams of squadron members vying for bragging rights. Sat-

urday will feature a “Cardboard Boat Building Contest”, which, if the last one is any indication, will be a genuine hoot. Saturday will also have, running concurrently with the other day’s activities, Boat Operator Certifier Exercises.

“Theater in the Park” Saturday night with an outdoor movie promises to round off the day. Hot dogs, popcorn and soda will be provided.

Bring your boat if you like, but it’s definitely not required.

The last rendezvous at Winneconne was notable for the food; there was a lot of it, and all of it was good. This event is being put on by the same group, so I would expect the same level of satisfaction as I waddle home after this event. The District has tried very hard to make this event a budget friendly affair, and with gas prices much more reasonable than last year, there really may be no excuse for missing this event.

See you there!



For more information, check out the D10 website at www.usps-d10.org