

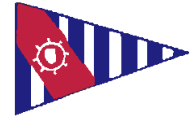


SPRINGLINES

Land of Lincoln Power Squadron®

A unit of the United States Power Squadrons
Sail & Power Boating

America's Boating Club



Land of Lincoln

July-August 2011 Volume 40 Issue 05 Springfield, Illinois

COMMANDER'S MESSAGE

Hello Folks

Well here are into summer and my boat is still in front of our house on the trailer. It's all ready for the water, I just can't find the time. Anyway, back to business coming up for July and August. We have several dates to mark on your calendar starting July 1 helping with lake security at Rock the Dock then July 3 in front of the Motor Boat Club. Greg Kelso is our contact person for both activities. July 15-16 is District 20 Cruise and Rendezvous location this year is Clinton Iowa at Clinton Marina (see details later in Springlines).

I can't tell you how fun these are, so if you have no plans that weekend come out and check it out see for yourself. Also I have a flyer for Illinois Valley Squadron inviting us to join them for their "Shore Leave" on Sat. July 23 at 1830. From July 29-Aug. 11 is the Wisconsin Wine Tour (west shore line of Lake Michigan), with Ruth and Rich Burd serving as Captains. Then we go to Aug. 13-14 with Captains Nancy and Art Leffers for Grooving in Grafton Harbor Marina. Since we are still marking our calendars, Sept. 10-11 is the cruise from East Peoria to Henry on the Illinois River with Captain Dave Moore. The last cruise will be Oct. 8-9 and is the Fall Color Cruise in Alton (traditionally a great time) with Captains Dick and Diane Rawlings and Jim and Kaye Bruner.

I talked about having a squadron day on the lake; please let me know if August 21 will work. It would be in the afternoon, and I was thinking the event would run from 1200 to 1700 with a break at a park for a bite to eat. Let me know so I can continue with the planning. Thanks.

Until I see ya's later, stay safe and boat often!

--Cdr. Daryl Peek AP

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LLPS member aids Lake Michigan boater

21 June 2011 – Charlevoix, MI



Land of Lincoln members Terry Johnson, S, and Jerry Naughton, AP were preparing to enter the port of Charlevoix, MI, after a weather-filled day, when they heard a “Pan-Pan” call over the VHF-FM Marine radio. The local Coast Guard station received the call, but requested any vessel in the area to assist.

A 45-foot, steel-hulled sailboat had lost its engine and was unable to maneuver into port. The boat captain reported his location as several miles south of Charlevoix. Jerry spotted the sailboat approximately 3 miles off their stern and they came about backtracking to the stricken vessel.

Passing storms and northwest winds had whipped Lake Michigan up with 3–5 foot waves making the approach difficult. After a couple of unsuccessful attempts to pass a line from their bow, Terry maneuvered his 32’ Nordic Tug extremely close, along the sailboat’s starboard side, getting their towline aboard. Once aboard, the line was made fast and the northbound voyage began. Terry reported to the Coast Guard, *Green Bean* had the vessel in tow, proceeding to Charlevoix.

Upon entering the channel, the Coast Guard had the local bridgmaster raise the roadway, outside of its regular hourly schedule, so the tow could continue uninterrupted. The powerless sailboat was let loose at a local dock and Captain Johnson slipped *Green Bean* into her moorings where he and Jerry proceeded to tie her up for the night.

Shortly after completing the job, the Harbormaster and the sailboat’s captain approached to express their appreciation for the assistance. However, they had one more request...the dock where the tow had been dropped was for a local ferry boat and they wondered if Terry could help once more to move the boat to a more suitable location. Again, the vessel was taken in tow and moved to free up the ferry’s dock space. After tying up for the final time that day, both Terry and Jerry commented while they had never towed a boat before, their Power Squadron training and experience was invaluable in navigation, radar use, weather forecasting and communicating with VHF. Both were extremely proud to have helped a fellow sailor as well.

SQUADRON EDUCATION OFFICER

Congratulations to Nancy Leefer, Jerry Naughton and Scott Harmon for passing Advanced Piloting and your new skills of finding your way around on the “big water.”

Congratulations also are in order for the students who passed the USPS Weather course:

- Norm Champion
- Mark Haehn
- Jim Caruso
- Jack Shook
- Mavis Shook
- Ken Crutcher
- Art Leefer
- Nancy Leefer
- Jerry Naughton

The Taylorville and Springfield editions of America’s Boating Course are complete. The Taylorville class netted two graduates and we had all 13 students from the Springfield class graduate. I also heard the class at the Pawnee Fire Department produced 10 graduates. The adult graduates of the ABC classes will be offered a free six-month membership to USPS.

The Marine Communications course is still in the planning stage. I regret being behind schedule on that. I will try for a Tuesday evening schedule.

Bob Carson, AP
Squadron Education Officer

WELCOME NEW MEMBERS

Please help welcome our new, six-month trial members from the Taylorville and Springfield ABC3 classes. More new trail members will be added after the current Rochester class is finished and results

Ryan Ahrens
Terry Ahrens

Beth Bergman
Isabel Garcia
Phillip Garcia
David Heneberry
Hunter Heneberry

Thomas Knight

George Knight III
Melisa Livingston
Grant Livingston
Clayton Reeves
Roxanna Seifert
Weston Seifert

Drowning Doesn't Look Like Drowning

The new captain jumped from the deck, fully dressed, and sprinted through the water. A former lifeguard, he kept his eyes on his victim as he headed straight for the couple swimming between their anchored sportfisher and the beach. "I think he thinks you're drowning," the husband said to his wife.

They had been splashing each other and she had screamed but now they were just standing, neck-deep on the sand bar. "We're fine, what is he doing?" she asked, a little annoyed. "We're fine!" the husband yelled, waving him off, but his captain kept swimming hard. "Move!" he barked as he sprinted between the stunned owners. Directly behind them, not ten feet away, their 9-year-old daughter was drowning. Safely above the surface in the arms of the captain, she burst into tears, "Daddy!"

How did this captain know—from 50 feet away—what the father couldn't recognize from just ten? Drowning is not the violent, splashing, call for help that most people expect. The captain was trained to recognize drowning by experts and years of experience. The father, on the other hand, had learned what drowning looks like by watching television. If you spend time on or near the water (hint: that's all of us) then you should make sure that you and your crew knows what to look for whenever people enter the water. Until she cried a tearful, "Daddy," she hadn't made a sound. As a former Coast Guard rescue swimmer, I wasn't surprised at all by this story.

Drowning is almost always a deceptively quiet event. The waving, splashing, and yelling that dramatic conditioning (television) prepares us to look for, is rarely seen in real life.

The Instinctive Drowning Response—so named by Francesco A. Pia, Ph.D., is what people do to avoid actual or perceived suffocation in the water. And it does not look like most people expect. There is very little splashing, no waving, and no yelling or calls for help of any kind. To get an idea of just how quiet and undramatic from the surface drowning can be, consider this: It is the number two cause of accidental death in children, age 15 and under (just behind vehicle accidents)—of the approximately 750 children who will drown next year, about 375 of them will do so within 25 yards of a parent or other adult. In 10 percent of those drownings, the adult will

actually watch them do it, having no idea it is happening (source: CDC). Drowning does not look like drowning—Dr. Pia, in an article in the Coast Guard's On Scene Magazine, described the instinctive drowning response like this:

1. Except in rare circumstances, drowning people are physiologically unable to call out for help. The respiratory system was designed for breathing. Speech is the secondary or overlaid function. Breathing must be fulfilled, before speech occurs.

2. Drowning people's mouths alternately sink below and reappear above the surface of the water. The mouths of drowning people are not above the surface of the water long enough for them to exhale, inhale, and call out for help. When the drowning people's mouths are above the surface, they exhale and inhale quickly as their mouths start to sink below the surface of the water.

3. Drowning people cannot wave for help. Nature instinctively forces them to extend their arms laterally and press down on the water's surface. Pressing down on the surface of the water permits drowning people to leverage their bodies so they can lift their mouths out of the water to breathe.

4. Throughout the Instinctive Drowning Response, drowning people cannot voluntarily control their arm movements. Physiologically, drowning people who are struggling on the surface of the water cannot stop drowning and perform voluntary movements such as waving for help, moving toward a rescuer, or reaching out for a piece of rescue equipment.

5. From beginning to end of the Instinctive Drowning Response people's bodies remain upright in the water, with no evidence of a supporting kick. Unless rescued by a trained lifeguard, these drowning people can only struggle on the surface of the water from 20 to 60 seconds before submersion.

This doesn't mean that a person that is yelling for help and thrashing isn't in real trouble—they are experiencing aquatic distress. Not always present before the instinctive drowning response, aquatic distress doesn't last long—but unlike true drowning, these victims can still assist in their own rescue. They can grab lifeline.

From SAFETY NEWSRadio for June 20, 2011

Illinois Valley Power Squadron Shore Leave

Dear Cdr. Daryl Peek and Crew

All of us at the Illinois Valley Power Squadron cordially invite you and the members of the Land of Lincoln Power Squadron to join us at our "Shore Leave" on Saturday, July 23, 2011 at 6:30pm.

Where: Eastport Marina 701 Mariners Way East Peoria, IL, 61611

Restaurant: Eastport Cantina

Time: 6:30pm to ?

Questions? Call (309) 678-1392 or e-mail at mrbigsea@comcast.net

Our Shore Leave is always informal, very laid back and just fun! For a head count, please RSVP by July 20th. Hope to see you! Cdr. Roger Nelson

United States Power Squadron
D20/D30 2011 Cruise and Rendezvous
Dress Code Casual
July 15 & 16, 2011

MAKE RESERVATIONS BEFORE June 30, 2011

Make checks payable to: Two Rivers Sail & Power Squadron and send to William M. Griswold, CPA,
604 W 12th St., Sterling IL 61081 (815) 625-5172

Accommodations	Comfort Inn	1301 17 th Street, Fulton IL 61262 (815) 589-3333
	Holiday Inn Express	2800 South 25 th St, Clinton IA 52732 (563) 242-9300
Meals	Luncheon \$14	Dinner \$22

FRIDAY 15 JULY

1700-1830 Registration at Eagle Point Pavilion
1830 Meet & Greet Reception and wine tasting

SATURDAY 16 JULY

Continental breakfast at your hotel
0900-1000 D20 Dockside Mingle on the waterfront - coffee served
0900 D30 Meeting Location & Schedule will be communicated to D30 membership
1000-1130 D20 Executive Meeting & Council Meeting, Candlelight Inn
1140-1225 Combined D20 & D30 NOAA Weather Presentation, Candlelight Inn
1240-1340 Combined D20, D30 Luncheon - Candlelight Inn
1345 Afternoon activities
Guided tours [small groups] of Lock and Dam #13
Fulton: Windmill; Museum Cultural Center; Heritage Canyon; Eagle Point Park
Clinton: Smith's old Fashioned General Store; Wide River Winery; Wild Rose Casino; 1200 Sextant readings;
Clinton "A" league baseball; Clinton Show Boat Theater
Launch ramp and rentable slips available
1830-2200 Cocktail reception and dinner at Rastrelli's, 238 Main Ave, Clinton
2200 Hospitality Room at Comfort Inn, Fulton Comfort Inn: Breakfast Room

LEGISLATIVE ALERT

A bill was introduced in Congress by Representative Mike Quigley of Chicago and is cosponsored by Michigan Rep. Gary Peters and Minnesota Rep. Tim Waltz. The bill would amend the IRS code to allow the mortgage interest deduction with respect to boats **only** if the boat is used as the principle residence of the taxpayer. HR1702 was referred to the Ways and Means Committee on May 3rd. If passed, this could have significant impact on USPS member who currently qualify to deduct the interest on their boat loans under the code as it exists today.

Rep. Quigley described the bill as "Ending Taxpayer Subsidy for Yacht Act."

Write to the bill sponsors and let them know your position!

Mike Quigley D-IL-5 district Chicago

Gary Peters D-MI-9

Timothy Walz-D-MN-1

The Naked Truth About Extended Warranties

The following information about extended warranties by BoatUS may have applications in other areas as well. Reprinted from July 2011 On Deck! Decatur Power Squadron.

ALEXANDRIA, Va. May 17, 2011 –

"Do I need an extended warranty?" asked the caller to the Boat Owners Association of The United States' (BoatUS) Consumer Protection Bureau.

It was one of dozens of similar phone calls the organization gets each spring from harried boat buyers around the country. The answer is that "extended warranties," also known as service contracts, may not offer the full coverage you're hoping for. Knowing what they will and will not cover, however, will give a boat buyer the chance to make an educated purchase.

Here are some tips from the BoatUS Consumer Protection Bureau:

- **Naked truth #1:** An extended "warranty" is not a warranty: An extended warranty (service contract) is not a warranty at all but rather an insurance policy that pays for repairs if the breakdown, failure, or failed component is specified as covered by the policy. On the other hand, a new boat warranty covers much more and generally offers more protections to the boat buyer.
- **Naked truth #2:** Don't let the name fool you: Service contracts with names like Mercury Product Protection, Volvo Penta Extended Protection Program, and Brunswick Product Protection are usually written by independent companies, not the manufacturer.
- **Naked truth #3:** Not everything is covered: A service contract does not imply that the boat or engine manufacturer will go above and beyond if problems occur. It covers specific items only. On the other hand, a new boat warranty is a guarantee that the manufacturer will stand behind the product in a specific way or period of time. What does this mean to the boat buyer? A new boat warranty would replace a defective water pump, for example, and repair any damage that was a result of the failed pump overheating the engine. With a service contract, the pump is a commonly covered repair but the overheating damage is generally not.
- **Naked truth #4:** The real cost of repairs could be higher: Service contracts could come with some out-of-pocket repair costs. That's because while they may cover a certain broken engine part, the contract may not cover the costs to remove the engine to access the part. Also, service contracts generally have nominal deductibles.
- **Naked truth #5:** The overlap issue: Service contracts sold by independent companies begin as soon as they receive your premium, but these contracts take a back seat to the new boat warranty. This means if your service contract is for 5 years and the new boat warranty is for two, you actually only get 3 years of service contract protection. The exceptions are the extended warranties sold by Mercury and Volvo that begin after the manufacturer's new boat warranty runs out.
- **Naked truth #6:** Wait to buy: If you're buying a new boat, don't rush into a decision to purchase a service contract at closing, as many independent service contract providers give up to a 9-month or 1-year window to purchase an extended warranty for new boats. Waiting to purchase until you're near the end of this window extends the life of the service contract in your favor. This is usually not an option with a used boat purchase.

Read the River for Safer Boating

Ramp up your inland navigation knowledge:

The biggest difference between coastal and river boating is the constantly changing nature of inland waterways. Depths, currents and channels change, and even navigational aids shift, creating problems for both commercial and recreational boaters.

On most rivers, the deepest water and strongest currents are on the outside of bends. If the river current is strong, stay to the inside of a bend or near the inside shore, but be aware that eddies and shoals may form on the inside of turns.

River depths vary depending on the amount of water flowing downstream. Detailed river charts for Army Corps of Engineers-maintained waterways are indispensable for safe river boating.

River charts show depths differently from coastal charts, so check the chart title block to see how they're indicated. You can also determine water depths by referring to daily river reports. Stay within marked channels unless you are certain the water depth is sufficient for your boat's draft.

Look out for logs and other river debris. Like icebergs, the part you don't see is often bigger than the part you see. If you hear or feel a thump or unusual vibration, stop and check for damage.

A river's bank gives you a clue to water depth. You can expect relatively deep water up to the shoreline along a steep bank. A gently sloping beach running back a long way from the water's edge usually means shallow water a long way from shore.

You can often identify shallow water by a difference in color, the presence of ripples when the water is calm or a patch of quiet water in the midst of choppy water.

If you suspect shallow water, slow down to bare steerageway. Engage the propeller only as needed. If possible, partially raise the prop on an outboard motor or stern drive. Check your wake to see if you're stirring up mud or sand, and place a lookout at the bow to measure water depth with a boat hook or weighted line.

To learn more, take the USPS University seminar Boating on Rivers, Locks and Lakes. Find a seminar near you.

- **Naked truth #7:** The check was in the mail: Twenty-five percent of all service contract complaints to BoatUS involve dealers "forgetting" to send the premium to the contract's provider, which doesn't come to light until the boater needs the coverage.
- **Naked truth #8:** Approval needed: All service contracts require preauthorization before work begins, some will require work to be done only at "approved" shops or, in the case of third-party service contracts sold by dealers, may require all the work to be completed by the dealer who sold you the boat.
- **Naked truth #9:** Breakdown time revealed: Most defects in new boats and engines appear within the standard warranty period.
- **Naked truth #10:** The durability wildcard: Knowing how "durable" your boat is can help you make a decision on purchasing a contract. BoatUS members have access to the BoatUS Consumer Protection Database that contains thousands of first-hand reports on boats and engines at www.BoatUS.com/consumer. For membership information visit www.BoatUS.com or call 800395-2628.

Happy Birthday to You!

July

Karen Johnson 07/03
Julia Haehn 07/03
John Kelly 07/03
Greg Kelso 07/06
Lisa Kelso 07/28

Dale Hunter 08/15
Jessie Jones 08/20
Jim Hoover 08/27

HIS AND HER DIARY FOR SAME DAY Her Diary:

Tonight, I thought my husband was acting weird. We had made plans to meet at a nice restaurant for dinner. I was shopping with my friends all day long, so I thought he was upset at the fact that I was a bit late, but he made no comment on it. Conversation wasn't flowing, so I suggested that we go somewhere quiet so we could talk. He agreed, but he didn't say much. I asked him what was wrong; He said, 'Nothing.' I asked him if it was my fault that he was upset. He said he wasn't upset, that it had nothing to do with me, and not to worry about it. On the way home, I told him that I loved him. He smiled slightly, and kept driving. I can't explain his behavior I don't know why he didn't say, 'I love you, too.' When we got home, I felt as if I had lost him completely, as if he wanted nothing to do with me anymore. He just sat there quietly, and watched TV. He continued to seem distant and absent. Finally, with silence all around us, I decided to go to bed. About 15 minutes later, he came to bed. But I still felt that he was distracted, and his thoughts were somewhere else. He fell asleep - I cried. I don't know what to do. I'm almost sure that his thoughts are with someone else. My life is a disaster.

His Diary:

Boat wouldn't start, can't figure out why.

P/C Gail Savidge, P
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