

United States Power Squadrons®

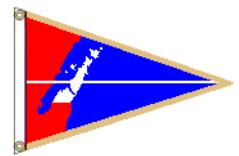


THE DOOR

Volume 08, Issue 6

Scuttlebutt

Newsletter of the Door County Sail & Power Squadron



June 2014

SAFETY ON THE ROAD

TRAILERING—LOADS, CAPACITY, BRAKES

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Mesmerized by the magazine picture of a 91 Buick Roadmaster with an attached trailer carrying a Chris Craft Runabout, I discounted the gorgeous house and grounds in which the rig sat. The Buick had a 5,000 pound towing capacity and would be perfect for our aluminum runabout and family. I had been a station wagon guy for years. We bought the car.

But then we bought Bay Spirit. Bay Spirit weighted "wet" at just under 5,000 pounds. So much for a capacity safety allowance. How about the weight of the trailer itself? The total tow load with the two-axle trailer came to 6,700 pounds. From this point the problem was "mine" rather than "ours" and I "solved" it with a weight distribution hitch system. After two years of mostly local towing, the Buick dealer assured me that the transmission failure was not due to trailer load. Having grander trailering plans we purchased the 99 Tahoe with its 7,700 pound towing capacity augmented with my weight distribution hitch.



Two trailering trips to the Florida Keys, at 3,600 miles round trip each, were "character builders" while quite doable. Back in 99, Tahoe braking was 80% dependent on the front axle brakes. Despite all caution, a very hard stop was always required and I could feel the brakes fade. Once back home it meant new brakes and rotors, not resurfaced rotors.



But then we bought Bay Bell which upped the tow load game to 8,200 pounds. No more under estimating! This load took into account gear, fuel and water aboard as well as passengers in the Tahoe. Nonetheless, the problem became "mine" from the get-go. We enjoyed trailering Bay Belle to Bayfield, WI. and to Syracuse, N.Y., the latter an 1,800 round trip. While the Tahoe was certainly overloaded, neither transmission nor brakes were harmed and hard stops were positive without any brake fading. **What made it work?**

1. Continued use of weight distribution hitching.
2. An aluminum I-beam trailer that saved 700 pounds.
3. Electric over hydraulic brakes on both trailer axles.



Do the math

Gross vehicle weight (curb weight+payload+tongue weight)

Towing weight (weight of fully loaded boat, motor and trailer)

Gross combined weight (line 1+line 2, minus tongue weight)

Answer from line 3 must be less than the tow vehicle's Gross Combined Weight Rating, and ideally no more than 85% of that number.

Electric trailer brakes are a must if using a weight distribution (WDS) hitching system

WDS is bolted to the vehicle frame. Adjustable torsion bars/chains force the towed weight to be spread across the vehicle frame, overcoming excessive tongue weight and keeping the vehicle level. Unfortunately, the torsion effect interferes with operation with the servo mechanism in the surge brake controller, causing trailer brakes to engage late and incompletely. (Hence the fading followed by new vehicle brakes and rotors.) Electric trailer brakes are adjustable via a controller mounted under the dashboard.

The entire rig can be stopped with the trailer brakes alone. Today, boat trailer electric brakes are "electric over hydraulic," which means that hydraulic-but not electric-components go into the water. Electric components are housed in a water-resistant box on the front of the trailer. Side comment: I have never read about weight distribution interference with surge brakes. Call it the "school of hard knocks."

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COMMANDER'S MESSAGE

As everyone is aware, it's been a hard spring to get stuff done on the boats. I don't ever recall launching a boat in June before, but that's the way it's turning out. But, hey, there's nothing like messing about in boats, even on the hard. As people have often heard me say, "If you don't enjoy working on boats, you probably shouldn't own one". I'm just finishing up a teak job for the thousandth time. 15 small pieces of teak that eat 70% of my maintenance hours. But soon it will head for the lake and our wonderful summers here in Door County

June is also when Squadron activities kick into high gear. It's a flurry of Vessel Safety Check events, a picnic, the flare shoot & fire extinguisher training, on the water course events, a public boating course, and the first cruises of the season. I won't repeat the calendar here, but there is literally something for everybody in June, whether your passion is in education, social activities, or civic service.

A note about the Flare shoot, the fire extinguisher component is a required element in the Certification as an Inland Navigator, our skills based certification program. If you think you might like to

earn this certification, be sure to turn out for the shoot. I've done the Inland and the Coastal certification so far, and the skills demonstration makes for a really fine day on the water. Check this program out with Steve Rank or Bob DeNoto.

Have a great June.

Fair winds,

Bob Stierna



FROM YOUR EDUCATION OFFICER

The classroom portion of Sail was completed and the test administered on 29 May at NWTC. The class consisted of five students and five instructors. A huge set of background experiences was brought to the class by students and instructors and that really made it fun as well as informative. I have scheduled 8 June for the on-the-water conclusion of the course aboard my sailboat, Windrover. The students and I are looking forward to this hands-on conclusion to the course. Thank you to Bill Galligan, Bob DeNoto, Alan Wentworth and Craig Weis for teaching this course with me.

The ABC course will be held June 10-13 in the evenings at NWTC. I hope to see lots of students who want to get out on the water and put into practice what they have learned right away. We will offer an on-the-water segment to this course as well.

I would like to remind everyone of the flare shoot demonstration and disposal coming up on 14 June at the SBYC. This is one of the skills that must be checked off on the BOC passports. It is also a legal and convenient way to get rid of your expired flares.

I hope you all will have a safe and happy boating season. After the hard winter we just went through it couldn't be any sweeter.

Steve Rank

SUMMER SEMINAR SERIES

Sat 21 June **Rules of the Road**

Sat 12 July **Radar**

Sat 19 July **Knots, Bends, and Hitches**

Sat 26 July **Compass**

Sat Aug 2 **Emergencies on Board**

All seminars will be held at Quarterdeck on Saturday mornings from 0900 to 1100. The seminars are free and open to anyone who would like to attend. We look forward to seeing many of you there as well as attracting new people to our organization through these seminars.

FROM YOUR EXECUTIVE OFFICER

Take a look at this reminder of the squadron activities taking place during June. It's a busy month.

VESSEL SAFETY CHECKS EVERY SATURDAY

Members! Please get your VSCs. Your example means a lot. The marina schedule is in the calendar section. Not in a marina? On a trailer? Call any VSE or me for an appointment at your boat at your convenience.

FLARE SHOOT AND FIRE EXTINGUISHER PRACTICE

14 June. VSCs in the morning at Bay Marine. The flare shoot will take place at SBYC starting at 1:00 PM.

IN-THE-WATER BOAT SHOW AT HARBOR CLUB

20-22 June. There will be a squadron booth and VSCs will be provided. Come and visit the boats and spend a little time in the booth.

SHAKEDOWN CRUISE TO EGG HARBOR

28 June. Staying overnight? Please make your own slip reservations. The Marionette-Menominee squadron has been invited to join us. VSCs will be provided at Egg Harbor.

SUMMER

VSCs continue into September.

John Hermann



2014 FALL CONFERENCE UPDATE

24—26 OCTOBER

Hosted by our Squadron, we have a wonderful opportunity to welcome other squadron members in the district to our beautiful Door County. Co-chairs of the Conference are Bill Galligan and Dolores Hermann. Committee members are:

Bob DeNoto & John Hermann—Materials
Karen DeNoto & John Hermann—Activities
Mary Welch—Hospitality
Cynthia & Craig Weis, Sandy King —Registration

As conference time approaches, we welcome many hands to staff the hospitality rooms and help with activities. If you can assist for a day or part of a day, please contact one of the Committee members.

Thank you for whatever help you can provide.

Bill Galligan and Dolores Hermann
Conference Co-chairs

HELP NEEDED IN THESE AREAS

HOSPITALITY ROOM STAFFING

Friday 3—6 pm—attendees will come in for coffee & cookies and questions about the county.

Saturday 6:30—10 am (2 shifts)

Sunday 6:30—10 am (2 shifts)—continental breakfast is served both days—would involve set-up, making coffee, clean-up.

ACTIVITIES STAFFING

Friday night games—need helpers.

Saturday afternoon Orchard County Market—need hosts to join Karen and accompany the group.

DONATIONS

Cookies, apples and mini chocolate bars for the hospitality room.

FITTING OUT PIZZA PARTY

On May 16, 29 people gathered among the eggs of Egg Harbor to enjoy pizza, conversation and a really good game. The eggs were later moved all around the village but that night we had them all to ourselves.



JOIN YOUR SQUADRON FRIENDS
AT OUR COOKOUT AND PICNIC
(WITH SOME GAMES)

SUNDAY, JUNE 22 2014

**1-4 PM
SUNSET PARK
RAIN OR SHINE**



SQUADRON ANNUAL COOKOUT

Burgers, Brats and Chicken

Breasts will be provided

**Please bring a dish to share
and your adult beverage of
choice**

SIGN UP BY JUNE 16 WITH MICHELLE ANDERSON

CALL 746-1373

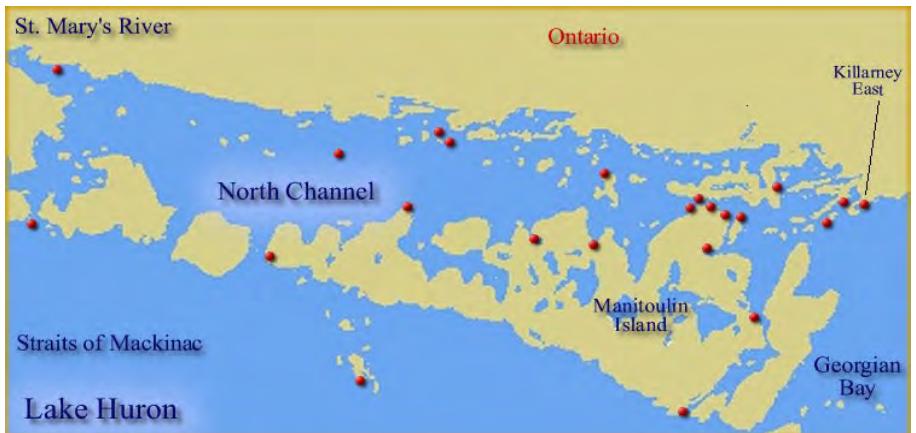
SEE YOU THERE!!!!!!



CRUISE PLANNING UPDATES

NORTH CHANNEL CRUISE SUGGESTED ITINERARY—5 JULY — 26 JULY

The North Channel Cruisers met on May 17 to discuss final arrangements. One boat will be leaving on July 5th for Mackinac City and three boats will leave Sturgeon Bay a day or two later. Anyone interested in joining this cruise can register with either Terry Keating ([920-743-4201](tel:920-743-4201)) or John Welch ([920-634-9137](tel:920-634-9137)). Cruisers will assemble on July 8th at Mackinac Island and proceed past DeTour MI to Meldrum Bay in Canada to check through customs there.



Assuming good lake conditions, the group will leave about 9:00 AM from the Straights. All cruisers will monitor channel 68 (as well as 16) for any final instructions. Of course, all plans depend on the cooperation of the lake.

Ports: Meldrum Bay, Gore Bay, Kagawong, Manitowaning, Little Current, Kilarney, Blind River, Drummond Island, St. Ignace, Beaver Island.

Anchorages: Bear Drop, John Island, Benjamins, Heywood Island, Baie Fine.

7 June—Paddle-craft Adventure—Clarks Lake— Captain: Karen DeNoto. Additional paddle adventures will be announced later. Call Karen at 920-559-3278.

28 June—Shakedown Cruise—Egg Harbor—co-captains: John Hermann & Bob Stierna. Joint cruise with the M & M Squadron. VSEs available. Can be a day or weekend cruise. Captains, make your own slip reservations. Call the Egg Harbor marina at 920-868-2048.

Late June—Anchoring/Rafting practice rendezvous—Chambers Island or Sand Bay—cruise captain needed. Intended for anyone who seeks experience anchoring/rafting-off; especially for cruisers heading to the North Channel. Can be part of the Egg Harbor Cruise.

July—2 weeks—North Channel Cruise—co-captains: John Welch and Terry Keating. Four captains plan to join this cruise, including fast and slow boats. Vessel captains will choose between anchorages and marinas and make their own slip reservations. Cruise allows for 3-4 weather days. (see detail above).

August—Escanaba Cruise—2 nights—co-captains: Karl May & Tom Schueppert This will tag onto the Annual Rendezvous Cruise to Menominee.

15-17 August—Squadron Rendezvous Cruise—Menominee—co-captain: Sandy King. The Squadron's most popular cruise. We have invited the M & M Squadron to co-plan and join us.



2013 Cruisers—Come and join us on the water in 2014

HAPPY BIRTHDAY TO

9th—Janet Grotta
15th—Karen DeNoto
15th—Barb Voegle
22nd—Nancy Reichmann



Schedule of Events

June 2014



7th—Vessel Safety Checks at Quarterdeck/Harbor Club
7th—Paddle-craft adventure on Clarks Lake—Karen DeNoto
10-13th—ABC Class—NWTC—6-8 pm
14th—VSCs at Bay Marine
14th—Flare Shoot & Fire Extinguisher Practice—SBYC—1-3 pm
17th—Executive Committee Meeting—Stur. Bay Library—2-4 pm
21st—Rules of the Road Seminar—9-11 am
21st—VSCs at Centerpointe
21st—Boat Show Booth & VSCs at Harbor Club
22nd—Squadron Cookout—Sunset Park—1-4 pm
28th—VSCs at Egg Harbor Marina
28th—Cruise to Egg Harbor—John Hermann & Bob Stierna
TBA—Anchoring/Rafting practice

July 2014



Vessel Safety Checks continue
5th-26th—North Channel Cruise—John Welch & Terry Keating
12th—Radar Seminar—9-11 am
19th—Knots, Bends & Hitches Seminar—9-11 am
18-20th—D10 Summer Rendezvous—Duluth S&PS
26th—Compass Seminar—9-11 am
29th—Executive Committee Meeting

August 2014



Vessel Safety Checks continue
2nd—Emergencies on Board Seminar—9-11am
TBA—Escanaba Cruise—Karl May
15-17th—Squadron Annual Rendezvous—Menominee MI—Sandy King

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 July Scuttlebutt by June 30, 2014



Send your comments, ideas and articles to:

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



September 2014

6th—MarinaFest—Sister Bay Booth & VSCs
7-14th—USPS Governing Board Meeting—Arlington, VA
16th—Executive Committee Meeting
26th—Lay-Up Dinner Meeting



October 2014

21st—Executive Committee Meeting
24-26th—D10 Fall Conference—DCS&PS—Landmark Resort

November 2014



December 2014

2nd—Executive Committee Meeting
5th—Holiday Party

MAY MONTHLY QUIZ

SAFETY—ON BOARD IN PORT

SURGE PROTECTION DEVICES (SPD)

Most of us keep electronic devices, such as the TVs and PCs plugged into surge protectors to safe guard them from electrical surges, e.g., lightening. It would follow that we use surge protectors when on board and connected to shore power.

Statement:

When the vessel is connected to AC current via shore power we can safely use the same surge protector that we use in our home.

True. Your home surge protector is perfectly safe while your boat is connected to AC current;

False. A marine-rated surge protector is needed.

ANSWER:

Most commonly available SPDs are designed for use ashore and **will interrupt only the hot conductor** when a surge occurs. While these devices may provide protection in our homes and offices, these same devices may be a fire risk on board.

A marine casualty investigation of two separate stateroom fires onboard a U.S. Flag Container ship revealed that the sources of the fires were attributed to the use of SPDs plugged into a lighting circuit. It was discovered that a ground had developed on another circuit that was connected to the same distribution panel providing power to the staterooms. This ground caused an imbalance of voltage between the two power conductors supplying the SPDs which caused excessive currents, overheating, and subsequently, a fire. Even if the SPDs automatically tripped as designed, only one power conductor would have been secured while the other would continue to provide power, possibly shorting to the device's ground wire and the structure of the vessel.

For shipboard applications, it is critical for a device to interrupt both power conductors. Underwriter's Lab Standard – UL Marine 1449 – addresses this issue for the use of SPDs.

JUNE MONTHLY QUIZ

On the road we see some boat trailers with license plates and others without them.

Question:

When must a Wisconsin boat trailer be registered with the state and display a license plate?

- A. Always.
- B. If 26 feet or more in length.
- C. If 2500 pounds or more.
- D. If 4000 pounds or more.
- E. If 10,000 pounds or more.

Email your response and comments to the Scuttlebutt Editor. The answer will appear in June.

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Flag Lieutenant	F/Lt Craig Weis, S
Merit Marks	P/R/C Alan Wentworth, SN
D10 Fall Conference	Lt. Bill Galligan, AP
	P/LT/C Dolores Hermann, AP
	<i>Executive Department</i>

Public Relations	Lt Steve Mayheu
Safety Officer/VSC Chair	P/C John Hermann, AP
Port Captain	Lt Markus Ritter, AP

Education Department

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Adv. Grade Courses	Cdr. Robert Sierna, SN
Elective Courses	P/Lt/C John Welch, SN
ABC Representative &	P/C Robert DeNoto, JN
Boat Operator Certification	

Administrative Department

Membership	Lt/C Cynthia Weis, AP
Boating Activities	P/Lt/C John Welch, SN
Meetings & Programs	Lt Michelle Anderson
Member Involvement	Dolores Hermann, AP

Secretary's Department

Newsletter	P/Lt/C Dolores Hermann, AP
Webmaster	Lt Markus Ritter, AP

Treasurer's Department

Ships Store	Lt/C Cynthia Weis, AP
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