

United States Power Squadrons®

“Come for the Boating Education...Stay for the Friends” SM “



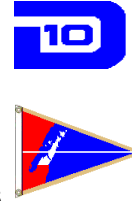
THE DOOR

Scuttlebutt

Newsletter of the Door County Sail & Power Squadron
“The Little Squadron That Could”

Volume 10, Issue 4

April, 2016



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COMMANDER'S MESSAGE

I regret missing Kris Harmon being installed as our District Commander for watch year 2016. Kris is a dear friend and will be a great D/C. Her theme is:



Making friends at the District level is endearing. I encourage you all to explore.

Things are starting to ramp up. We had a great Cruise Planning meeting at the Keating's on 19 March. I'm sure this will be reported in detail in this issue. Not only did we secure the cruises for this boating season, but we also planted the seed for an extended cruise next season—Georgian Bay. My friend John Raby from the Minnetonka Squadron has done extensive cruising in Georgian Bay with his Whaler friends. I will definitely seek his input.

We are in contact with Eddy Allen at WDOR Radio and will be on his show starting late April; hopefully with six slots through July. Our Friends at the USCG Canal Station, have invited us to meet with them starting in April for information pass and to participate in their Maritime Events, including “Safe Boating Week”. VSCs may be starting as early as mid-May.(actually two are already scheduled in April). Our Summer Seminar Series is being finalized by Steve. The focus will be on BOC requirements. Dave Budde, past Commander of

Green Bay, contacted me. They will be hosting the D-10 Summer Rendezvous in conjunction with “Tall Ships” 6-7 August. I have assured Dave that we will be ready to assist as needed. Way too much FUN!

Couple all these events with the Menominee Rendezvous and my graduate school classmates visit late September (over 40 yrs.): I'm cooked!! But NICELY.



I'm attaching this picture because I'm curious. In our recent visits to PA we have passed several of these barns. Are any of you aware of their history? Specifically the overhang. They seem to be unique to Pennsylvania.

At next writing, many of us will be in the water. That's a good thing. Until then, fair winds,

Your Commander

Bob



This picture is granddaughter Sofia with son Rob and the Easter Bunny in Boiling Springs, PA. We had a great visit but returned a day early as a stomach virus was going through the house, and I needed to not miss my plane flight to Sacramento on 30 March to get Mom and bring her back to Pine Crest in Sturgeon Bay. Needless to say it has been “crazy busy,” and as a result, I will be missing the D-10 Spring Conference in Lake Elmo, MN, 1-3 April. Alan Wentworth has agreed to cover for me. Thank you again Alan. I sincerely



SUMMER CRUISE SCHEDULE

Following a 19 March productive cruise planning meeting, the cruise planning participants are proposing this schedule. Shorter cruises and overnight cruises were left to individuals to plan with friends. Additional ideas and venues are welcome.

Cruise Planning attendees included Terry and Julie Keating, John and Mary Welch, Gary and Sandy King, David and Prisca Smith, Chuck and Judy Holtz, Bob and Karen DeNoto, Karl and Erika May, Craig and Cynthia Weis and Tom Voegele.

June 2016—Shakedown Cruise—Fish Creek

Using the Fish Creek Town Dock with Alibi Marina as backup, Dave Smith, Cruise Captain, will plan logistics and lead the early-to-mid June two-day weekend time frame. Dave will select a weekend according to the weather and broadcast the event via email the Monday prior to the selected weekend.

July 2–20, 2016—Northern Lake Michigan and Green Bay loop

Multiple marinas - Gary and Sandy King Co-Captains

- July 2-3 Jackson Harbor or Peterson Bay (anchor)
- July 4-5 Fayette (if open) or South River Bay (anchor)
- July 6 Manistique
- July 7-8 St James Harbor, Beaver Island
- July 9-10 Petoskey or Harbor Springs
- July 11-13 Charlevoix or Boyne City or Sommerset Pointe July 14-15 Elk Rapids
- July 16-17 Leland or South Manitou Island (anchor)
- July 18-19 Frankfort
- July 20 Sturgeon Bay

As always, Mother Nature will dictate the schedule. With scheduling two nights in every port, except Manistique, any day can become a weather day. Then the plan for the next port can be adjusted accordingly. Carefree would be prepared to meet the cruise on July 8 or 9 in Charlevoix, Petoskey or Beaver Island. This cruise will be scheduled to allow other boats to catch up enroute. Bob Denoto and those not able to leave until after the July 4 holiday will coordinate.

August 5-8, 2016—Green Bay Tall Ships and D10 Summer Rendezvous

Karl May, Cruise Captain. We will follow the Tall Ships to Green Bay and stay the weekend at South Bay Mariana. It is advised that reservations be made asap as this will be a popular weekend. The price will be \$1.25 per foot per day—30 foot minimum. Call 920-327-3190 to make a reservation.

August 19-22, 2016—Annual Rendezvous to Menominee/Marinette followed by a day in Oconto before returning to Sturgeon Bay

Karl May will coordinate Menominee activities and Bob DeNoto plans the optional day in Oconto.

Communications Mobile phone text messaging by the Cruise Captains to all cruisers will be the method used to keep everyone informed about where boats will be a few days ahead. Interested cruisers must provide a mobile number.

2017 Cruising — Georgian Bay-Lake Huron June 25 to July 25, 2017 time frame

The cruise to Georgian Bay is two cruises in one package. This cruise will enter Lake Huron at Mackinac and travel through the North Channel to Killarney and then beyond into the northwest reaches of Georgian Bay.

The northern half, above a line drawn between Tobermory and Parry Sound, is wild, pristine and vast. Billed as the “hundred thousand islands,” it is the cruising/anchoring paradise of the North Channel. However, it has few facilities for supplies and fuel.

The southern half is like cruising Lake Michigan with many beautiful ports and harbors, abundant resupply opportunities and great restaurants.

Since it takes a minimum of two days to get to the Bay and two days to get back, we would need at least three weeks in the bay itself to make the whole circuit..

We will schedule a meeting during December 2016 for preplanning of this 2017 cruise.

FROM YOUR EDUCATION OFFICER

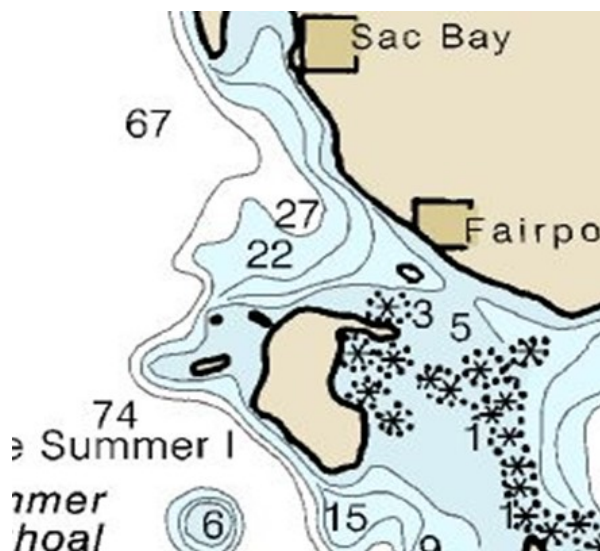
Ahoy Voyagers, Students, and Vagabonds:

We have finally navigated ourselves to spring and John Masefield's immortal words are ringing in my ears, "I must go down to the seas again, to the lonely seas and the sky. And all I ask is a tall ship and a star to steer her by."

Where do sailors want to steer their ships to on the way to their destination? **SAFE WATER!** We have come a long way (because of electronic navigation) in steering that tall ship and pinpointing its location on the terrestrial grid with amazing accuracy and that's really good, isn't it? We can be confident that our GPS plots us within a few meters of where it says we are. The problem is that when the position is located on a chart (either paper or electronic), that chart may have been copied from Captain Cook's voyages when soundings were taken with a lead line and have not been updated since. Think about how and when the soundings and obstructions shown on the chart may have changed since it was drawn or last updated. In other words, our ability to pinpoint our location (in safe water) is much more accurate than the charts on which we picture that location.

What you see on the chart is not necessarily what is under your GPS position. Many navigation programs allow for small scale charts to be hidden under large scale ones, or worse, not be placed at all "encouraging a careless navigator to over zoom on a chart that isn't drawn on a larger scale." Remember the accidental grounding of the yacht Vesta Wind in the Seychelles that was pictured in the February Scuttlebutt. That was a case of the navigator not zooming in on a larger scale electronic chart that was hidden under his small scale pilot chart. The shoals were invisible on the smaller scale sailing chart the navigator was using.

[Practical Sailor](#) has an in-depth discussion of chart accuracy in the April edition, entitled "In the Perfect Position to Fail." I would



highly recommend this article to anyone who is planning any kind of cruise. The article concludes with these words: "The next time you consider weaving your way through a pea-soup fog, digitally dodging surf-swept granite ledges en route to a protected anchorage, ask yourself these key questions.

- **Have I scrolled to the satellite page on my networked GPS signal accurately?**
- **Did I check the chart's source diagram for the date and scope of the survey in the region I'm sailing?**
- **Have I validated the digital chart data by previously making the approach in good visibility?**
- **Do I have a reliable depth sounder and radar, and are there available aids to navigation to double-check what appears on the chart plotter?**

Good navigation involves a cumulative approach, not just a steer-to-the-cursor allegiance.

The position you see on your GPS is probably more accurate than the soundings on the chart underneath it, depending on when and how those soundings were taken and updated. A really good example of this can be seen on a digital or paper chart showing the area north of Big Summer Island and the Garden Peninsula of Michigan. There appear to be several boulders blocking the way East to Fairport. The chart shows an area that looks like it would have a five-foot draft in a narrow passage close to the shore. Wind Rover only draws two feet of water but I would be absolutely loath to trust this passage without my ship's depth sounder and a handheld sounder I could use as a side scanner. Even then I would not want to proceed in any wind from any direction other than West. The area between Rock Island and Washington Island approaching from the south is another such area. So is Frying Pan Shoals in Green Bay off of UWGB. How reliable and accurate are these charts?

(Continued on page 4)



Continued from page 3) Below are two Door County aids to navigation of differing reliability. Because the direction pole is whimsical you know it is not a serious tool. Unfortunately old charts don't come with clues like this.



UPCOMING CLASSES

We will have completed the **Piloting** course by the time you read this. Bob DeNoto and I are very proud of our students and look forward to taking them on the water to get some hands-on practice for their new skills. I will be scheduling another Piloting course and an Advanced Piloting course this fall for all who haven't taken them.

Navigation is nearing the practice cruise stage. Alan Wentworth has navigated us all into a wonderful new world. The students from Door County and Green Bay have all been, to use Alan's word, tenacious. It has been a real privilege to be a part of this class taught by our own Chapman Award Winner. Alan has graciously recorded this class so that it can be shared with future students. If you haven't taken a course from Alan, put it on your honey –do list.

Marine Electrical Systems will be held as a six week course starting April 21 at NWTC. Marine Electrical Systems (MES) covers the practice of wiring your boat, including boat electrical wiring practices and diagrams, direct and alternating current power, galvanic and stray current corrosion, and lightning protection. Troubleshooting is emphasized throughout, so students should feel comfortable performing even tricky wiring tasks after passing this course. Chuck Stone will be the instructor and will provide his usual understandable and knowledgeable teaching to the course. The course will be held on Thursday nights from 6:30 to 8:30 for six weeks. This is one of the courses that you will need for your inland navigator certificate if you haven't taken the previous Marine Electronics three module course that we formerly offered. This should be a

practical and useful course for all of us and will be a perfect complement to Engine Maintenance. Please let me know if you would like to take this course so I can order class materials for you.

Our **America's Boating Course** will be offered again at NWTC June 6th thru the 9th from 1830 to 2030 each evening. This course will be open to everyone and is designed to give the student an excellent hands-on and in-depth experience to earn their DNR certificate to confidently and safely operate a boat.

Summer will once again bring our **Seminar Series** to Quarterdeck selected Saturdays from 9:00 to 11:00 a.m. The schedule will be:

- Sat June 18 On Board Weather Forecasting**
- Sat July 2 Using GPS**
- Sat July 16 How To Read A Chart**
- Sat July 30 Using VHF/DSC Radio**

As I mentioned earlier, the seminars will be counted toward your Inland Navigators Boat Operators Certificate. If you plan on getting your certificate (I hope you do) you will need these seminars. As usual, the seminars will be free, but there will be a charge for materials you may wish to purchase and to registrar completion of the seminars with National. To get your BOC you must have a record of completion of the seminars with headquarters.

Fair Winds,

Steve



Winslow inflatable life raft--enclosed
 Model 60SL/CC capacity6.....\$500

ADAPTORS
 110v 3 prong house receptacle to 30 amp marine connector.....\$20
 Hubbell YQ230 twin 30 amp to 220v 50 amp adaptor.....\$250
 Charles Marine twin 30 amp plug to single 50 amp 110 receptacle.....\$130
 Marinco 30 amp to twin 30 amp splitter.....\$100
 Marinco 30 amp to 3 prong 125v 20 amp to 30 amp marine receptacle \$20

ANCHORS
 Danforth S1600 galvanized (16 lb).....\$60
 CQR galvanized (35 lb).....\$400

DOCK/ANCHOR LINES (all lines are white—very good condition
 185 ft. 3/4 inch 3 strand nylon anchor rode/line with eye\$185
 265 ft. 3/4 inch 3 strand nylon anchor rode/line.....\$265
 183 ft. 3/4 inch dock line 3 strand nylon.....\$180
 145 ft. 5/8 inch braided anchor rode/line with eye.....\$200

LIFE JACKETS
 5 Off shore life jackets (never used).....each \$30

Contact: jandmwelch3@gmail.com



- The United States Coast Guard (USCG) will post a Local Notice to Mariners (LNM) on the USCG LNM website with exact schedule and impacts. Click the link below to find the most up-to-date LNM. The current LNM states May 1 through June 30 the bridge will not open for tall ships.
- [USCG LNM website](#)

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

UPCOMING EVENTS

APRIL



- 1-3 District 10 Spring Conference
Lake Elmo, MN
- 12 Executive Committee Mtg.
- 21 Marine Electrical Systems
Course Begins
- 23 Vessel Safety Examiner
Season Prep Meeting--
Quarterdeck

MAY



- 20 Fitting Out Meeting & Social
- 31 Executive Committee Mtg.

JUNE



- Vessel Safety
Checks – every Saturday
- TBD Shake-Down Cruise—Fish
Creek
- 6-9 ABC-3 Class
- 11 Flare Shoot/Fire Extinguisher
Demonstration
- 12 Squadron Summer Social
- 18 On Board Weather
Forecasting Seminar—
Quarterdeck

JULY



- 2 Using GPS Seminar—
Quarterdeck
- 2-20 Northern Lake Michigan
Cruise
- 16 How to Read a Chart
Seminar—Quarterdeck
- 26 Executive Committee Mtg.
- 30 Using VHF/DSC Radio
Seminar—Quarterdeck

AUGUST



- 4 Tall Ships—
Sturgeon Bay
- 5-7 D10 Summer Rendezvous &
Tall Ships Festival – Green
Bay
- 5-8 Squadron Cruise to Green
Bay
- 12-13 Wooden Boat Show
- 19-21 Squadron Annual
Rendezvous—Marinette/
Menominee
- 22 Cruise from M/M to Oconto

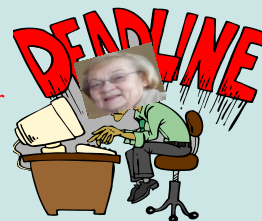
SEPTEMBER



- 3 MarinaFest—Sister Bay
- 11-18 USPS National Meeting
- 27 Executive Committee Mtg.

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 May
Scuttlebutt by
April 30 2016.



Send your comments, ideas and articles to:

Dolores Hermann
dolores.e.hermann@gmail.com



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



APRIL BIRTHDAYS

- 4th—Tom Voegele
- 6th—Jerry Anderson
- 20th—Steve Rank
- 21st—Andrea Kinsey-Jauquet
- 23rd—Jean Baumann
- 24th—Bob King

