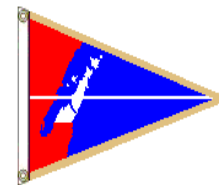




The Door

Scuttlebutt

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



Volume 07, Issue 4

Sail and Power Boating

April 2013

YES! IT REALLY IS TIME TO GET THE BOAT READY FOR CRUSING

2013 CRUISE SCHEDULE

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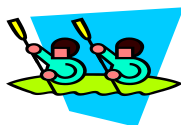
Fayette MI

May 24 (FRI) to May 27 (Mon)

Kayak Adventure Geisell Creek

June 1 (SAT)

John & Nancy Reichmann



Shakedown Cruise to Egg Harbor

June 9(SUN)

East Lake Michigan Mackinac Island

July 12 (FRI) to July 21 (SUN)

Cruise returns to Washington Island July 20 for the weekend



Raft-up at Sherwood Pt or Little Harbor

Aug 3 (SAT)

Craig Weis



Squadron Annual Rendezvous

Cruise to Menominee

Aug 16 (FRI) to Aug 18 (SUN)

Traveling to Cedar River on SUN

Day Trip Kayak Adventures on local waters and creeks with dates to be determined.

Nancy & John Reichmann

Houseboat cruise on Trent – Severn Waterway

Sept 11 to Sept 20

Dates are tentative



SAVE THE DATE

FITTING OUT SOCIAL AND MEETING

Friday, May 17

6:00 p.m.

Bertschinger Community Center

In Egg Harbor

This is a potluck so please bring your favorite dish to share

BYOB

CRUISE PLANNING CENTRAL

On a beautiful Saturday in March, a group of Squadron dreamers met at the Glas Coffee House in Sturgeon Bay. The Mobile Bay was out breaking up the ice on the bay—the first indication that boating season is just ahead. Cruise planners were led by SAO Tom Schueppert and included the Reichmanns, DeNotos, Weis's, and Keatings. Please contact Tom if you are interested in any of these cruises or would like to volunteer to be a cruise captain. Cruise captains plan the route, coordinate departure and arrival times with other cruisers and arrange for slip reservations.

COMMANDER'S MESSAGE

Originally, we were planning to bring the RV north starting right after St. Patrick's Day and stop at the Spring District Conference on the way home. My daughter Amanda had other plans and wanted us to stay through our grandson's first birthday, so she bought me a plane ticket to Minneapolis at Christmas using some frequent flyer miles.

She was right though, a grandson's first birthday is not to be missed! Rai had his first cupcake, which for a child who has had virtually no sugar, since his mom is a nutritionist, was pretty amazing. At first he was just playing with it, since he'd already eaten, but once he tasted a little bit, it disappeared pretty quick. Reminds me of my first Salmon fishing trip, when I knew I was going to do that again.

So I ended up flying north for the conference, returning for just over a week before we headed out on April Fool's Day. Been some pretty rotten weather the last few weeks between Texas and Wisconsin, so I'm happy we missed out on some of the terrible

driving experiences that can hit during the weather transitions in the Midwest. The first time we went south we picked up a 1/2 inch coating of ice on the rig during a November storm.

The past few months have been an interesting experience in remote management. Once we found the right online tools, we have had a generally positive experience, and

pared notes, and strategized for the coming year. I also found out that I inadvertently lied to our squadron in that I had reported that we had earned four stars in the Star Squadron Program. It turns out I didn't realize that they were awarding a star for the national "Do-it-right" program also, so we actually earned five stars. Only Door County and Central Wis-

consin be proud of the job the squadron has done over the past year.

Going forward, we are moving into the busy boating season with great anticipation. I, for one, am anxious to get to work on "Compromise" and some glorious sails on Green Bay. We have some classes underway in preparation for spring and a full seminar schedule for the summer. Plans are underway for spring and summer civic activities, with a full schedule of vessel safety checks and a flare shoot set for June. There is plenty of room for motivated volunteers to join our corps of dedicated examiners. And there are the wonderful picnics and parties throughout the year. Check out the calendar and reserve the dates now.

Finally, we will be doing some forward planning on the 2014 District 10 Fall Conference. Although more than a year away, we'll be spending a bit of time locating a facility and settling on a date, with more intensive work next year.

Fair winds and calm seas.....

Bob



being able to Skype into the Change of Watch was a real blessing for me.

The conference has been interesting. Because we do a GoToMeeting online event for the District Council meeting, Friday night has a bit more time available for more complex fun events. This time it was a murder mystery where everyone had to figure out who the killer was. Quite involved, and a lot of fun. During the serious times we found out the latest from National, com-

consin earned 5 stars. Your squadron commander also earned a leadership award from D10, something which surprised me a lot. D/C Baker quipped it was for recognizing his potential and recruiting him to District service several years ago, but he also gave some other reasons. There were a number of other awards, which will be distributed at our May meeting. In all, members should



Central Wisconsin Cdr. Carol Roberts, AP and I receive our 5 Star Squadron Awards from D/C Richard Baker, AP.

WHY IS THE STARBOARD LIGHT GREEN?

Hopefully, every boater knows that the port side running light is red and that the starboard side light is green. The standard of having the red light on the left and the green on the right comes in handy after dark when boaters can determine the movements of other vessels based on the visibility of these lights.

In addition, the green light also indicates which boat has the right of way over the other. Anyone that has ever participated in a sailboat regatta is familiar with the resounding calls of "Starboard" as the skippers declare that they have the "right of way" due to being on a starboard tack.

To understand how these terms evolved, one must delve deeply into the boating days of yore. Viking vessels were steered by a paddle or board inserted in the water called a "styra." Most folks being right-handed, the steering board was always located on the right side of the ship and the term "styra" became associated with the right side. Norsemen later used the same term for a board steering larger vessels. The word styra evolved into today's English term "starboard."

Because the steering was located on the right side of the vessel, captains tied the left side to a dock to avoid damaging steering mechanisms. Thus, the left side became known, in English, as the port side, because beyond the dock was a port.

Now, about those lights ... The practice of assigning vessel priority in crossing situations grew from the fact that vessels often had items in the ship's center that blocked the helmsman's view. Because the boat's steering was controlled from the right side, he could see vessels on the right; therefore vessels on that side were given a green light - both figuratively and actually. Those vessels could safely pass in front of the steering person's vessel.

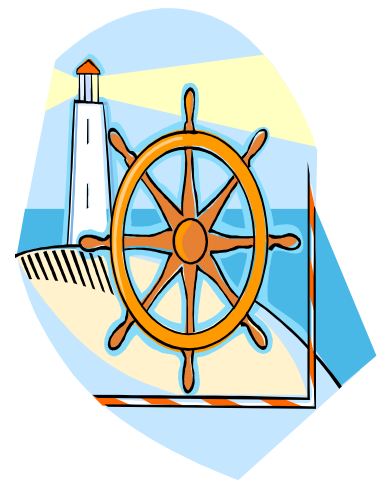
Conversely, the left side was assigned a red light - again, both figuratively and actually. This evolved from an understanding that helmsman's view of the left side from his right side station, was often blocked from his view by deck hands, cargo, and sails. So, these "out of sight vessels" gave way to the helmsman's vessel. Much of maritime traditions about the right of way are the same today, with the addition of colored lighting to assist in identification.

It's always interesting to delve into maritime history to discover the traditional reasons behind our modern practices. These little tidbits of information can help us remember the red and green lighting conventions and which vessel is "stand on" and which is "give way" between approaching boats.

To learn more about those important

To learn more about those important "Rules of the Road", seek information from the members of the United States Power Squadrons® who tell us: "Boating is fun...We'll show you how."

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FROM THE SQUADRON EDUCATION OFFICER

Hello everyone! Piloting and Marine Electronics are coming to a close with students preparing for their exams and dreaming of applying what they have learned on the water. I am looking forward to our continued on-the-water training this coming summer and fall when our students can demonstrate practical applications of what they have learned.

As a teacher I know that at the heart of any course is a practical "hands-on" demonstration of what we have learned. I have added an on-the-water opportunity for my Piloting students to join me on my boat for that hands-on component. I am

encouraging all of our instructors to think along those same lines to enrich their courses with some on-the-water experience whenever possible.

ABC CLASS

The ABC course is coming up April 16, 23, 30, and May 7. This is a great overview of what material is covered in the USPS curriculum. It is also the ticket to a safety certificate to operate a personal watercraft required of young people in this and many other states. <http://www.usps.org/door/safe.html>

SUMMER SEMINARS

Don't forget to put the summer seminars on your calendars. They are all held at Quarterdeck and are: VHF 15 June; GPS 29 June; WX 13 July; Anchoring 27 July; MOB 10 August and Compass 24 August. These are all listed on the Squadron website along with member and non-member costs.

We are currently planning the fall and winter course offerings. I would like to hear any requests that anyone has to help me keep everyone's needs and desires in mind.

Steve Rank SEO

FROM YOUR EXECUTIVE OFFICER

This last month, your XO has been enjoying an excellent class in Marine Communications taught by Chuck Stone and well attended by members. It's amazing to me how much more information is being taught than back in the old days when I first attended the classes. Enough fun to make it worthwhile to take some of the other old favorites again...e.g. the other two parts of Marine Electronics, I.D. etc.

People tell me we hit the jackpot at the D/I0 Spring Conference with our guest speaker. Kevin Ritz is a member of ABYC and an apostle for electrical safety around marinas. He explained how to test for and troubleshoot leakage currents that electrify nearby fresh water around boats, docks, and so on. Kevin had a great audience, gave an informative talk, and taught us all some things we had never imagined existed. Ritz had worked with the Coasties in Chicago the week before our conference, and stopped in Minneapolis on his way home to Oregon. His trip to D/I0 was co-sponsored by the "N"Club and by D/I0.

NATIONAL SAFE BOATING WEEK

May 19—25

National Safe Boating Week is a national observance set by congress to emphasize the importance of safety in recreational boating. It is observed in May each year: an uncertain time of the year in Door County. **We have elected to push our observance into June. This year it's on 8 June at the Sturgeon Bay Yacht Club where we will have a practice shoot with flares and meteors with expired dates.** The USCG members of Station Sturgeon Bay have been invited to participate. Then the Sturgeon Bay Fire Department will conduct a drill with live fires and extinguishers. **This will all begin at 1300 1:00 pm) and should secure at about 1430 (2.30 pm).** The public is invited so spread the word.



John Hermann has plans for a great VSC year. With a little persistence we should be able to top our performance of last year.

Bellatrix will be tied up this summer at Bay Marine's docks not far from Bob De Noto and Larry Burkhardt and across from the Yacht Club. Come down and visit whenever you see activity on board.

Respectfully,

Lt/C Alan Wentworth, SN

DUES UPDATE

FROM YOUR TREASURER

On June 1st our National dues will be increased. The District and Squadron dues will remain the same.

National dues will go from the current \$43.00 for a Single membership to \$45.00.

The Family Unit membership which is \$64.50 will be \$67.50.

District dues remain the same which is \$19.00 for a Single and \$26.00 for a Family Unit.

The Squadron dues also remain the same as last year—\$10.00 for both Single and Family Unit.

There is a \$1.00 fee for Education per member.

So to Sum up— a Single member will be charged \$75.00 and a Family Unit will be charged \$105.50.

Cynthia Weis



HAPPY BIRTHDAY IN APRIL

4th—Tom Voegele

6th—Jerry Anderson

20th—Steve Rank

21st—Andrea Kinsey-Jauquet

23rd—Jean Baumann

24th—Bob King

25th—Pete Anast

LAKE SUPERIOR FACTS

Lake Superior contains ten percent of all the fresh water on planet Earth.

It covers 31,700 sq. miles. The average depth is 483 ft. The deepest point is 1,333 ft. deep.

Lake Superior is, by surface area, the largest lake in the world. It contains as much water as all the other Great Lakes combined, plus 3 extra Lake Erie's. There is enough water to cover all of North and South America with water 1 ft. deep.

There is a small outflow from the lake at St. Mary's River (Sault Ste. Marie) into Lake Huron, but it takes almost 2 centuries for the water to be completely replaced.

Lake Superior was formed during the last glacial retreat, making it one of the earth's youngest major features at only about 10,000 years old. Some of the world's oldest rocks, formed about 2.7 billion years ago, can be found on the Ontario shore. Over 300 streams and rivers empty into Lake Superior with the largest source being the Nipigon River. Average underwater visibility is 27 feet, making it the cleanest and clearest of the Great Lakes.

The maximum wave ever recorded on Lake Superior was 31 ft. high. If you stretched the shoreline of Lake Superior out to a straight line, it would be long enough to reach from Duluth to the Bahamas. In summer, the sun sets more than 35 minutes later on the western shore of Lake Superior than at its southeastern edge. It rarely freezes over completely and then usually just for a few hours. Complete freezing occurred in 1962, 1979, 2003 and 2009.

Submitted by Cynthia Weis

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.



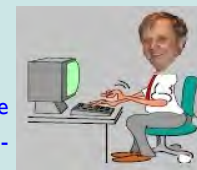
Submit articles and pictures
for the May Scuttlebutt by
April 30, 2013



Send your comments, ideas and
articles to:

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

Schedule of Events

April 2013



9th—Executive
Committee Mtg.—7 p.m.

16th—ABC Class begins

27th—VSC meeting at the Her-
manns—10-noon

May 2013



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

17th—Fitting Out Meeting and
Social

24-27th—Cruise to Fayette MI

June 2013



TBA—Vessel
Safety Checks—every Satur-
day

1st—Kayaking at Geisell
Creek

8th—Flare Shoot & Fire Drill—
SBYC—1 p.m.

9th—Shakedown Cruise to
Egg Harbor

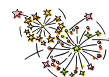
15th—VHF Radio Seminar—
Quarterdeck Marina

18th—Executive Committee
Meeting—SBYC—7p.m.—all
are welcome

23rd—Squadron Cookout

29th—GPS Seminar—
Quarterdeck Marina

July 2013



12-14th—D10
Summer Rendezvous—
Milwaukee

12-21st—East Lake Michi-
gan Mackinac Is. & Wash-
ington Is. Cruise

13th —Basic Weather
Forecasting Seminar—
Quarterdeck Marina

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

27th—Anchoring Semi-
nar—Quarterdeck Marina

30th —Executive Commit-
tee Meeting—SBYC—
7p.m.—all are welcome

August 2013



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

10th—Man Overboard Semi-
nar—Quarterdeck Marina

16-18th—Squadron Annual
Rendezvous Cruise

24th—Compass Seminar—
Quarterdeck Marina

September 2013



USPS Govern-
ing Board—San Antonio

3rd—Executive Committee
Meeting—SBYC—7 p.m —all
are welcome

TBD—Houseboat Cruise on
the Trent-Severn Waterway

27th—Lay-Up Dinner Meeting

Scuttlebutt March Quiz Answer

According to USCG statistics, the five primary contributing factors in boating accidents are:

- I. A. Operator inattention
- B. Operator inexperience
- C. Excessive speed
- D. Improper lookout
- E. Alcohol.

Which of the above is the leading, primary contributor to fatal boating accidents? **Correct Answer: Alcohol**

Scuttlebutt April Quiz

Unlike their ocean counterparts, tidal variations in the great lakes in general and, in particular Lake Michigan, are minimal. The strongest occur on Lakes Superior and Erie, but are often masked out by meteorologically induced phenomena.

1. Why are there only minimal tides on the great lakes?
2. Peaks in water levels come twice a day on Lake Michigan, as in the oceans; but with small variations of 0.39 inches or less. There is one exception where the effect of local geography leads to a 3.9 inch variation. Where is that place?

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



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P/C John Hermann, AP

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

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