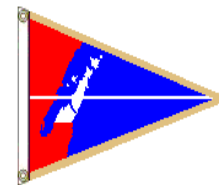




The Door

Scuttlebutt

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



Volume 07, Issue 8

Sail and Power Boating

August 2013

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NORTH LAKE MICHIGAN CRUISE

Ship's Log

12 July—Friday

Departed Sturgeon Bay light 0600. Sky was clear. Wind and water were calm. At mid-lake, southeast waves reached max of 2 ft. Cruised by south shoal of South Manitou Isle, Pyramid Pt. and on to Leland, where wind and water were calm. Arrived 1000 eastern. Celebrated Karl May's birthday over dinner at the Bluebird. Terry Keating called to say he and Julie hoped to cross to Leland Saturday pm and meet up with us at Petoskey mid-day Sunday.

13 July—Saturday

Departed Leland 0830. Clear sky with south/southeast wind 5-10 mph and 1-2 ft. waves. Cruised past Cat Head Pt., Grand Traverse Lt. and across the mouth of Grand Traverse Bay, with max waves of 2 ft., and on to Big Rock Pt. for the turn to east toward Petoskey. Clear sky and near calm water on Little Traverse Bay. Arrived Petoskey 1030. Mary Welsh met Bay Belle at the gas dock. Happy hour aboard MaryTime. Received call from Terry Keating confirming arrival at Leland. (Continued on Page 3)



Two boats left Sturgeon Bay to begin the cruise—Karl and Erica May with Tom Schueppert on 4EV R and John, Dolores and Austin Hermann on Bay Belle



We met John and Mary Welch in Petoskey and then we were three groups enjoying happy hour on MaryTime



The Keating's joined us the next day and then we were four groups partying in the shade of the park

When the Brown's joined us by land yacht in Mackinaw City we were five groups enjoying lunch together at the Dixie Saloon and watching the Mac Race sailors arrive through the straits and under the bridge



COMMANDER'S MESSAGE

Compromise, my 27' sailing vessel, is a neat little boat that is seaworthy and flexible. Like all boats it has things that it does well which impact other characteristics causing them to perform less well in those areas. Compromise, with its' short keel is great for trailering and gunkholing, but at the expense of upwind ability. Oh, it points ok, but the short keel means that there is a lot of leeway (or side slippage).

A short, simplified primer: (If you know this stuff, skip to the next paragraph.) A sailboat can travel in a straight line with the winds coming from anywhere but in the roughly 90 degrees in front of the boat. If the wind comes from the front, then we must use the airplane wing –like shape of the sails to produce lift and sail from side to side in its' course, working our way upwind.

A well-tuned racing boat may get as close to wind as 35 degrees, most get about 45 degrees, but with my leeway, I have an effective 60 degrees that I am giving up off the wind. Sparing you the math, a racing boat may travel 1.15 miles to go a mile upwind, a cruising boat is likely to go about 1.4 miles, whereas my boat will take 2.0 miles to go that mile upwind. Distance is time, and so our sailing time will at least double before we reach our destination. Of course, one can motor, but that comes at the cost of a much rougher ride and subsequent wear on the crew. Sailboats are made to sail!

Flexibility is important on our trips. On our recent summer sail, we had planned the following itinerary: Me-

nominee, Cedar River, Sister Bay (2 days), Detroit Harbor, Bailey's harbor, home. Me-nominee worked great, had a nice southerly breeze which made an easy run to Michigan. Next day though, the wind was 15-20 knots out of the northeast, which made Cedar River a hard slog, so we elected to go to Egg Harbor, mostly accomplished on a close reach with some later course corrections as the wind shifted more to the east / northeast.

Next day, the winds were light starting out and easterly as the day went along, which made for an easy run to Sister Bay for a



Compromise at anchor in Baie Finn

planned two-day stay. Here, we were meeting some friends from our RV life in Texas, who were meeting us for a day- sail and a play at the American Folklore Theater later. We had a great day-sailing adventure which included some "wheel time" for our guests, who later told us that the experience made the AFT theater production of "Windjammers" much more meaningful.

On our departure day we had 35 knot winds out of the NW, just screaming into town and we elected to lay low. I have confidence in my rig and skills, but I never go looking for trouble. I had an ongoing project to replace the seals on my 8 portholes, and was able to use the time to advantage while Patsy found some good reading material at the local bookstore. Then it was Wednesday morning and we were confronted with calm seas and a

forecast of strong southerly breezes for both Thursday and Friday. Since we both had obligations for Saturday morning, we reluctantly motored south to Sturgeon Bay while we could. The forecast was dead accurate, and we would have had trouble getting home later in the week. Saturday afternoon we were able to drive back up to Fish Creek to be with the squadron people who had come out for the squadron cruise at Alibi Marina.

Some may look at the trip and say it was busted, but sailors need to take what we are given to work with and find merit and enjoyment out of the experience, whatever it may be. Flexibility is the keyword here. It was a great trip, even if shortened.

Community organizations such as ours are like sailboats in that we have to take what our environment gives us to work with. Many of us came from Corporate environments which are much like power boats in that they can spend a lot of capital to accomplish their goals. We work with people's free time and desire to help, much more an art. Sail on, folks, and remain flexible.

Fair Winds,

Commander Bob Stierna



Bob and Patsy on Alibi Dock with stella

14 July—Sunday

The Keating's arrive Petoskey 1156. Door County Cruisers now features 4 boats. Sunny weather—mid-80's. Little Traverse Bay is calm. Day spent keeping cool in the boater's lounge, shopping and visiting. Happy hour in the park near the clock tower and launch ramp. Watching trailer boats launch and retrieve gave us lots to talk about. Captain's meeting decision was to follow MaryTime through the Gray's Reef shortcut to Mackinaw City. Connected with the Brown's who have traveled to St. Ignace via land yacht and will meet us at Mac City on Monday.

15 July—Monday

Dawn brought clear, windless skies and flat water. Departed 0815. Cruising west, northwest and north with a gentle south wind, our speed averaged 25 mph as we passed the Isle Aux Galet light. Slowing to 10 mph and in single file, we crossed Vienna

MaryTime leading the way through the cut at Gray's Reef— 4 EV R, then Bay Belle and Lark.



Mac Race boats heading to the straits.



Lark passing through the straits



Under the Mac bridge

Reef and, after passing the abandoned light house, Rose Reef. Many Mac Race sailboats were sighted and we passed them courteously on our easterly course to and under the Mac bridge where we entered Lake Huron. Arrived at the Mac City marina 1015. Bob and Eileen Brown met us at the marina and joined us for lunch at the Dixie Saloon.

16 July—Tuesday

Hot and muggy. Hermann's and Keating's took the 0800 ferry to the Island. Enjoyed the carriage tour, endured the intense heat at the fort, and, finally, dined in the cool comfort of the Carriage House Inn, watching the Mac Race boats enter the harbor. The May's and Tom Schueppert explored the island by cruising around it and into the busy harbor. The Welch's toured the museum ice breaker, Mackinaw. Happy hour once again on the terrace discussing expected Wednesday wind and waves on the



Mac boats heading into the island harbor

Straits.

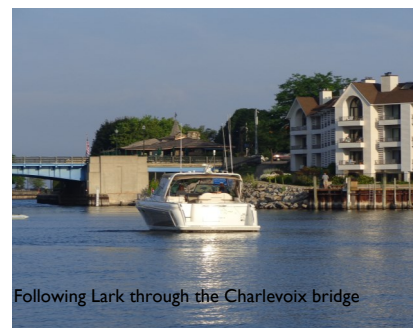
17 July—Wednesday

Bay Belle, 4 EV R and Lark departed for Charlevoix 0800. Welch's planned to head to the Island for a night, then meet up with friends from Racine at Beaver Isle. The reverse course through Gray's

Reef was interesting once again and the cruise to Charlevoix saw southwest winds and 1 to 1-1/2 ft. waves. Arrived 1030. Slip assignments took time as the many Mac Race sailboats were in harbor on their way back home. Hot and muggy conditions, unusual for Charlevoix, prevailed. We all kept close to air conditioning. The Hermann's and Keating's celebrated Terry's birthday at the Weathervane Restaurant, overlooking the entrance to the harbor and watched boat traffic in and out of town. Mary Welch called. MaryTime had a problem with a broken alternator belt which delayed their departure. A change of plans had them by-pass Beaver Island and instead travel to Sister Bay where friends were waiting. Everyone heard that seas were expected to pick up late the next day, with 3-5 ft. waves out of the south/southeast. Exploring NOAA, sail-flow and various other sites, we called Alan Wentworth who advised: "Get as far south as you can." The group concluded that we would leave a day early and head to Frankfort where we would wait out the weather.

18 July—Thursday

We met the 0800 bridge opening and headed south. Depending on winds and waves at the Grand Traverse light we would head in either to Northport or



Following Lark through the Charlevoix bridge

Leland if necessary. However, the sky and sea were beautiful! South/southeast winds and waves were calm to 1 ft. Average speed just above 23 mph brought us to Frankfort by 1115, where we tied up at the Municipal Marina. The Brown's in their land yacht met us once again, making this truly a cruise by land as well as by sea. After dinner at Dinky's, the Hermann's and Brown's walked to the beach at sunset and observed 4

foot-plus waves break over the seawall. We had definitely made the right decision. The Brown's will drive to Ludington tomorrow and catch the Badger for an overnight return to Wisconsin. Secured boats with more lines and fenders and enjoyed a warm but breezy night's sleep.

19 July—Friday

It was good to sleep in, rather than get an early start over the water. Still quite warm, but windy and more comfortable. Weather outlook—3-5 ft. waves through Saturday night. Best guess for a return—1-2 ft. waves Sunday afternoon. A trip to the local IGA and fish market gave us fixings for a grill fest at night. A local group of musicians, called "The Betsie Bay Minstrels," entertained the crowd gathered under the pavilion where we were eating. Made for a festive evening.



Is this John Hermann singing with the Betsie Bay Minstrels?



The still lovely Grand Hotel on Mackinac Island

20 July—Saturday

Boats moved and rocked in their slips while everyone slept late in the knowledge that we would not be crossing the lake in 3-5 footers. The southwest wind blew up small whitecaps in the protected water outside the marina. At the beach, waves crashed over the breakwall. Relaxed breakfasts, followed by biking, visiting the farmer's market and the library carried the day as we watched the winds slow and shift west, northwest, and north. Temperatures and humidity dropped. At the Captain's meeting during happy hour we discussed departing Sunday around noon. Then, on to dinner at the Sleeping Bear Inn.

21 July—Sunday

A relaxed start to the morning while checking weather sources. Around 1000 a fisherman reported to Karl May that the lake was "flat", followed by, "what waves?" We were on our way, clearing the breakwall at 1130 eastern time. With an east wind, the lake was indeed flat for the first 1/3 of the crossing. This was followed by low "rollers" from the north/northwest through mid-lake. The approach to Sturgeon Bay brought confused water with small wind waves, but without white-capping. It was a fine crossing: 52 miles, 2 hrs. 10 min, average speed approx. 23-24 mph. Arrived at the R2 bell 1240 central time. Austin Hermann enjoyed the crossing handling the controls and electronics aboard Lark..



Abandoned light house between Vienna & Rose Shoals



Yes, twin engines are way, way better than one.

Austin Hermann and Terry Keating aboard Lark

Epilog

The North Lake Michigan cruise, first brought forward at the cruise planning meeting in early March, turned out to be a very successful squadron cruise. We went from 7 boats to 3 boats for the full cruise. However, we had a 4th boat at Petoskey and Mackinaw City and a land yacht at Mackinaw City and Frankfort. We adjusted the schedule in anticipation of rough seas and even changed the last port of call. It all worked out to the group's satisfaction and enjoyment. A GREAT CRUISE!



4 EV R heading home



The Mac race boats at rest in the Mackinac Island marina

DOOR COUNTY SAIL & POWER SQUADRON ANNUAL RENDEZVOUS

16—18 AUGUST 2013

COME ONE

COME ALL



Menominee Marina

10000 1st St., Menominee, MI 49858

906-863-8498

**Make your slip
reservations now**

Can also come by land yacht and stay at a nearby motel:

AmericInn has a heated pool

2330 10th St., Menominee MI 49858

800-634-3444

Econo Lodge on the Bay

2516 10 St., Menominee MI 49858

906-863-4431

SCHEDULE OF EVENTS

FRIDAY NIGHT—4:30 P.M.

Pot-luck social in the Boater's Lounge

SATURDAY—DAY

Explore the town or visit with friends

SATURDAY—6:30 P.M.

Dinner at Berg's Landing

SUNDAY—AM

Home

FROM THE SQUADRON EDUCATION OFFICER

Hello Everyone:

We are 2/3 of the way through our summer seminars. It is not too late to sign up for Man-Overboard and Marine Compass which are both coming up in August. Our instructors have done an excellent job and we are lucky to have them. Bob DeNoto will bring his considerable skills to Man-Overboard and Commander Bob Stierna will bring his to Marine Compass. I hope you are all having a safe and enjoyable time on the water this summer and are putting your skills to work on your boats. Remember, it is easy to forget the skills we learn if we don't use them. The cruising we do puts the icing on the classroom cake. I hope to see you at the Menomonie Rendezvous in August.

SEO Steve Rank

SUMMER SEMINAR SERIES

MAN OVERBOARD

AUGUST 10

with Bob DeNoto

COMPASS—AUGUST 24

with Bob Stierna

Quarterdeck Marina

9—noon

CRUISE AND RAFT-UP

Hello Fellow U.S.P.S Sturgeon Bay Members and Guests

Remember On August 3rd. 2013, **This Coming Saturday**

Weight anchor or leave your dock and cruise on over from Noon to 3:00 pm

For our first ever '**On the Water Float-A-Thon**'

Anticipating a South-West light breeze and fair, sunny weather in water depths of 6 to 7 feet for anchorage.
Bring your favorite ground tackle for rocks and mud.

All boats are welcome to raft up together but please bring your own fenders and boat lines.
Bows into the wind, ports and starboards lashed together if weather and waves permit.

We'll sit-visit-chit chat and pass around Yummo Munchies.
Maybe sandwich's or Deli delights, cookies, chips and dips, veggies, beer/soft beverages, yogurt on ice, fruits or some other favorites to share.

Every boater ... please provide your own shade if needed, and a garbage bag for your own paper plates, plastic ware, beverage containers, packaging and what have you's.

Location is on the water just south of *Bay Shore Inn*.

Latitude
44.867826

Longitude:
-87.387142

Latitude: 44° 52' 4.1736" Longitude: -87° 23' 13.7106"

The 20 foot sailing vessel, *Comfort & Joy* will be anchored early and will be flying her pendants and monitoring Channel 16.

"Don't miss it if you can" RSVP 559-1221, owlsnest34@hotmail.com, weiscynthia@yahoo.com

EXECUTIVE OFFICER'S REPORT

Nancy and I have just returned from a Rendezvous in Frankfort, MI. It was good to get out in the Lake again. Despite the joys of crossing, it always is a welcome sight to see Point Betsie, and know you are close to tying up and cracking an arrival brewski. Here's how good she looked to us:

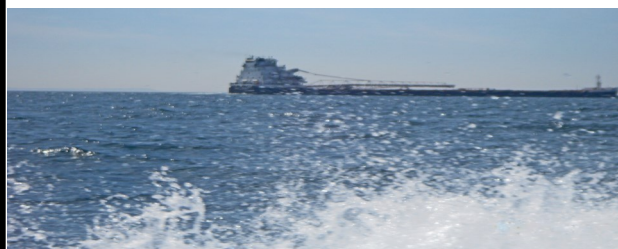


We met several old friends and saw a lot of boats, did a few VSCs, and endured a rough ride home on Monday. We felt we HAD to get home because of another commitment this week...which points up a safety issue that pilots know better than boaters. "If the weather is adverse, stay put!"

Bob Dohr from WBDK called while we were in Frankfort and we did a little interview with him about fresh water electroshock hazards. Thanks to Bob DeNoto for setting this up.

RULES OF THE ROAD EXPERIENCES

We had the "Stand On" privilege when we encountered this boat crossing the lake last week. we radioed the vessel that we would alter course and pass well behind her. Why? Well the picture explains it!



We also had to alter course for several fishing boats that were in the "Give Way" position but failed to budge and should have known better.

SEO Alan Wentworth

WEARING LIFE JACKETS

HOW DO YOU FEEL ABOUT IT? We all enjoy the feelings that go with being on the water, especially on beautiful days. Many of us like the sun and the warm spray. Even behind protective canvas we enjoy the warm breeze and the freedom of moving around in comfort. To wear a life jacket just doesn't seem to fit the picture. It makes sense to put on life jackets when weather, seas or boat issues are threatening. But when weather and water are calm and the boat is running great, well, wearing a life jacket just seems to be a needless distraction that takes away from the pleasure of the cruise.

IS IT TRULY IMPORTANT TO ALWAYS WEAR LIFE JACKETS WHEN UNDERWAY ON THE WATER?

Coast Guard accident statistics consistently reveal that the majority of boaters who have drowned were not wearing life jackets. When do life jackets save lives?

- When sinking in unexpectedly heavy sea conditions.
- When thrown from the boat as a result of a collision.
- When thrown off balance while fishing.
- When capsized in rough water.
- When injured by rocks or submerged objects.
- When unconscious from carbon monoxide fumes.
- When tossed into freezing water.
- When unable to swim because of heavy or waterlogged clothing.

Source

Adapted from
The Boating Safety Resource Center
U.S. Coast Guard's Boating Safety Division.

INFLATABLE LIFE JACKETS:

Modern life jackets have come a long way. They can be found in a variety of sizes shapes and colors. Inflatables are as compact as a scarf or fanny pack until they hit the water, when they automatically fill with air. Is there really any excuse for not wearing a life jacket on the water?

- Inflatable life jackets are more comfortable to wear.
- The best life jacket is the one you will wear.
- Inflatable life jackets must have a full cylinder and status indicators on the inflator must be green, or the device is not serviceable, and does not satisfy the requirement to carry life jackets.
- Coast Guard approved, inflatable life jackets are authorized for use on recreational boats by persons at least 16 years of age.

So, what do you think?

John Hermann, Safety Officer

CRUISE TO FISH CREEK

24—28 July 2013

Despite some rain and chilly temperatures, two boats made the trip to Alibi Dock in Fish Creek. Eileen and Bob Brown on Big Bobber left Quaterdeck on Friday morning, arriving well before the storm came through the area.



Bob and Eileen Brown
aboard Big Bobber

On Saturday morning Bob DeNoto arrived on Carefree while Karen drove to the marina. The morning was spent watching the Plein Aire painters paint an original in two hours. Then, many of the paintings were auctioned off. Lunch was followed by ice cream at Malibu Moos (yum!)

John and Dolores Hermann arrived by land yacht later in the afternoon, and so did Commander Bob and Patsy Stierna. John Hermann did a VSC on Carefree which passed with flying colors.



Bob DeNoto gets his signed VSC form and sticker from Safety Officer, John Hermann

The group planned to attend the Peninsula Art School exhibit, but, finding the lines to get in a block long, opted to instead go to the Wild Tomato for pizza. Wine, food and good friends make for a successful cruise.



Outdoor dining in the garden at Wild Tomato

The Brown's and DeNoto's enjoyed breakfast at the White Gull Inn. Departure time was 1000. The Brown's experienced 2-4 ft seas and traveled at 11-14 knots all the way to Sturgeon Bay. Just out of the harbor, Bob heard a VERY LOUD alarm go off, indicating an overheating problem and returned to the marina. The problem was isolated to the closed cooling system. He pushed off again at 1130 and enjoyed the ride, 2-4 ft. waves with occasional 4-5 ft. rollers.

HAPPY BIRTHDAY TO

- 10th—Ron Trimberger
- 16th—John Swenson
- 18th—Prisca Smith
- 21st—Steve Davis
- 23rd—Mary Smart
- 25th—Chuck Stone
- 25th—George Wilson
- 28th—Bob Snyder
- 28th—Mary Jo Wilson
- 29th—Paul King



Mastering marlinespike

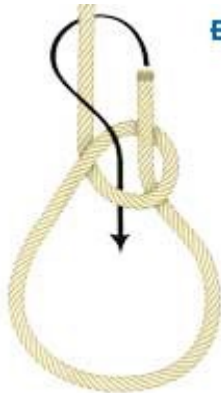
Bowline

One of the most useful knots aboard a boat, the bowline, pronounced "bowlin," can be used to make a temporary loop anywhere in a line. Used on rings, spars or cleats, a properly formed bowline is strong, resists slipping and is easily untied.



A.

Form an overhand loop, and take the line's bitter end through the loop from the back..



B.

Bring the bitter end around the line's working part and back down through the formed loop.



C.

Shape and tighten the knot.

Copied from the USPS Compass based on the Knots, Bends and Hitches seminar.

CRUISE UPDATES

Raft-up—Craig Weis has organized this “first ever” raft-up social. See details on page 6.

CALLING ALL PADDLERS—Nancy Reichmann is planning a Paddle Adventure on Clark Lake one day during the week of August 5. If you would like to participate, please contact Nancy at 419-509-4321 or oboenancy@aol.com.

SQUADRON ANNUAL RENDEZVOUS—Aug 16-18

Please see the special flyer on Page 5.

RACING YACHT CLUB HOOK RACE—July 14

Pictured here are John Reichmann and Markus Ritter enjoying watching the Hook Race sailboats pass through Death's Door. The race takes sailors from Racine to the M & M Yacht Club in Menominee MI. No sailboats are visible in this photo as light winds slowed down the race considerably.



CALLING ALL PHOTOS—If you have cruise photos or articles to send, please get them to me for the September Scuttlebutt.

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 September Scuttlebutt by August 30, 2013



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

August 2013

3rd—Raft-up off the Bay Shore Inn
—call Craig Weis

10th—Man Overboard Seminar—
Quarterdeck Marina



16-18th—Squadron Annual Rendezvous Cruise—call Tom Schueppert



24th—Compass Seminar—
Quarterdeck Marina

September 2013

1st-8th—USPS Governing Board—[San Antonio](#)

10th—Executive Committee Meeting—SBYC—7 p.m.—all are welcome

27th—Lay-Up Dinner Meeting



October 2013

15th—Executive Committee Meeting—SBYC 7 p.m.—all are welcome



November 2013

1st-3rd—D10 Fall Conference—Green Bay WI

19th—Executive Committee Meeting—SBYC 7 p.m.—all are welcome



December 2013

6th—Holiday Party



January 2014

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

17th—Squadron Annual Meeting



Scuttlebutt July Quiz Answer

We all remember the Boston Marathon bombing. When he disappeared into the surrounding neighborhood, the second suspect took refuge under the cover of a boat in winter lay-up in a back yard.

What is the name of that boat?

ANSWER: The much bullet-holed boat is Slip-Away II.

Scuttlebutt August Quiz



Where in Door County was this photo taken?

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

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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

Safety Officer

P/C John Hermann, AP

Port Captain

Lt Markus Ritter, AP

Education Department

Asst. SEO

P/C Bob DeNoto, JN

Public Boating

Lt William Galligan, AP

Adv. Grade Courses

Cdr. Robert Stierna, SN

Elective Courses

P/Lt/C John Welch, SN

ABC Representative

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Entertainment

Lt Michelle Anderson

Secretary's Department

Newsletter

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Webmaster

Lt Markus Ritter, AP

Treasurer's Department

Ships Store

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