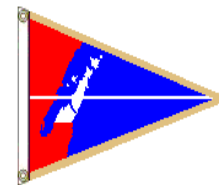




The Door

Scuttlebutt

Newsletter of the Door County Sail & Power Squadron
A unit of the United States Power Squadron®, District 10



Volume 07, Issue 7

Sail and Power Boating

July 2013

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BOATING SAFETY DAY ON THE WATERFRONT



Saturday 8 June was our squadron Kick Off to the 2013 Vessel Safety Check Program. John Hermann, Squadron Safety Officer, arranged a joint effort with the Coast Guard Auxiliary. John and Bill McCarty of the Auxiliary are pictured at Quarterdeck with a display of safe boating brochures. Also pictured are Bob De Noto and Alan Wentworth ready for VSC assignments and Bill Galligan helping a boater. Cdr. Bob Stierna provided VSCs at Harbor Club along with Jerry and Cathy Heagle of the Auxiliary.



EXO Alan Wentworth demonstrates how to use and safely hold a flare



Safe Boating Day continued in the afternoon with flare and fire extinguisher training and practice at the Sturgeon Bay Yacht Club. Fire extinguisher training was provided by the Sturgeon Fire Department. The two events were attended by 25 people.



Nancy Reichmann demonstrates use of the smoke flare



Craig Weis shows how to aim a rocket launcher



Bob Satterfield puts out a propane fire by aiming at the base of the fire

COMMANDER'S MESSAGE

It was kind of a miserable spring in Door County this year: cold, wet, cold, windy, cold. Even though the boat went in a couple of weeks earlier, (and late enough at that), we didn't get out for our first sail until Fathers Day. It was a glorious day, with a breeze which filled the sails well without kicking up the seas unduly. Out with some friends, we had a great time and I remembered why we live here.

This month, I thought I might talk a bit about membership. We have one of the most active, high achieving squadrons in our District and, dare I say, all of USPS for our size. By all objective measures, we have been knocking the ball out of the park, earning a 5 Star rating in the Star Squadron program last year. Yet, membership is down this year. I've always been a believer in the thesis that if you get your programs right, membership growth is a result, and yet, we are not. So, what's happening?

Over the past couple of decades we have grown mainly by bringing new folks in from our educational program,

primarily America's Boating Course. Many of you may have joined after taking the Squadron Boating Course. It's an environment where we get to interact with students over a period of time, and they begin to appreciate what we do.

Recently we also have been bringing in students through our Sail Away program, which bundles our basic Seamanship and Piloting courses with membership at an attractive price. It's an educational "hook" where people can get to know and appreciate other aspects of our squadron life.

However, USPS has attempted to adapt to changing conditions in our culture by offering what the market appears to want, online boating education. What's happening is that we no longer have the face time where people can come to know and be interested in being a part of our organization.

Each year, we're going to lose a few people as folks cycle out of boating because of age or circumstance, a few who feel we have met their need for education and move on, and sadly, some who never really "joined" the group by becoming involved in our activities and social life. Currently, we simply aren't

generating new members to replace our losses due to these natural events.

So what to do? I would suggest that we look back on the history of USPS for some lessons. For many years, USPS was a vibrant organization with strong growth. It grew mainly by referral of member's friends. Members, who believed in the organization would recruit their friends to join. What we can do as members of the DCS&PS is draw on that history.

If you find value in our organization, tell your friends, invite them to accompany some members on a cruise, or bring them to a party or a seminar. By connecting person to person, you can make a difference, and do your friend a favor.

Lecture over, class dismissed. But when you have an opportunity, please share the blessings of being part of USPS and Door County Sail and Power Squadron.

Fair Winds,

Bob Stierna

FROM YOUR EXECUTIVE OFFICER

June is a great month of opportunity for the DCS&PS. We interact with the public in so many different ways this month. VSCs, ABC, Seminars, dockside conversations, and demonstrations like the recent flare shoot and fire extinguisher drill.

All these events give our members an opportunity to recruit new members from the public. Please take every opportunity to show-case what we do in the squadron and invite non-members to join us.

Finally, please keep track of the work you contribute to this squadron. At the end of the year we'll put it all together for Merit Mark awards. If your memory is as bad as mine, it sure will make it easier if you keep track as we move along through the year.

HAPPY SUMMER!

Alan Wentworth

TIPS ON KEEPING HEALTHY ON THE WATER

There are two cautionary health-related items to keep in mind this year. The sun does bad things to unprotected skin, as I found out during a recent visit to the Dermatologist. Its effect is magnified by reflection when we are out on the water. Please consider using an effective UV blocking agent for yourselves, and certainly for any minors that you have aboard.

The second hazard for recreational boaters comes from mosquito bites. No, not malaria, but West Nile Fever, which can be even worse. The encephalitis that occasionally accompanies this insect-spread infection is usually fatal in the older age folks. Use a deet-containing repellent during cocktail hour and early in the morning. Gee, I hate those biting flies and mosquitoes!

FROM THE SQUADRON EDUCATION OFFICER

We have completed our first two seminars. Chuck Stone did a wonderful job instructing VHF/Marine Radio and Alan Wentworth did an equally wonderful job with the weather seminar. In spite of our advertising efforts we only had one student at each session. I suspect that since we are charging for these courses that were formerly free, we may be having trouble getting people to commit.

We will have the GPS and anchoring seminars in July. If you need either of these to complete your passports for your on the water certificate, please take note and plan on attending.

Now that summer is here, don't forget to put in some time practicing and honing the skills we learned in the classroom. This is

particularly important for our navigation skills. You never know when that GPS we have come to rely on will fail. Don't be caught unaware.

Practice, practice, practice!

LT/C Steve Rank, AP

SAVE THE DATE

<http://www.usps.org/door/MandM.html>

**SQUADRON RENDEZVOUS
AT MENOMINEE
AUGUST 16—18, 2013**

SUMMER SEMINAR SERIES

JULY 13—GPS

with Steve Rank

ANCHORING—JULY 27

with John Welch

MAN OVERBOARD

AUGUST 10

with Bob DeNoto

COMPASS—AUGUST 24

with Bob Stierna

Quarterdeck Marina

9—noon

GET YOUR VESSEL SAFETY CHECK NOW

While 2 VSCs were completed earlier, our season “kicked off” with the 8 June blitz at Quarterdeck and Harbor Club. The day exemplified cooperation with the local Auxiliary flotilla. Our 5 Vessel Safety Examiners were joined by 3 VSEs from the Auxiliary. Our VSEs have worked at Wave Point, Center Pointe and Egg Harbor on 9 June and Sister Bay (Sister Bay Boat Rental) on 11 June. Forty-nine VSCs have been submitted to National. Several completed VSCs are outstanding. We appreciate the commitment of our VSEs and are pleased with the cooperation of the Auxiliary. We look forward to a successful vessel safety check season.



Almost fifty VSCs so far, and our season is just beginning! Let's keep up the momentum. Every boat-owning member should have a decal this year. Please encourage your dockmates to get inspected, and if they aren't familiar with our VE's, help them get an appointment. That will be good for them, and for us.

Safety Officer, John Hermann

HAPPY BIRTHDAY TO

2nd—Larry Burkhardt

2nd—Alan Wentworth

7th—Jerry Smart

8th—Michelle Anderson

8th—Bob Brown

12th—Karl May

15th—Donna Hermann

16th—Tom Schueppert

17th—Terry Keating

31st—Bryan Nebel



JUNE CRUISES

Kayak Paddle on Geisel Creek

The squadron had possibly its first paddling event ever when, on June 1, three couples kayaked down Geisel Creek toward Lake Michigan. The Denoto's, Keating's and Reichmann's started their mile-long trip (each way) east of Institute, through a stream not yet choked with seasonal vegetation.

The beautiful wooded setting gave way to an open and marshy Dunes Lake, at which point the group split, with Bob and Terry looking for the elusive continuation of the reedy creek to Lake Michigan – non-navigable even for a kayak!

By this time the fog was rolling in from the big lake with temperatures cooling considerably. The rumble of thunder hastened the paddlers back upstream. The post-paddling picnic was moved indoors to the nearby Keating residence.

Thanks to Karen DeNoto who shared this little known gem with us, and to the Keatings who opened their home to the muddy paddlers.

By John Reichmann



Shakedown Cruise to Egg Harbor

They arrived by water and by land, but six couples enjoyed lunch in Egg Harbor on Sunday 9 June. Mary and Steve Mayheu cruised there on Liberty Blue and Karl May with SAO Tom Schueppert cruised on 4R45th. Everyone else arrived by land yacht.

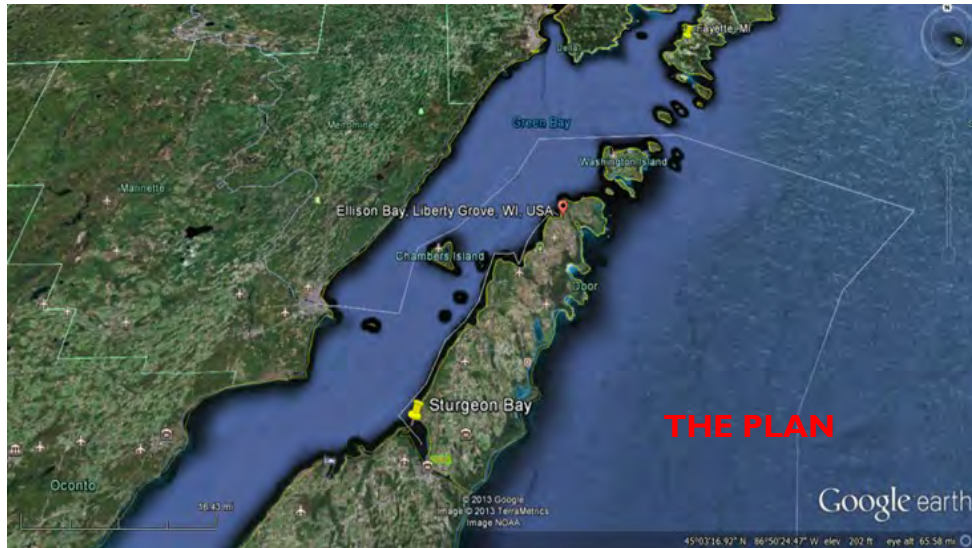
Pictured l. to r. are Steve and Mary Mayheu, Jerry and Michelle Anderson, Bob and Eileen Brown, John Hermann, Tom Schueppert, Karl and Erica May. Temperatures were cool with some rain, but water conditions were perfect.

As an added bonus, John did a VSC on Liberty Blue which passed with flying colors.,

By Dolores Hermann

(Almost) Fayette Cruise – Terry and Julie Keating

Memorial Day Weekend (Friday-Sunday) 2013



First of all, I want to report that we had an outstanding cruise with good food, great company and flawless cruise weather. We saw pairs of frolicking bald eagles and experienced what Julie called, “the best sunset I have ever seen in Door County.” Our boat, The Lark, is a 2003, twin diesel, Formula 41 PC Express Cruiser,

Preliminary cruise discussions were made with George and Mary Jo Wilson and Dave and Jean Baumann, both Nordic Tug owners, to take what has become for George and Mary Jo, their annual fitting out trek to Fayette. Last year we traveled over Memorial Day Weekend with these two experienced Captains of Nordic Tugs on our longest and most fun voyage to that date. We had vowed to return.

About a week before the cruise, George and Mary Jo were (un)fortunate to sell their Nordic tug to likely one of the happiest boat buyers on the Great Lakes; they sent us apologies – no trip this year for them. Dave said he would know by Wednesday whether or not Great Lakes Yachts would be able to dig his Nordic 37 out of storage. GLYC said no; Dave and Jean also had no ride.

Not to be stopped, Julie and I decide to set out on our own but only do so if we could erase a few annual maintenance mistakes I made over winter, one while trying to fix wiring to/from an erratic GPS and the other caused while changing fuel filters. The GPS works most days, but not always. While tied to the dock and in neutral, both engines would rev up to 2000 RPM when asked. But when the port engine was put in gear, it had no power beyond idle. The previous weekend, I again bled the port engine fuel line, but had been unable to test it under load.

We departed on Saturday under sunny skies with 10 knot breezes from the South and waves at 0-2 feet. Julie had the boat fully stocked and we both were (not quite) raring to go, but only after me agreeing with Julie that this cruise would end at the Sherwood Point lighthouse if the second diesel engine failed to run up under power or the GPS failed to (again) operate. Ha!

Off we went at 5 knots idle speed (both props spinning) passing under the Oregon and Michigan Street bridges and next past the shipyards and into the channel past the “no wake” zone. Time to increase speed on both synchronized props. Vrrrooom went the Starboard engine (1800 RPM) and we surge ahead (heading to port). Groan and sputter goes the Port engine (max out at idle of 600 RPM refusing to fire on all cylinders or go any faster when in gear). At this point there is the appropriate amount of muttering, but to Julie’s credit she said, “Let’s go to the lighthouse and see if the port engine warms up enough to fire on all cylinders.”



The Lark, a 2003, twin diesel, Formula 41 PC Express Cruiser, with Admiral Julie aboard. This picture was taken pre-launch on C-dock in Centerpointe Marina, Sturgeon Bay. Yes, we were the first boat in the water on C-dock.



Sherwood Point Lighthouse taken from the Lark.

Julie's great Uncle Will Cochems (keeper) and Aunt Minnie Hesh Cochems (assistant keeper) ran the 'haunted' Sherwood point lighthouse for many years from 1889 until 1933. Their story is told in the Maritime Museum. <http://www.examiner.com/article/haunted-lighthouse-sherwood-point-sturgeon-bay-wisconsin>.

In the photo Minnie Hesh is on the left and Will Cochems is top right. Lighthouse keeper Henry Stanley (top left – wife Katherine), was Minnie's uncle and was keeper from 1883-1889. Photo compliments of the Examiner - circa 1889.

The Idlewild peninsula and lighthouse visit is a favorite day trip of ours since the 1950s.



Soon after we arrive, the red Fireboat cruise boat wanders by and all the tourists are wondering why I am going in circles, revving engines and pushing GPS buttons.



The engine would still spin up fine while in neutral but would fail to go when put in gear. I suspected that air had been forced (during idle) well past the air bleed valves and had lodged in the small diameter high pressure fuel lines connected to one or two of 6 cylinder head nozzles. As a last gasp effort before bailing out by returning to port to bleed fuel lines, I decide to get underway with the starboard engine and rev up the port engine while in neutral, and before the RPMs could return to idle, immediately engage the transmission, keeping a higher RPM and thus use the engine momentum to help carry the port load when first put in gear. My transmissions use pressure plates rather than gears so I would not strip gears while engaging the prop at a higher RPM (around 1000 RPM). Voila, the port engine maintained momentum, barked twice, cleared two additional cylinder fuel lines of air and, with both props engaged, churned up to speed. The air blockage had been warmed sufficiently, the boat moving fast enough and the port RPMs were high enough to clear the blockage allowing the load to not stop that puppy. Air has a powerful capillary frictional force when occupying a skinny fuel nozzle.

The GPS was still not working but my back-up Garmin 78c, complete with moving charts was working fine. Next, I looked and eventually found a menu command on our Raymarine chartplotter that allows for a view of the GPS satellites in view along with having a handy option to reboot the GPS from a cold start. Voila, after a full reboot of the GPS electronics, the GPS decided that on that day, it would work.

With this delayed start and as a result of experiencing erratic gear and travelling alone, we had already crossed out Fayette. Fish Creek would be our overnight destination knowing we would have Frank Murphy Park or Egg Harbor as safe havens if needed.

The normal trip to Fish Creek for us is to stay along the coast around a half mile from shore and cruise at 20 kts or so at 2000 RPM. We stay inside of Monument reef and cruise close to Frank Murphy Park, Egg Harbor and Cottage Row. We decided to bypass Alibi and instead go local and stay along the wall at the Fish Creek Municipal Dock. We tied up as far out as we could, trying to keep Peninsula Park shoreline in view from the transom. Bill, the dockmaster, had plenty of space. We discussed availability later in the season and he reported that in 2013, three advance wall reservations could be made by calling them.



Alibi Dock taken from the Town pier

We enjoyed our walking tour of Fish Creek, visited the market and pottery shops. We liked the new (moved) coffee shop across from the Town Swimming beach. After 5PM, we invited Julie's brother Richard and friend John, co-owners of Door Harbor Gifts in Fish Creek, for cocktails on the boat (with the lake flies).

That evening's sunset looking across Alibi Marina and the uninterrupted view from the cockpit northward to Peninsula State Park was memorable.

The next morning we decided to continue north to Ellison Bay to the prominent wall of cliffs near what I believe is Door Bluff Headlands on the south side of the Bay. (The GPS failed to start again that morning until I gave it a cold-start reboot, which again worked. This critter is now officially destined for a shallow grave when we return home.) The engines remained solid. On the way, we stopped briefly at Nicolet bay to check water levels for anchoring out later in the season. We went in to the 6 foot depth level and were reasonably close to the beach. We took the scenic route north by passing East of Horseshoe island and then northward into Sister Bay and on to Ellison Bay.

Julie has a favorite summer swimming hole in cold, clear, deep water close to shore near the cave located halfway up these 150' headlands. The wooded, rocky bluff has a large volume of birds nesting which always provide us a real nature show. No signs of encroachment from homeowners or developers. The fortunate sighting this morning was of a bald eagle that was soon joined by a second twin eagle. They danced and played and cavorted with one another across the sky all around us and ended up perched on the cliff face across from us and watching us.



One of two eagles is perched at the exact center of the frame, on a horizontal branch in the opening of the trees.



Ellison Bay bluffs are shown in shadows on the left side of this Google Map view. The old fish house pier is to the right of center oriented mostly north/south.

We had lunch aboard and next took a quick turn through Ellison Bay, looking for the Reichmann's cottage along the North shore. Back in 1970, our friend Bill Skatrud had a family cottage near the old fish house.

We then turned south for a leisurely 2 hour return trip to Sturgeon Bay.

This trip was a real fitting out cruise in that we identified and would soon resolve any concerns regarding the Lark's seaworthiness needed for our upcoming East Michigan Cruise planned for July 12-21.

Submitted by Terry Keating

Footnote: The faulty GPS receiver has since been replaced and all the electronics are back functioning. I was further able to wire the back-up handheld Garmin via removeable cord directly into the helm chartplotter (NMEA 0183 compatible) such that this secondary, battery-operated GPS can alternatively run the entire ship. But as you might suspect, we have our paper charts along and navigation tools to use them.

Anchor bites

Essential Tips for Anchoring Your Boat



Despite the plethora of different anchors on the market, the anchor is one of the most critical and most neglected pieces of equipment on a boat. The anchor along with the shackle, chain, line or rope, and deck cleat make up the overall anchor system.

A short length of chain (6 feet minimum for every 25 feet of water depth) protects the line from chaffing and helps provide the necessary horizontal pull when setting the anchor. All nylon line, whether twisted or braided, provides elasticity to reduce shock loads on your boat.

Variables such as anchor weight, anchor material, wind speed, current, boat hull design, and boat beam determine anchor-holding requirements. Here are some holding force (pounds of tension on the anchor/chain/ line/cleat) guidelines provided by [Fortress Marine Anchors](#):

Wind speed	Boat length				
	20 feet	25 feet	30 feet	35 feet	40 feet
15 knots	90	125	175	225	300
30 knots	360	490	700	900	1,200
42 knots	720	980	1,400	1,800	2,400

Note: As wind speed doubles, holding requirements quadruple.

Scope is the length of anchor line relative to the distance from your boat's deck to the sea bottom. A general rule of thumb calls for a scope of 5:1 (5 feet of line or chain for every 1 foot between your boat's deck and the bottom). At 10:1, the holding power will double, while at less than 3:1, you will give up significant holding power and may have problems setting the anchor.

To retrieve your anchor, slowly move the boat directly over the anchor, pulling in the line as you go. Then snub the line on a cleat and slowly power backward (not forward) to pull the anchor out of the bottom. —Rob Pollard

Copied from the USPS Compass—June 2013

To learn more, take the USPS [Anchoring seminar](#) at Quarterdeck Marina on July 27.

CRUISE UPDATES

CALLING ALL PADDLERS—This summer our squadron will be hosting impromptu paddling events for member kayakers and canoeists at various locations throughout the county. Since many of these events will be planned with only a few days notice due to wind and weather conditions, we would like to get a list of people interested in paddling so we can contact members prior to the event. Most trips will be two hours or less. If you would like to be notified about these events, please contact Nancy Reichmann at 419-509-4321 or oboenancy@aol.com.

LAKE MICHIGAN CRUISE—July 12—22 Seven boats will participate in this cruise to the following ports of call:

Leland—Friday 12 July—77 mi—departing 6 a.m. from Sturgeon Bay light

Petoskey—13/14 July—50 mi—past Gr.Traverse Lt & the tip of the Leelanau Pen.

Mackinaw City—15/16 July—58 mi—thru the straits, and past the Mac. Bridge.

Charlevoix—17/18 July—61 mi—reversing course

Elk Rapids—19/20 July—40 mi—south into Grand Traverse Bay

Leland—21 July—42 mi—north to Gr. Traverse Lt. and south along the Pen.

Contact Terry Keating at 920-889-0627 or terrykeating@gmail.com

WEEKEND AT ALIBI DOCK—July 26-28—Spend the weekend of the Plein Aire Art Festival at Alibi Dock in Fish Creek. Contact Bob DeNoto for more information at 920-746-9841 (home), 920-493-0287 (cell) or bobdenoto@gmail.com.

RAFT-UP AT SHERWOOD POINT OR LITTLE HARBOR—August 3—Call Craig Weis at 920-559-1221.

Thank you to all of the members who contributed articles and pictures. Please take no offense if your article was somewhat changed or if your picture was not included in the Scuttlebutt. Changes, exclusions and inclusions are made based on space.



Submit articles and pictures for the August Scuttlebutt by July 30, 2013

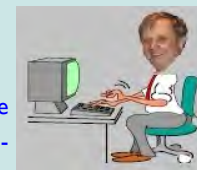


Send your comments, ideas and articles to:

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The Door Scuttlebutt is published twelve times a year by the Door County Sail & Power Squadron, a member of District 10 of the United States Power Squadrons



The Door Scuttlebutt can be found on the Squadron website: www.usps.org/door

Schedule of Events

July 2013

12-14th—D10 Summer Rendezvous—Milwaukee

12-21st—Lake Michigan/ Mackinac Is. Cruise—Call John Hermann

13th—GPS Seminar—Quarterdeck Marina

25-27th—Cruise to Alibi Dock, Fish Creek—call Bob DeNoto

27th—Anchoring Seminar—Quarterdeck Marina

30th—Executive Committee Meeting—SBYC—7 p.m.—all are welcome



August 2013

3rd—Raft-up at Sherwood Pt. or Little Harbor—call Craig Weis

10th—Man Overboard Seminar—Quarterdeck Marina

16-18th—Squadron Annual Rendezvous Cruise—call Tom Schueppert

24th—Compass Seminar—Quarterdeck Marina



September 2013

1st-8th—USPS Governing Board—San Antonio
10th—Executive Committee Meeting—SBYC—7 p.m.—all are welcome

27th—Lay-Up Dinner Meeting

October 2013

15th—Executive Committee Meeting—SBYC 7 p.m.—all are welcome

TBA D10 Fall Conference

November 2013

19th—Executive Committee Meeting—SBYC 7 p.m.—all are welcome



December 2013

6th—Holiday Party



January 2014

7th—Executive Committee Meeting

17th—Squadron Annual Meeting



Scuttlebutt June Quiz Answer



Our thanks to Quinn Brennan for his photo taken while looking toward Rock Island from Washington Island. The subject of his email message: "Walk to Rock Island." Since the low waters of the early 60's, one could not walk on dry land to the island. There were a few years when folks waded there.

Sandy King and Karl May correctly identified the Rock Island picture.

Scuttlebutt July Quiz

We all remember the Boston Marathon bombing. When he disappeared into the surrounding neighborhood, the second suspect took refuge under the cover of a boat in winter lay-up in a back yard.

What is the name of that boat?

Send your answers to the Scuttlebutt Editor
dolores.e.hermann@gmail.com. Correct answers will appear in the next issue.

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Lt Bill Galligan, AP

P/C Bob DeNoto, JN

Lt Mary Mayheu

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Chaplain

Lt. Mary Welch, P

Flag Lieutenant

F/Lt Craig Weis, S

Executive Department

Public Relations

Lt Mary & Steve Mayheu

Safety Officer

P/C John Hermann, AP

Port Captain

Lt Markus Ritter, AP

Education Department

Asst. SEO

P/C Bob DeNoto, JN

Public Boating

Lt William Galligan, AP

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Cdr. Robert Stierna, SN

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