

# United States Power Squadrons®

COME FOR THE EDUCATION—STAY FOR THE FRIENDS



THE DOOR

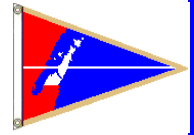
## Scuttlebutt

Newsletter of the Door County Sail & Power Squadron

“The Little Squadron That Could”

Volume 9, Issue 7

July 2015



### In This Issue

Commander's Message.....	1
Upcoming Cruises.....	2
Upcoming East Lake Michigan Cruise.....	3
A Great Cruise to Escanaba.....	4
Charlevoix One-Boat Cruise.....	5-6
Boating Safety.....	7
From your Education Officer.....	8
Annual Flare Shoot Photos.....	9
Shrimp & Corn Boil Photos.....	10
New NOAA Digital Graphics.....	11
Calendar.....	12

## COMMANDER'S MESSAGE

Well, it appears as though the Squadron's summer schedule is well underway. VSCs, ABC-3 Boater's Safety courses, Seminars and Cruises are up and running: WOW! Even though Commander and Chef Roberto's boil pot wasn't cooperating on 14 June at the shrimp & corn boil, I'm hoping all who attended had a good time. Kudos go out to Michelle and Jerry Anderson for being such gracious hosts. Thank you.

Early last month, Karen and I headed out to Denver to share our son Jason's graduation from college. At 38, this is quite a statement that we wanted to be part of. This was a road trip for us. We toured Rocky Mountain National Park with Jason and Melissa on Sunday and meandered back on Monday. On the way home we headed north through Wyoming to Deadwood, SD; then on to Mt Rushmore, Crazy Horse, Custer State Park, Wall Drug and exited out through the Badlands. If you haven't experienced these monumental sculptures and the Badlands, you must! They are what contribute to the magnificence of our country.

Each has a statement. "Crazy Horse" is all about a dream. The sculptor Korczak (Ziolkowski) started work on this Memorial to the Oglala Lakota people in 1931. His children and grandchildren continue the dream today. Will it ever be complete? Does it need to? Maybe that is part of the draw. Karen and I visited with Korczak's daughter, Monique, over an ice cream sandwich. She now oversees the current blasting and excavation (roughest hands I've ever shaken). Her comment was: "It's a labor of love."

Mt Rushmore was to me the most relaxed, understated, but most drilled down, National Site I've been to. It wasn't serendipity that the 4 presidents chosen are enshrined there. Washington was our father and protector. Jefferson was the brains. Lincoln embodied our soul. Teddy Roosevelt held our magical vision and was responsible for moving us west. What a proper statement that will endure to the end of time.

The Badlands are like being on another planet: Magical sand castles on steroids. What you are looking at is 70 million years of erosion and stratification. The vistas are so great that you can see different weather patterns looking in different headings.

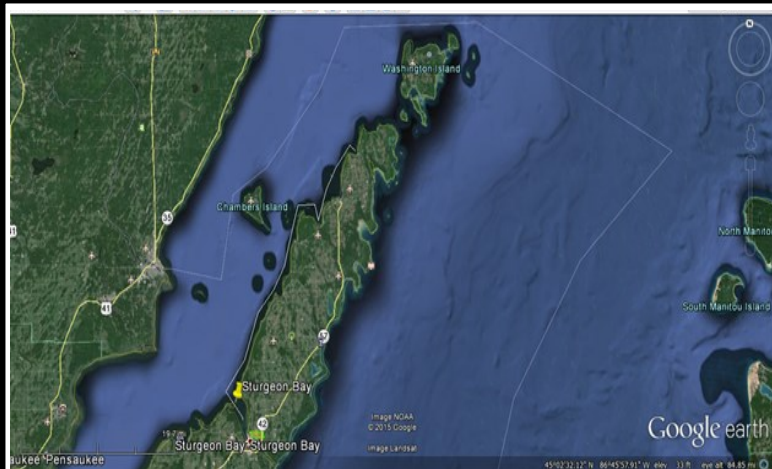
What South Dakota has for land we have for waters: Fayette, Beaver Island, Mackinac, and the North Channel with the added allure of the Niagara Escarpment. I encourage you to share in the magnificence of our surroundings whether it be by land or sea.

Until next month enjoy the 4th and the rest of July. Fair winds.

Your Commander Bob



# UPCOMING CRUISES



## SAILING ROUND THE DOOR PENINSULA 7-14 JULY

[Click here for information on Door County](#)

Cruise Captain: Janelle Peotter—920-493-3568 (cell)

Plans thus far are to be out 9-10 days, departing from the Sturgeon Bay canal and going counterclockwise (weather depending) with likely stops in Bailey's Harbor, Rowleys Bay, Jackson Harbor (maybe Detroit Harbor), Sister Bay, (maybe Nicolet Bay or Horseshoe), Chambers Island (maybe Fish Creek), Egg Harbor and home.

## ANNUAL RENDEZVOUS TO MENOMINEE

### 14 - 16 August

#### Schedule of Activities

Friday 14 August – 1700 to 1900 – dock crawl – hoist your squadron burgee to welcome guests aboard your vessel or gather with a group at one of the nearby picnic tables. Groups may then plan to walk to one of the nearby restaurants for dinner.

Saturday 15 August – 1600 to 2000 – potluck in the boater's lounge – bring a dish to share.

Sunday 16 August – depart for home ports

We have invited members of the Green Bay and M&M squadrons to join us for both evening activities.

Cruise Captain: Sandy King– 920-746-4471 (home) or 920-495-7675 (cell)

Please contact the marina directly to make slip reservations.

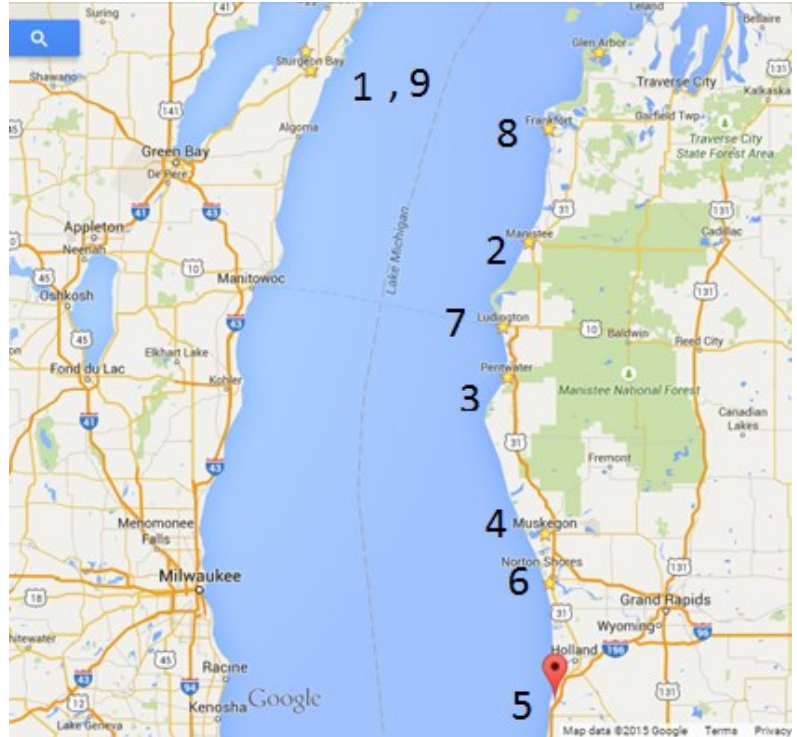
Click here: [Menominee Marina](#)



# EAST LAKE MICHIGAN CRUISE 7—19 JULY

Terry Keating, Cruise Captain; 920-889-9059  
[terrykeating4@gmail.com](mailto:terrykeating4@gmail.com)

Please indicate your interest via email to join this cruise before July 3. Include boat dimensions, name, names of those travelling, cell phone, and your home marina & slip #. I have not visited many of these ports so bring your knowledge and experience. Dates are adjustable. The selected marinas are best guesses and you may have a better selection for us to visit. Give us ideas on what to see and do while there.



Date(s)	#	Next port, miles	Link for marina information (Please suggest better marina alternatives)	Marina telephone	VHF
		<b>Outbound</b>			
July 7	1	Sturgeon Bay	Depart from Quarterdeck harbor area 0600	920-889-9059 (Terry cell)	16
July 7-8	2	Manistee, 65 miles	<a href="http://www.manisteemi.gov/marina">http://www.manisteemi.gov/marina</a>	231-723-2558	
July 9-10	3	Pentwater, 35 miles	<a href="http://www.pentwatervillage.org/municipal-marina/">http://www.pentwatervillage.org/municipal-marina/</a>	231-869-7028	
July 11	4	Muskegon, 40 miles	<a href="http://www.hartshornmarina.com/">http://www.hartshornmarina.com/</a>  alt <a href="http://www.htownemarina.com/">http://www.htownemarina.com/</a>	231-724-6785	9
July 12-13	5	Saugatuck, 41 miles	<a href="http://www.sergeantmarina.com/">http://www.sergeantmarina.com/</a>	269-857-2873	9
		<b>Returning</b>			
July 14-15	6	Grand Haven, 28 miles	<a href="http://northshoremarina.com/">http://northshoremarina.com/</a>  alt: <a href="http://www.grandhaven.org/visitors/marina-and-boat-launch/">http://www.grandhaven.org/visitors/marina-and-boat-launch/</a>	616-842-1488	9
July 16-17	7	Ludington, 62 miles	<a href="http://www.ludington.mi.us/220/Municipal-Marina">http://www.ludington.mi.us/220/Municipal-Marina</a>	231-843-9611	9
July 18	8	Frankfort, 48 miles	<a href="http://www.frankfortmich.com/marina.html">http://www.frankfortmich.com/marina.html</a>	231-352-9051	
July 19	9	Sturgeon Bay, 60 miles	return		



# CRUISE TO ESCANABA

4—6 JUNE 2015

By Karl May

Photos by Sara Welch

John, Mary and Sara Welch left at 1000 on 4 June and Karl and Erika May with Koko and Daisy left at 1600. The Welch's arrived about 1300 after encountering some fog outside of Escanaba. The May's encountered fog and rain south of Chambers Island and made their way to Sister Bay where they spent the night. They departed Sister Bay at 0800 on Friday, arriving Escanaba about 1300 EDT after a rough crossing, later to discover 4-5 and occasionally 7-8 ft. waves.

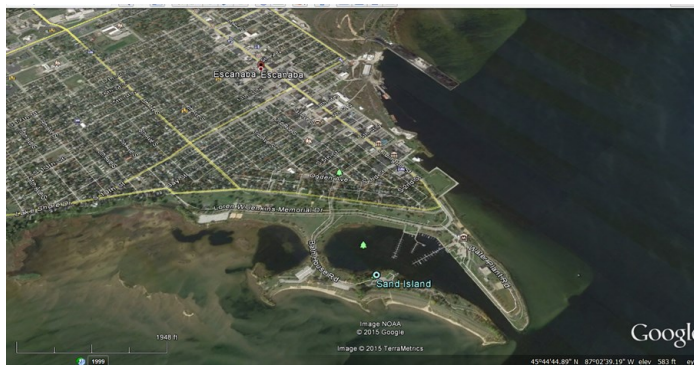
Friday evening everyone dined at the Stone House after Happy Hour on Marytime. Saturday was the best day of the trip, sunny and warm. Sunday it rained until noon and was too rough to travel, so departure as delayed until 0700 CDT Monday, leaving in fog which lifted after about an hour and then was sunny and calm. After making the 1000 bridge opening in Sturgeon Bay, the May's and Welch's made their way back to their slips at Quarterdeck Marina. A good time was had by all.



John and Mary Welch on MaryTime



Karl and Erika May making sure that everything is aboard (where are Koko and Daisy?)



# USPS 2015 Charlevoix One-boat Cruise

8—12 June 2015

By Terry and Julie Keating

We planned this early season cruise with the intention of meeting with relatives and friends who were vacationing in Charlevoix that week. After sleeping aboard for an early morning start, Tuesday, June 8 turned up with cool sunny skies (high pressure system following Monday evening's rain) with no further rain forecasted, high humidity, 0-1' seas and supposedly no fog. Due to lake air temperatures approaching the dewpoint temperature (water condenses) that morning, NWS reported fog across all of Lake Michigan. We departed at 0530 and could see well enough in the Sturgeon Bay canal until we left land and entered Lake Michigan where the fog closed in. We did not see more than a few hundred feet around the boat for the next 120 nm until we passed the cement plant 6 and ½ hours later at Charlevoix.



08 Jun 2015: Lark approaching the Lake Michigan fog bank from the Sturgeon Bay Canal at 0630 Tuesday.

Our navigation suite consisted of GPS, Autopilot, Radar, depth, and a multifunction display. Julie plotted our position hourly. We used known waypoints from last year's pre-planned route (through Manitou Passage) travelling initially at 10 kts and slowly increased speed up to 20 kts as we got more comfortable travelling blind. We again slowed when approaching land and entering the shipping lane, and when the planned waypoints approached land or shoals at buoys and lighthouses. We deployed our fog horn for much of the way and monitored the radio and watched radar constantly, with me flipping between multiple scales (range) to better see both near and far. We did get surprised by an undetected fishing boat or ferry passing abeam and within 500 feet of us travelling between Leland and South Fox Island. As we approached shore in Charlevoix, the fog was beginning to lift so passage into Round Lake through the canal and bridge lift went smoothly.

Round Lake and Charlevoix were experiencing sunny skies by mid-afternoon when we arrived. The municipal marina needed no reservation and was perhaps half full and all services were in full swing. Diesel at Ward Bros. dock cost



Our boat Lark, is a Formula 41 pc a 41' x 14' Express Cruiser that cruises (18-26 kns).

\$3.09/gal and the pump out was \$15. We invited our friends aboard for cocktails and followed with a whitefish dinner at the Weathervane.

Our Wednesday cruise of Lake Charlevoix followed the west and South Arm shoreline down to [East Jordan](#) and back. The south Arm is narrow and deep and very picturesque and allowed us to travel very near shore (both sides) the entire way. The round trip took four hours at 10 kn speeds and we saw fabulous boat houses, the local cable-driven car ferry in operation, and very few other boats.

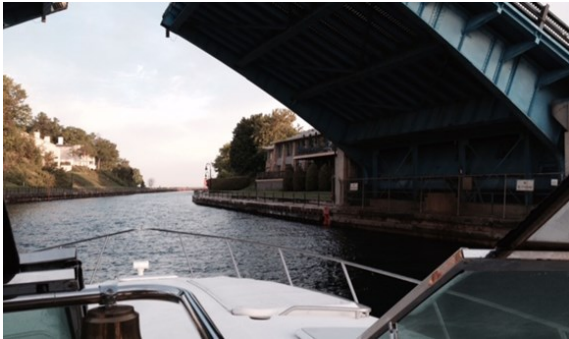
Thursday found us in a car for touring in the Traverse City area for wine tasting at the oldest winery operation (1974) at [Chateau Grand Traverse](#) on Old Mission Peninsula (splits Grand Traverse Bay into two lobes).

We continued east a few miles to have lunch at the [Boat-house restaurant](#) which is half way up the Peninsula and located on the shores of Bowers Harbor with a nice view of their docks and West Traverse Bay with wide-open windows and a summer deck.

We then travelled downtown to taste cherry pie at the [Grand Traverse Cherry Pie restaurant](#) and inspected local marinas. We returned via car to Charlevoix where Julie and friends prepared dinner in a rented condo having a panorama view of both the entrance to Round Lake and the boathouses along the far shore.

Friday was spent walking Charlevoix and viewing mushroom houses designed by the famed local architect Earl Young, known for his curvaceous roof-lines and flowing architecture and visiting the local library, which is a masterpiece after local citizens updated the old high school house into a kid-friendly, practical library.

## USPS 2015 Charlevoix One-boat Cruise (continued)



12 Jun 15: Departing Charlevoix, Saturday at 0600. One long, one short toot opened the bridge – like magic!



09 Jun 15: Three story boat house (looks like a church) and attached summer palace viewed during day cruise on South Arm of Lake Charlevoix.



10 Jun 15: Views of the Beaver Island Ferry, named Emerald Isle, approaching its dock in Round lake. Picture taken from our friend's rented Condo.

Weather turned fair at 1400 Friday and we almost departed for our return to Sturgeon Bay (or perhaps to Leland for an early Saturday morning continuation), but instead we decided to wait until early Saturday morning, given the moderate forecast (light rain possible, cloudy) with favorable 0-1' waves and SE winds forecast.

We woke up Saturday morning to light fog, but after getting to Lake Michigan we could see well enough and saw the shoreline throughout the Manitou Passage. We experienced a few nearby light sprinkles but had flat seas and fair winds for our 5 hour return trip at 20-23 kns average speeds.

Coming over to Charlevoix, we gained a good deal of confidence in using our RADAR and autopilot in the pesky and continuous fog such that travelling alone in rain and fog is no longer viewed as a huge impediment. Our USPS weather, piloting and marine electronics courses proved to be most helpful.

### **Lessons learned:**

#### RADAR function - MARPA

Before our return, I took the time to learn how to use MARPA (mini-automatic radar plotting aid) a RADAR echo tracking function which allows you to first point to any RADAR return (echo) on the RADAR screen and then have RADAR continuously track and compute the other boat's speed, bearing, closest point of approach (CPA) and time to closest point of approach (TCPA), and sound dangerous/proximity alarms when it is within (in our case) 0.5 nm.

With three button clicks, I could point to the echo return and know whether a vessel was coming my way. At our speed of 20 knots, we would have 1.5 minutes to react to an approaching boat or obstruction. (I can confirm that fishing boats troll at 2-3 knots.) I was glad that I had read my RADAR operational manual the week prior to departure.

#### RADAR Gain Settings:

To filter some noise (rain, waves, birds) appearing on my RADAR (Raymarine) screen, I adjusted the 'FTC' – 'fine-tune contrast' gain setting manually, and learned later that my manual setting (low contrast - 21%) caused small boats to no longer be displayed on my screen, unless I zoomed in (shorter range) to 3/4 mile. The use of preset RADAR auto settings are recommended by Raymarine and I now see why. Also, I may purchase and install a \$12 radar reflector to reflect a strong echo from our boat, in case other RADAR operators have poor resolution settings.

#### VHF radio usage:

Chuck Holtz later told us that each 5 minutes we should have initiated VHF "Sécurité, sécurité, sécurité" broadcasts, another method of informing other nearby boats (in range of VHF) of our presence, in case they were without RADAR. Power boats cannot hear fog-horns when travelling at cruising speeds.

#### June Cruising:

Since fog is often present on early May-June mornings, given the 45 degree Lake Michigan water temperatures with overlays of warm moist air, planning early starts (to avoid wind and waves) can often lead to foggy passages. Coming back, I was more interested in tracking the weather front timing and the wave heights and wind directions and used these parameters to decide when to travel anytime during the day. In June it stays light until 8-9 PM, so afternoon crossings may be more reliable than waking up to non-forecasted morning fog.



# SAFETY ABOARD, AS WE AGE

We have thoroughly enjoyed our years “aboard,” having cruised portions of four of the five Great Lakes as well as Lake Champlain and many rivers in the USA and Canada, including the St. Lawrence Seaway with a stay at Montreal and the Thousand Islands. Dolores and I recognized changes in ourselves between our 1981 start in boating and today. The desire for more automation (e.g., a windlass) and increased comfort (full v-berth, enclosed helm and weather deck) led to the purchase of Bay Belle. Even so, I noticed my greater dependence on handholds when negotiating the narrow walkway around the helm to hang fenders and get to the bow line and I needed an extended VHF speaker. Finally, we realized that, once again, our boat was no longer the right vessel for us.

Senior boating acquaintances, outside of our squadron, represent the range of abilities, from strong and proficient to those who struggle to get on and off their boats. The tips below come from an article in BoatsUs Magazine by Tux Turkel:

- Recognize that you are experiencing a condition such as forgetfulness, vision impairment or unsteadiness and share the information with your first mate. Get a medical check up to determine severity and carry out changes to compensate, such as altering the boat, repositioning gear, etc.
- Use notes and checklists when starting up, shutting down, or when using infrequently-used equipment.
- Keep a whiteboard near the helm to jot down numbers, waypoints, reminders.
- Reduce long trips. Leave earlier and arrive earlier.

- Add handholds for your steps around a pitching boat, add safety lines, rails or higher rails, add nonskid surfaces and add steps where you have to change levels.
- Keep obstacles away from passageways and decks.
- Keep good binoculars handy to check distant buoys and landmarks and use prescription, polarized sunglasses.
- **Wear your life jacket.**
- Use a boarding ladder with nonskid rungs and good handholds.
- There are helpful exercises for feeling off-balance.
- Trouble hearing your mate on the foredeck? Use hand signals or walkie-talkies.
- Older backs appreciate thicker, high quality mattresses and cushions and additional padding and lumbar support at the helm.

Enjoy all good things as you cruise this season.

John Hermann, Safety Officer



## VESSEL SAFETY CHECK SCHEDULE 2015

**03 July - Bailey's Harbor Marina (date subject to change pending confirmation)**

**05 Sept. - Sister Bay Marina Festival**

**or call for appointments at your location**

<b>Bob DeNoto</b>	<b>920-493-0287</b>
<b>Bill Galligan</b>	<b>920-743-2316</b>
<b>John Hermann</b>	<b>920-743-1675</b>
<b>Lou Pasquesi</b>	<b>920-421-2214</b>
<b>Bob Stierna</b>	<b>612-741-8645</b>
<b>Alan Wentworth</b>	<b>920-621-1725</b>

## FROM YOUR EDUCATION OFFICER

Ahoy students and fellow adventurers,

You may recall that I predicted in an earlier issue we would have higher water again this year, but I never dreamed it would be as high as it is. Jeri and I have a beautiful avian reminder of just how high the water is at the end of our breakwater. In the past we would sail to Dunlap reef to see the beautiful white pelicans that have increasingly taken up summer residence there over the past several years. This year the reef is under water forcing them to find other quarters. Well, they found it – right on the end of our breakwater. We have counted fifty, yes FIFTY pelicans grooming and turning the rocks a color to match their feathers. Our neighbor across the channel also enjoys seeing them but says there can be an odd odor that wafts over to her on downwind days.

I have discovered that pelicans fly exactly like small airplanes when coming in for a landing. They will circle the “runway” and come in low, dropping their landing gear and raising their heads just like a pilot will do with the nose of the plane as they touch down. We have also discovered that pelicans are usually silent but that they make a sound like a cross between a pig grunting and a walrus when they are in a conversational mood. Check their sound out on Audabon.org on your computer.

Our summer seminar series is underway. We had a great turnout for Partner in Command and a smaller one for Coastal Navigation. I encourage you to join us for the remainder of our seminars which are always informative and a way to meet other boaters you may not know. I hope to see you Saturday mornings at 0900 at Quarterdeck Marina.

### UPCOMING SEMINARS

(Click on any of the seminars to get more information)

July 11— [Trailer Your Boat](#) taught by John Hermann

July 18 —[Sail-Trim](#) taught by Craig Weis

July 25— [Advanced Power Boating](#)— Instructor to be determined

Aug 1— [Anchoring](#) taught by John Welch or instructor to be determined

Aug 7— [Paddle Smart](#) instructor to be determined

JN is completed and I have to tell you that Terry Keating turned in a PERFECT sight folder and received a 99 on his JN test. I was talking to Mary Pat Mills at headquarters and she was aware of Terry’s remarkable achievement and of the fact that he is one of the few people to take Seamanship as his last navigation course. It’s a good thing that Seamanship is being offered this fall. Terry, congratulations! On a related note, I also passed JN with a 96.5 on the test. It was a lot of work and household and lawn chores suffered badly, but I am so glad I persevered. Thank you to John Welch for his able instruction of JN for both Terry and me.

Mark your calendars for our upcoming courses this fall and spring. This fall we will offer Seamanship (taught as both a classroom course at NWTC and in a Go-To Meeting format) so that students who are too far away from the classroom will still be able to join us for this course. We used the Go-To-Meeting format for the N course Alan Wentworth taught so ably this spring, so I am anxious to try it in the classroom as the next step.

We will also offer the new Marine Electronic Systems course which will go into detail for the trickiest wiring jobs we can do ourselves. Having spent umpteen millions of dollars at Bay Electronics wiring my boat, I wish this course had been available. I think I could have bought another boat for the money I spent.

In the spring we will offer part two of the electronics courses entitled, Marine Communications. This will go into detail about all the communications available to us today. This is a brand new course that will help us stay abreast of all the new and ever changing equipment that is coming along.

We will also offer Piloting this spring if we have a healthy turnout for the Seamanship course.

Finally we will offer N this spring as well as a JN review for those who have started but haven’t finished their JN studies.

Finally, I am sorry to say that I will not be able to go on the Door County Circumnavigation cruise this July 7th. Janelle and I had talked about going up the lake side making stops at Bailey’s Harbor or Rowley’s Bay, Jackson Harbor, Ellison Bay, Horsehoe Island, Chambers Island, Egg Harbor, and back to Sturgeon Bay. That route could be reversed depending on the weather. I believe that Janelle is planning on doing this cruise and would share her plans if anyone is interested. Her contact information is on Page 2.

Fair Winds and Happy boating,

Steve



# ANNUAL FLARE SHOOT

## SATURDAY 20 JUNE



Alan Wentworth demonstrates use of the smoke flare



Craig Weis demonstrates use of a flare



Sturgeon Bay fire fighters talk about types of fire extinguishers and how they are used



An attentive group listen to Alan explain various types of flares



Jerry Anderson and new member Linda Pope demonstrate proper use of a fire extinguisher



Austin Hermann and Jodie Hermann demonstrate use of a flare gun



John Hermann using a fire extinguisher



New member Rex Pope puts out the fire

On Saturday 20 June, DCS&PS held its annual National Safe Boating Week event with a distress visual signal demonstration and a practice fire extinguisher drill. Thirteen people participated in the drills, Craig Weis and John Hermann acted as Marshalls to ensure safe demo procedures, Two Door County firefighters also participated in the flare shoot.

Participants practiced igniting and holding orange smoke and red flares. They fired pistol launched meteors. Six dry powder fire extinguishers provided by Van's Fire and Safety, Green Bay, were used in extinguishing fires set by the DC Fire Dept.





NOAA has been experimenting with a new digital graphics interface for marine weather on the Great Lakes and elsewhere. Add this weather page to your collection. Easy to use graphics that works well on my iPad. Touch the table and see the graphical or text forecasts for wind, waves, temps and more. Submitted by Terry Keating.

[Click here](#) for more information:



The Fish Creek Municipal dock 1972, probably the same year that Memorial Drive in Sturgeon Bay was under water. Thanks to Markus Ritter for submitting this bit of high water history. Will the water level get this high again? What's your guess?

*Commander*  
**Cdr. Bob DeNoto, JN**  
 920-493-0287  
[bobdenoto@gmail.com](mailto:bobdenoto@gmail.com)  
*Executive Officer*  
**P/C John Hermann, AP**  
 920-743-1675  
[john.c.hermann@gmail.com](mailto:john.c.hermann@gmail.com)  
*Educational Officer*  
**Lt/C Steve Rank, AP**  
 920-743-5469  
[captainrank@charter.net](mailto:captainrank@charter.net)  
*Administrative Officer*  
**Open Position**  
*Secretary*  
**Lt/C Lou Pasquesi**  
 920-854-2214  
[lou.pasquesi@gmail.com](mailto:lou.pasquesi@gmail.com)  
*Treasurer*  
**Lt/C Cynthia L. Weis, AP**  
 920-559-3011  
[weiscynthia@yahoo.com](mailto:weiscynthia@yahoo.com)  
*Past Commander*  
**P/C Bob Stierna, N**  
 612-741-8645  
[rstierna@att.net](mailto:rstierna@att.net)  
*Members at Large*  
**Lt Bill Galligan, AP**  
 920-743-2316  
[galliganwc@charter.net](mailto:galliganwc@charter.net)  
**Lt. Karl May**  
 920-493-6233  
[maytaxservice@itol.com](mailto:maytaxservice@itol.com)  
**P/R/C Alan Wentworth, N**  
 920-336-3274  
[AWentworth@aol.com](mailto:AWentworth@aol.com)

*Commander's Department*

<b>Chaplain</b>	<b>Lt. Karen DeNoto</b>
<b>Flag Lieutenant</b>	<b>F/Lt Craig Weis, S</b>
<b>Merit Marks</b>	<b>P/R/C Alan Wentworth, N</b>
<i>Executive Department</i>	
<b>Public Relations</b>	<b>Lt. Steve Mayheu</b>
<b>VSC Officer</b>	<b>Lt. Lou Pasquesi</b>
<b>Safety Officer</b>	<b>P/C John Hermann, AP</b>
<b>Port Captain</b>	<b>Lt Markus Ritter, AP</b>
<i>Education Department</i>	
<b>Public Boating</b>	<b>Open</b>
<b>Adv. Grade Courses</b>	<b>P/C Robert Stierna, N</b>
<b>Elective Courses</b>	<b>P/Lt/C John Welch, N</b>
<b>ABC Representative &amp; Boat Operator Certification</b>	<b>Cdr Robert DeNoto, JN</b>
<i>Administrative Department</i>	
<b>Membership</b>	<b>Lt/C Cynthia Weis, AP</b>
<b>Boating Activities</b>	<b>Open Position</b>
<b>Meetings &amp; Programs</b>	<b>Lt Michelle Anderson</b>
<b>Member Involvement</b>	<b>Lt Dolores Hermann, AP</b>
<i>Secretary's Department</i>	
<b>Newsletter</b>	<b>Lt Dolores Hermann, AP</b>
<b>Webmaster</b>	<b>Lt Markus Ritter, AP</b>
<i>Treasurer's Department</i>	
<b>Ships Store</b>	<b>Lt/C Cynthia Weis, AP</b>



## COMING EVENTS

### July

- 3—VSCs at Bailey's Harbor Marina
- 4-17—GLCC Rally & Summer Rendezvous—Sandy King
- 7-14—Sail Boat trip around Door County—Janelle Peotter
- 7-19—Eastern Lake Michigan down and back—John Welch & Terry Keating
- 17-19—D10 Summer Rendezvous—Madison
- 28—Executive Committee Meeting—I400



### August

- 7-8—Wooden Boat Show
- 14-16—Squadron Annual Rendezvous—Menominee—Sandy King
- 25-30—USPS Governing Board Meeting—San Diego
- 28-30—Cruise to Green Bay—Karl May



### September

- 5—VSCs at Sister Bay -MarinaFest
- 25—Lay-Up Dinner Meeting
- 29—Executive Committee Meeting



### October

- TBD—D10 Fall Conference



### November

- 24—Executive Committee Meeting

### December

- 4—Holiday Party



### January 2016

- TBD—Combined Annual Meeting & Change of Watch

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, 2015.



Send your comments, ideas and articles to:

Dolores Hermann

dolores.e.hermann@gmail.com

**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](http://www.usps.org/door)

### July Birthdays

- 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
- 23rd—Dave Thompson

