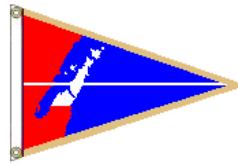


Door County Sail & Power Squadron

The Door



Scuttlebutt

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

Volume 06, Issue 11

Sail and Power Boating

November 2012

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Our Lay-Up dinner meeting was going very well, when near the end of the meeting, folks may have noticed that Alan Wentworth whispered something to me, and I dropped my pencil. What he asked was "Where's Dave's Award?". I quickly whispered back, "OMG, I don't have it here". And we finished the meeting as best we could. So what's this all about, anyway?

Back in 2010, on the squadron cruise to the North Channel, then XO Dave Baumann, P, was instrumental in saving a mother and child from a fire on board their sailboat. Rather than try and recap that story here, I've asked our new Scuttlebutt editor Dolores Hermann, AP to reprint Dave's own description of the events of that day elsewhere in the magazine. Alan has worked tirelessly to see that National recognized Dave with the Safety Award; (it was more complicated than usual as the incident occurred outside of the US, which tied our bureaucracy in knots). After the meeting, I went over and apologized to Dave for forgetting, and I promised I would get it to him.

Well, easier said than done. I had put it in one of those safe places where I was sure to find it, and it was really lost. I ransacked my office twice and eventually found it in the RV we had taken to the Governing Board in Detroit. It was carefully stowed on an empty shelf above eye level. Since both P/C Baumann and I are leaving town on extended trips, he came over to my home and received his award in a private ceremony. But we did record the event with a photo.

Congratulations
Dave, it's an honor to
be associated with a
true hero.



Commander's Message (continued)

After the Lay-Up meeting, we had a very good presentation by Mike Singleton of the SailAnyWay organization in Egg Harbor. For those who missed it, SailAnyWay helps disabled persons experience sailing by adapting the boat to their various needs. Some of the workarounds are truly ingenious. A few of us were talking after the meeting, and there is a lot of interest in helping them along. It will be a topic of discussion at our next Executive Committee meeting. Speaking of that, it's going to be a Skype conference entirely online. Should be interesting.

With a new Scuttlebutt editor, we can do away with our cover photos of boat skeletons. I'm pleased to bring you one that's symbolic of our change. You may recall that last month I had a picture of the SS Great Britain, the world's first great ocean liner, derelict in the Falkland Islands. I'm happy to say, that it was fully restored and is on display in Bristol, England. I had the good luck to visit it with some of Patsy's worldwide family. Anyway, here is a shot of Patsy aboard the restored lady.



Till next month, smooth sailing & fair winds.

Bob

Editor's Note: Our Commander will be traveling throughout the first quarter of 2013. Executive Committee meetings will be conducted via Skype "Go to Meeting."

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Open

Open

Commander's Department

Chaplain **Lt Mary Welch, P**

Flag Lieutenant **F/Lt Craig Weis, S**

Executive Department

Public Relations **Open**

Vessel Safety Checks **P/C John Hermann, AP**

Port Captain **Lt Markus Ritter, AP**

Education Department

Asst. SEO **Lt Steve Rank, AP**

Public Boating Classes **Lt William C. Galligan, AP**

Adv. Grade Courses **Cdr. Robert Stierna, SN**

Elective Courses **Lt John Welch, SN**

ABC Representative **P/C Robert DeNoto, JN**

Administrative Department

Membership **Lt/C Dolores Hermann, AP**

Day Trips **Lt John Reichmann, AP**

Boating Activities **Lt Michelle Anderson**

Entertainment **Lt Mary Welch, P**

Secretary's Department

Newsletter **Lt/C Dolores Hermann, AP**

Webmaster **Lt Markus Ritter, AP**

Treasurer's Department

Ships Store **Lt/C Cynthia Weis, AP**

FROM THE ADMINISTRATIVE OFFICER



LAY-UP DINNER MEETING A GREAT SUCCESS

“One of the best programs we have attended,” was a universal comment concerning our Lay-Up dinner meeting speaker, Mike Stapleton. Thirty squadron members, plus Mike and his wife, Meg, with their daughter, Kerry, were present at dinner at the Sturgeon Bay Yacht Club on Friday, October 19. Mike has developed a program called, SailAnyWay, that has equipped a variety of sailboats for use by people with various disabilities. According to Mike, no disability is too great to be denied an opportunity to experience the thrill of being on the water and he has traveled around the country to find boats that can be appropriately rigged. The Egg Harbor Marina has made space available for boats to be launched and is a great supporter of SailAnyWay.

If you would like to support this great program, Mike can be reached at PO Box 77, Egg Harbor WI 54209. For more information, his website is WWW.SailAnyWay.org. Our thanks to John and Nancy Reichmann for suggesting Mike as speaker.



NEXT UP IS THE HOLIDAY PARTY

Mark your calendars for our annual Holiday Party on Friday, 7 December from 6 – 9 p.m. This year we will return to Crossroads at Big Creek in Sturgeon Bay. Remember to dress in casual holiday finery. There is no charge for this event, but please BYOB and a dish to share at the holiday buffet table. We ask that you bring a surprise gift for the one-pound auction. This can be a pound of anything from candy to butter to cotton balls to whatever strikes your fancy. Speaking of fancy – your gift should be beautifully wrapped to disguise the contents. This is our annual fundraiser, so also be prepared to bid wildly. This is a time to relax and have some fun. John and Mary Welch are in charge of this “friendraiser” and fundraiser.

DON'T FORGET TO SEND IN YOUR SUMMER CRUISE PHOTOS OR ANY PHOTOS RELATED TO BOATING TO dolores.e.hermann@gmail.com.

FROM THE EDUCATION OFFICER



Weather with Alan Wentworth teaching to classrooms in Green Bay and Sturgeon Bay simultaneously, resumed 12 September and concluded with students going to exam on 3 October. Congratulations go to Dan Balch, Bryan Nebel, John and

Nancy Reichmann, Tom Schueppert and Joe Stubler of Green Bay. Post completion, Alan made arrangements for the students to tour the National Weather Service station in Green Bay and participate in a *Radiosonde* balloon launch.



Thank you Alan for your resourcefulness in pioneering ITV Distance Learning, for your excellent instruction and for your arranging our visit to NWS Green Bay.

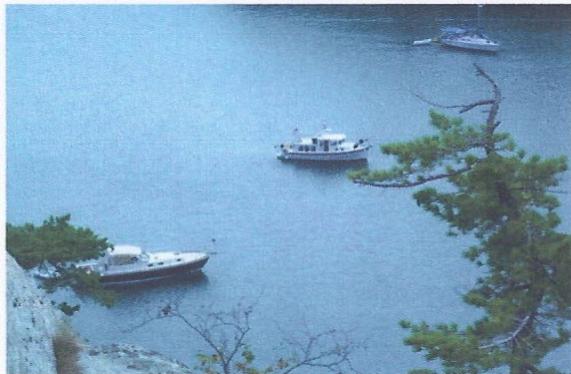
Seamanship started 18 September with 7 students. Three of our students came to us through our recently promoted SailAway package. The final exam is scheduled for 6 November. Thanks again to Paul King our instructor.

Mastering Rules of the Road Seminar: The “Rules” seminar is a requirement for Coastal Navigator. This seminar was presented via Webinar to 5 Door County candidates and 2 Madison candidates the evening of 29 October. Another example of D-10 Squadrons pulling together!

Piloting and Marine Communication Systems are in queue for winter 2013. Piloting starts in January and MCS in February. Please go to the calendar on our web page for exact dates: www.usps.org/door.

Automated Radio Check (ARC): Our system installed in the Cupola at the Door County Maritime Museum is alive and well. We will install a second system at Door County Maritime Museum’s, Gills Rock facility early spring 2013.

A SAFETY LESSON IN ONTARIO CANADA



Covered Portage Cove, Ontario, Canada
July 20,2010
Bellatrix, August Windy II and our Canadian neighbor

 It is early morning, barely past first light, sunny and calm. "April," our long-hair dachshund, has already been shuttled to shore and - duty done - now sits in our trawler salon waiting for the day to begin. I am standing on the port deck of August Windy II admiring the Canadian-flagged sail boat that cruised into the anchorage at "Covered Portage Cove" the evening before. I remember observing at the time " ... nice vessel, young couple with a small child *and* an energetic golden Labrador Retriever." The reason for my meandering recollection was because - in the stillness of the morning - I could recount them going from "set anchor" to "raucous delight" in the clear water as they swam, teased and laughed before finally settling into the quiet of the rock-walled anchorage.

Smiling at the memory, I wave a quick "hello" to the Canadian skipper who is preparing to board his dog onto their dinghy. Soon, he sets out —dog eager and regal in his seat — to the grasslands hidden at the end of the anchorage's cove, about one-quarter mile from our vessels.

Even with the gentle purr of the dinghy motor and the minuscule ripples across the water, it remains calm and peaceful, the sky a brilliant blue against the sun. Slowly, as the day begins to warm, you can see signs of other boaters stirring.

Suddenly, my reverie is broken! The image of the sailboat's starboard silhouette, reflecting off the mirror of

the waters' calm, is broken by a horrifying *new* image. I am momentarily riveted by the sight of two yellow fireballs exiting the windows of what is surely ... the sailing vessel's galley? This image is immediately followed by an audible "Swoosh -boorn" of Methyl Hydrate (Canadian Stove Alcohol); I am stunned but already untying my dinghy from "August Windy II." It is then that the piercing shrieks and cries of a terrified mother with a child resound off the granite walls of the anchorage. These are *howls* of terror - loud and hopeless - soon escalating to louder, rapid and hysterical. *There is afire on-board!*

"Time is not my friend" - this I know from volunteer fire-fighting in my home-town of Elm Grove, Wisconsin. I am in my dinghy, PFD still on the 'floor' and - on 'first pull' - heading for the stricken sailboat; the anchorage, still sleepy and unaware, is being jolted awake by the piercing, reverberating screams of a terrified mother - other boaters can be seen boarding their dinghies, unaware of the real problem in process. The event is now a collage of converging moments ... I hear the husband shouting wildly from the grasslands, "I am on the way back ... !" But he is too far away to help. I approach the port side of the stricken boat and see the mother and child sitting on the port bow; they are hysterical and going into shock.

"Is the fire out?" I am in the process of boarding. There is only quiet sobbing now.

"Are you hurt?" I am already assessing the smoke-filled galley.

There is no response - only a keening kind of desperation in the tears from "far-away" eyes.

"I am with the United States Power Squadron. I am trained and I am going to board your vessel."

No response - convulsive, quiet sobbing and the look that only *shock* brings.

"Are we on fire or not?" I need to know - now!

Entering the galley, the assessment is fast. A ten pound fire extinguisher lies spent on the galley floor. I do a quick interior search and though there is smoldering, the fire is out. I return to the woman and child to see if they are burnt and if so, how badly. The mother has burns on her hands and back - she is *in* shock; the young child has fared better and appears unharmed - almost peaceful in his mother's arms. I reassure the mother that "we are fine" and return to the inside of the vessel. Conditions are not good; I am horrified to see that the fire has re-ignited in the sleeping quarters - and I cannot find the second extinguisher.

This is now a bit "dream -like." In the distant background I hear the husband desperately assuring his wife that "he is coming" to help her; the dog - now abandoned - is barking somewhere in the grasslands and the fire has resurrected itself - this time moving both smoke and flames into the sleeping quarters. I exit the interior of the vessel to untie my dinghy and move it - full lines - to starboard; then I re-enter the vessel and begin to dismantle the sleeping quarters throwing burning items out into the blue water of the anchorage ... pillows, a towel, a toy, a blanket ... then, another blanket serves to allow me a "smothering opportunity" for the fiery mattress. I am in luck, the mattress and headboard fires die for lack of oxygen . . . again, the fire is extinguished. The smoke is acrid but venting rapidly through the salon windows; this provides me time to look between the cabin panels ... I see no fire, no identifiable embers but I remain concerned. Touching the interior wood panels, the warmth to the back of my hand is beyond "touchability." I need insurance. . . cooling, dousing water. If there is good news, none of this disaster is in an area of electrical considerations.

Unbeknownst to me, by now individual anchorage captains have leapt into action; one skipper is heading for the grasslands to recover the dog; the sailboat's captain is back onboard with blankets consoling his wife and child - we go into *shock treatment* mode and I dispatch another dinghy from our party to fetch a physician, PIR/C Alan Wentworth, SN, who is cruising with us on "Bellatrix." As I see Wentworth and his companion heading for the sailboat I glance back to see a surreal calm still presiding over the anchorage; stepping into the galley and looking down, I discover the melted, half-empty bottle of Methyl Hydrate on the floor. I slowly reach down and fill this with water - hopefully out of harm's way.

In time, Dr. Wentworth boards the sailing vessel and examines the mother and young childthe mother has second degree burns that need attention but the child is fine. The husband takes charge of his wife, child and vessel after reassuring words and directions convince him that all will be well. Others have arrived to offer help - the code of the sea - no one wants it to be them. *Fire* - the fear of us all.

Luckily, the tragedy has been averted. The burning materials have disappeared to the bottom of the cove; the smoldering has stopped, the smoke has cleared and I advise the captain to aggressively douse the galley and sleeping berth with water before he decides to make way for medical help. I explain the wood inside is still hot and there is no easy way to find an ember that—with a bit of wind—could create more havoc. The captain agrees to "bucket-wash" the galley and berth. I leave the wounded sailing vessel as the agitated dog is eagerly reunited with his master.

Later, as I sit on my trawler's bow, watching the captain of the sailing vessel go about ensuring that his family

and vessel are out of harm's way, I breathe a sigh of relief ... tired but true, " *all is well that ends well*." Relief floods over me and, thankful, I look up into the sun and recreate a vignette of what happened.

As the captain of the Canadian sailing vessel left to tend to his dog, his wife went to begin the process of breakfast. All was well, the stove fired up and the breakfast sausages were in the pan - then apparently, the fuel ran out. A quick check by a distracted mother - young child demanding attention - created a situation where the decision was made to refuel as soon as possible. The problem initiated because the fire was *not* out and the one-liter bottle of Methyl Hydrate poured out onto the flame ... the flame crawled to the bottle and the result was an immediate explosion exiting through the galley windows and the pilot-house door. Terrified, but in the finest tradition of survival, the mother grabbed the galley fire extinguisher canister and swept the galley flames into oblivion, grabbed her child and went into the horror of "what could have been." Regrettably, the fire was not out as *it* had leapt over into the sleeping quarters and the half-spilled bottle of Methyl Hydrate was still leaking its contents onto the galley floor. Had I grabbed one of my fire-extinguishers "on the fly" it might have helped expedite matters - a useful *hindsight* consideration.

It is a few hours later when I see the Canadian captain raise his anchor and head out from the "Covered Portage Cove" anchorage to "Killarney, Ontario" to seek medical and mechanical attention. There is a knot in my throat - I do not know these travelers but their experience could have happened to any of us. The captain swings his bow towards my vessel and I step out to say "Adieu." It is a brief meeting of the eyes - a good-bye and "thank you," mildly spoken - "Merci beaucoup. Bon voyage ... a bientot."

(Thank you very much. Have a safe journey see you soon.)

A short time later, our small group of trawler-cruisers prepares to lift anchor and rendezvous with the rest of the Door County Sail and Power Squadron Cruisers at Little Current, Ontario; I sigh with the full realization that *our* cruise will continue on with pride and a sense of relief - *all is well!*" The United States Power Squadron" focus on education, safety, service and fun, enveloped in a triangle of camaraderie, cannot be over-stated.

David A. Baumann, S



PREPARE & PREVENT

Protect Yourself from Onboard Fires

Though relatively rare, onboard fires can be devastating. Fiberglass and wood, the main components of most recreational boats, make excellent fuel. When combined with the highly flammable accelerants in fuel tanks, they make for a potentially dangerous situation whenever there's an open flame on board. Prevention and preparedness are the two keys to fire safety aboard any boat.

Prevention includes ensuring that your vessel is as fire-proof as possible:

- Clean flame arrestors.
- Clean bilges.
- Inspect wiring frequently.
- Store propane tanks safely.
- Mount and use barbecue grills safely.
- Ensure adequate space around ranges and burners in galley.
- Inspect fuel lines and filters regularly.
- Handle and dispose of smoking materials safely.

Preparedness means having an adequate number of functioning, accessible fire extinguishers on board and knowing how to use them. At minimum, fire extinguishers should be mounted for easy access in the following areas

- engine compartment
- galley
- sleeping quarters
- helm station
- near barbecue grills

Depending on your boat's configuration and size, one fire extinguisher may serve more than one critical area. As you consider mounting locations, think about where a fire is likely to occur relative to where people are. You don't want to have to reach across the fire to grab the extinguisher. **-David Herndon**

Article from USPS Compass September 2010

MY FIRST ISSUE



Here I am in my new role as Scuttlebutt Editor. I have some pretty big shoes to fill in following Paula Cashin who was our Award Winning Editor for almost six years. So, I hope you will overlook the learning curve.

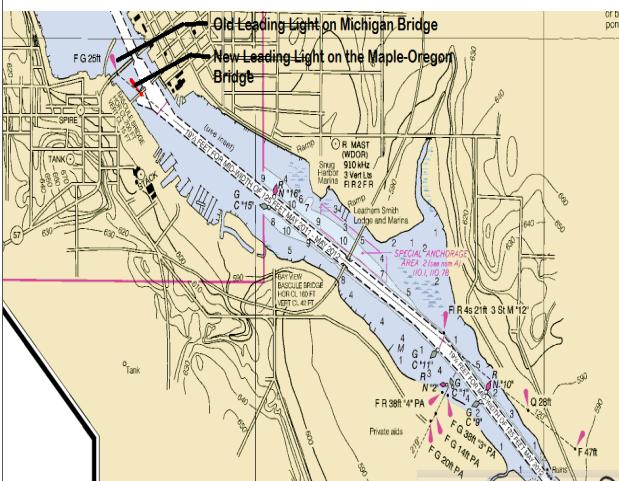
We owe thanks to Bob Stierna who, in addition to his considerable responsibilities as Commander kept this publication alive and running for the past five issues.

USPS' primary mission is to educate the boating public, and a very wonderful related benefit is the array of social and community service activities it provides. These areas are the meat of the organization and this publication is a recorder of these events. As such, we need photos as well as information. Can I depend on you to bring a camera to events you attend, so I have a photo record of what we do? I also hope that you will forward articles on boating safety, interesting boating stories and boating humor. The Officers send in their reports, but you are all invited to help keep us winning journalism awards.

Dolores Hermann

Interesting Local Change

The Legal Notice to Mariners indicates that the Leading Light was moved from the western side of the Michigan Street bridge to the western side of the Maple-Oregon Street bridge. The light is still on a bearing of 300 degrees true when you are in the center of the Sturgeon Bay channel north of red light #12. Thanks Markus for bringing this to our attention.



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 December Scuttlebutt by November 30.

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

SCHEDULE OF EVENTS
Changes & Updates are done monthly.

November 2012

2 & 3—D10 Fall Conference
Wausau WI

11—New member orientation
Alan Wentworth's cabin—2 p.m.

22 —Happy Thanksgiving

27 —Executive Committee Mtg.
2 p.m.—SBYC—all are welcome



December 2012

7th—Holiday Party—Crossroads at
Big Creek—6—9 p.m.

9th—Hannakah begins

25th— Merry Christmas
to all



January 2013

15th—Executive Committee Mtg.
2 p.m.—SBYC—all are welcome

13-20—National USPS Mtg.
Jacksonville, FL

18th—Annual Meeting

TBA — Piloting Class



February 2013

9th —Squadron COW



TBA—Cruise Planning Mtg.

26th—Executive Committee Mtg.
2 p.m.—SBYC—all are welcome

TBA—Marine Comm. Systems



March 2013

22-24—D10 COW
Lakeville, MN