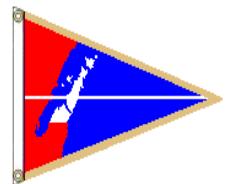




The Door

Scuttlebutt



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

Volume 07, Issue 10

Sail and Power Boating

October 2013

In This Issue

Commander's Message.....	1
D10 Fall Conference.....	2
Fall Conference Registration.....	3
From the SXO.....	4
COLREGS.....	4
Lay-up Dinner Meeting.....	5
Marlinspike.....	6
Schedule of Events	7
Monthly Quiz	8

Magellan's ship "Victoria" which was the only one of five to complete the voyage



Magellan's ship "Victoria" which was the only one of five to complete the voyage

The Winds of Change Blow Strong

Commander's Message

Mankind has just passed into a new age, although most of humanity wouldn't know it.

I recently listened to a NASA news conference announcing that our Voyager 1 probe, launched in 1977 on a grand tour of the solar system, had passed out of the heliosphere and into interstellar space. Before your eyes cross and you go into a trance, let me hasten to add that what this means is that we've passed beyond the immediate influence of our sun and it's "solar wind".

It's an achievement comparable to Copernicus, Magellan, and Armstrong. Like those earlier pioneers, it marks the beginning of a new era and a change in our definition of ourselves. Copernicus removed the earth as the center of the universe; Magellan, definitively proved the world round by sailing around it; and Armstrong, initiated the human exploration of another world. Now Voyager has become the first human artifact to begin interstellar travel. We have become a "star faring civilization" in however limited a manner.

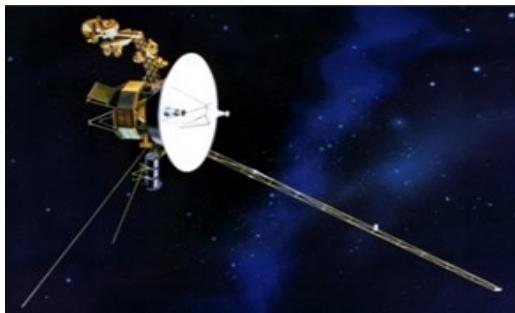
The technology here is unbelievable. The thing has 23 watts of transmit power left and signals take 38 hours to reach earth. The average smart phone has 250,000 times the processing power of the computers on board. Most of the instruments on board have been turned off to conserve power for critical measurements. They're hoping to keep it reporting back for another 10 years, before it finally goes on to its destiny.

When I was little we lived on a farm, where my father still used a team of horses to break ground and we drove to town in a Ford Model "A". I have an image of working the windshield wipers by hand in the rain. To span that distance, from animal agriculture to star faring in a single lifetime is an incredible journey. The winds of change blow strong in our lives, though we seldom notice day to day.

More information:<http://www.jpl.nasa.gov/news/news.php?release=2013-277>



Michael Collins shot of earthrise over the moon from the Command Module of Apollo 11



NASA Voyager 1 probe

COMMANDER'S MESSAGE (continued)

We have our own crossing event coming up in USPS this next year, as we mark our 100th year as an organization.

As we approach this mark, pause for a moment to consider how much the world has changed and the organization has evolved to meet those changing circumstances. While steam was common in commercial use, recreational craft relied on wind and human power for the most part. Yachting was mostly a rich man's game, with professional crews and exclusive clubs.

The original Power Squadron was actually an auxiliary of the Boston Yacht Club. When the United States Power Squadrons were established in 1914, it drew heavily on Yacht Club and Naval traditions. There was a heavy emphasis on seamanship and navigation in response to a threat to have the new power boats operate under commercial steamship rules and regulations. Reflecting society at the time, the organization was exclusively male, drawn only from Yacht Clubs, and participation in three boating maneuvering drills yearly was required. During WW I & II as society mobilized to support the war efforts,

USPS provided navigation instruction to many naval personnel, supplementing government efforts. The educational component evolved over time, with the boat drills disappearing fairly early and courses such as Advanced Piloting and Engine Maintenance being added. Over time, as more needs became identified that program developed into 11 courses. It took until 1982 for the Squadron to wise up and begin admitting women as regular members.



The world has continued to change around us, and the organization continues to evolve. The rise of the Internet, changes in work and leisure, and technologies such as GPS have materially affected what we teach, and more importantly, how we impart that knowledge. While we continue to give our normal courses, we have begun adding short seminars addressing specific needs in easily digestible doses.

[An interesting history of USPS can be found at:<http://www.usps.org/national/historian/uspshistory.html>](http://www.usps.org/national/historian/uspshistory.html)

Interestingly, boat drills have made a comeback of a sorts, in that we have over the past few years begun reemphasizing practical on-the-water training in our coursework with on-the-water supplements and the Boat Operator Certification Program. There is even an on-the-water variant of the public course.

Sometimes the changes can be frustrating, even painful, but we must continue to evolve to meet the needs of our membership, however they come to us. It's this perspective, this constantly changing, ever-evolving look at our organization that can make USPS and the Door County Sail and Power Squadron a fulfilling and fun place to be in the next 100 years.

By the way, some of you may have noticed that my other boat, the fishing boat, is called Tau Ceti. It's named after the second closest star to Earth, only 12 light years away, and they've recently found 5 planets orbiting it, one of which exists in the so called "habitable zone". I think my attraction to boating in general and sailing in particular is that it's as close to space flight as I'm likely to find in my life, it's a "Compromise".

May you find fair winds, calm seas, and friendly natives wherever you may fare.

Bob Stierna

D10 Fall Conference

On November 1—3, 2013, the Green Bay Sail & Power Squadron will host the Fall Conference. This is a location close to Sturgeon Bay and provides a wonderful opportunity to learn about other squadrons in our district. We would like to put together a group of our squadron members and attend the Friday night dinner and Comedy Central show as well as the Saturday night dinner and show, both at the Rock Garden Conference Center. Look at the following page for [registration information](#). If you would like to attend one or both events, contact Dolores Hermann at 920-743-1675 or dolores.e.hermann@gmail.com. The website also has information on seminars as well as the D10 general meeting.



USPS District 10

2013 Fall Conference

Green Bay Sail and Power Squadron

November 1 – 3, 2013

Rock Garden Conference Center/Comfort Suites

Friday Night Dinner at Rock Garden Conference Center

Includes after-dinner show – *Comedy Central*

	(See D10 Website for descriptions of all menu items)		
	Cost	Quantity	Amount
Salmon	\$33.00	_____	_____
Pork Loin	\$31.00	_____	_____
*Special (Vegan, gluten-free, etc.)	\$31.00	_____	_____
Children	\$12.00	_____	_____

*Specify Special Diet: _____

Saturday Luncheon at Rock Garden Conference Center \$12.00 _____

Saturday Night Dinner at Rock Garden Conference Center

Includes after-dinner show – *Men are from Mars, Women are from Venus*

Prime Rib	\$35.00	_____	_____
Door County Chicken	\$31.00	_____	_____
*Special (Vegan, gluten-free, etc.)	\$31.00	_____	_____
Children	\$12.00	_____	_____

*Specify Special Diet: _____

*All breakfasts are "on your own." 1951 West restaurant offers a full breakfast menu for everyone.
Hotel guests are offered a complimentary breakfast in the hotel lobby.*

Seminars

CPR/AED Defibrillator (2 Parts/Saturday and Sunday)	\$35.00	_____	_____
Mastering Rules of the Road	\$35.00	_____	_____
TOTAL AMOUNT		\$ _____	

Saturday Activities (See D10 Website for more details regarding these and other activities)

Titletown Brewing Co. Tour – Pay at Door \$12 flights	Number of people attending _____
Neville Museum – Pay at door \$5	Number of people attending _____
Captain's Walk Winery – Pay at door \$3 wine sampling	Number of people attending _____

REGISTRATION INFORMATION (please print)

Squadron _____

Rank _____ Name _____ Grade _____

Rank _____ Name _____ Grade _____

Phone _____ E-Mail _____

Make Checks Payable to: **GREEN BAY SAIL & POWER SQUADRON**

Mail Form and Check to: **Sue Whittemore**
825 East River Drive, Apt 31
De Pere, WI 54115 **Phone: (920) 632-7257**
E-mail: jwhittemore@new.rr.com

Hotel Reservations Please call the hotel directly by October 8 and ask for the "US Power Squadron/District 10 Conference" to receive our discounted rate. All rooms are non-smoking.

Comfort Suites •1951 Bond Street • Green Bay, WI 54303 • Phone: (920) 499-7449

\$79.99 plus tax – Guaranteed rate and room availability expires after October 8 due to home Packer game.

Go to <http://www.usps-d10.org> for more conference details and information

Revised 7/28/2013



FROM THE EXECUTIVE OFFICER

Nancy and I have just returned from a Fall Governing Board meeting in San Antonio. These semi-annual National meetings give us an opportunity to socialize with old friends made in past committee meetings, district affairs, and other interactions. Our D/C Marie Coons, and her husband, Ben, outdid themselves in hosting members of the district on two occasions and the entire attendance once in a very nice hospitality suite they set up in their room.

At our official business session, called the Governing Board meeting, 414 members were present, and a very nice social luncheon was attended by over 90 spouses. Besides the usual reports and speeches by honored guests, the only significant business occurred when the Governing Board approved a one-time new member administrative fee of \$20. You may remember we formerly had a \$25 fee for new members (like an initiation fee in other organizations) that was rescinded in an effort to gain more new members. Budget shortfalls apparently prompted resuming the fee, but at a lower level this time.

Our Educational Department is busy working on internet courses and seminars. Currently "Partners in Command"

is available, and "Boating on Rivers and Locks" will be shortly. BoatUS has made their six-pack license course available to USPS members at a discount.

District Ten's fall conference will be held in Green Bay at the Rock Garden Convention center on 1-3 November...I don't have the entire agenda as yet, but traveling to Green Bay is very doable, and I know we'll all have a good time at this meeting.

Respectfully,

Alan Wentworth

COLREGS

INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA

The International Regulations for Preventing Collisions at Sea (COLREGS) are published by the International Maritime Organization (IMO) and set out, among other things, the "rules of the road" or navigation rules to be followed by ships and other vessels at sea in order to prevent collisions between two or more vessels. COLREGS also refer to the specific political line that divides inland waterways, which are subject to their own navigation rules, and coastal waterways, which are subject to international navigation rules. The COLREGS are derived from a multilateral treaty called the Convention on the International Regulations for Preventing Collisions at Sea.

Navigation Rules. International – Inland, presented by the United States Coast Guard, provides a complete copy of the COLREGS. An up-to-date copy must be carried at all times (including on inland waters) on all vessels 12 meters (39 feet) or more in length. Changes to the publication are disseminated through Notice to Mariners (NTM), posted on the National Geospatial-Intelligence Agency website.

For your convenience you can log onto www.paracay.com/NTM/navrules.html to update your book.

Our Scuttlebutt quizzes, when safety-related, are often based on USCG accident statistics and on the navigation rules as taught in our classes.

John Hermann
Safety Officer

LAY-UP DINNER MEETING

SEPTEMBER 27, 2013

Thirty-seven members enjoyed the Lay-Up Dinner Meeting and Program at the Nightingale Supper Club in Sturgeon Bay. Although dinner was served late, the food was tasty and members had extra time to chat and exchange boating stories. Following a short meeting, the program, "The War of 1812 on the Great Lakes," was skillfully presented by Bob Desh, Executive Director of the Maritime Museum. Thanks to all who attended and who made this another great squadron event.



Cynthia Weis unfurls the new USPS anniversary flag



Commander Stierna presents Larry Burkhardt with his 25-year membership pin



Bob Desh, our speaker for the evening



Karen DeNoto with her Honor Guard John Reichmann and Bob DeNoto

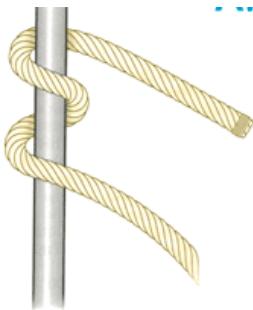
Mastering marlinspike

Round turn with two half hitches

Another basic mariner's knot, the round turn with two half hitches is simple to tie, easy to learn and holds fast in most situations. Use it to temporarily fasten a line to a spar, ring or bitt, or in the central hole of a hollow-base cleat. The round turn starting this knot is better than a simple turn because it resists slipping and distributes contact over two turns rather than one, reducing stress and abrasion on the rope.

...

Take two complete turns around a spar or ring. .



(Second half hitch)

After tying, slip the knot tightly against the object. For a more permanent application, seize, or bind together, the bitter end against the working part.

Copied from the USPS Compass based on the USPS Knots, Bends and Hitches for Mariners guide. Call 888-367-8777 for more information.

HAPPY BIRTHDAY TO

9th—John Reichmann

13th—John Hermann

16th—Rose Marie Klein

17th—Markus Ritter

25th—Steve Mayheu

25th—Jim Walker

26th—Dave Smith

28th—Dave Balch



WITH APOLOGIES FROM THE EDITOR:

1. In last month's issue, the guest appearing with Janelle Peotter at the Annual Rendezvous is Dr. Eric Perlman. We were happy to welcome both to our Saturday dinner at Berg's Landing.
2. The lateness of this issue is due to the editor's knee replacement surgery. She is doing great.

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 October Scuttlebutt by October 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



October 2013

3rd—Piloting Class begins

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

22nd—Engine Maintenance begins

November 2013



1st-3rd—D10 Fall Conference—Green Bay WI (see registration information on page 3)

19th—Executive Committee Meeting— 2 p.m.—SBYC—all are welcome



December 2013

6th—Holiday Party



January 2014

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

17th—Squadron Annual Meeting and Election of Bridge Officers

Scuttlebutt September Quiz Answer

Question:

The US Coast Guard reported that, in 2012, the top 10 known primary contributing factors of accidents accounted for 3,848 accidents, 380 deaths and 2,205 injuries nationally. Top contributing factors were:

hazardous water	weather
force of wave/wake	alcohol use
navigation rule violation	excessive speed
machinery failure	improper lookout
operator inexperience	operator inattention

What was the rank (out of 10) of “improper lookout?”

Answer: Improper Lookout was the third most important contributor to accidents in the category “Operation of Vessel.”

	ACCIDENTS	DEATHS	INJURIES
Operator inattention	581	47	359
Operator inexperience	417	51	303
Improper lookout	391	13	278
Excessive speed	310	31	288
Navigation rule violation	290	13	236
Alcohol use	280	109	227
Sharp turn	72	8	71
Inadequate navigation lights	19	4	19
Failure to ventilate	21	0	16
Restricted vision	62	5	38

Scuttlebutt October Quiz

Rule 6 (COLREGS) Safe Speed

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions. In determining a safe speed the following factors shall be among those taken into account:

- a. Visibility
- b. Traffic density including fishing vessels.
- c. Vessel maneuverability (stopping and turning in prevailing conditions)
- d. At night, presence of background shore lights or from back scatter from her own lights.
- e. Captain qualifications and experience.
- f. Wind, sea, current and proximity of navigational hazards.
- g. Vessel draft in relation to the available depth of water.

Question: Which of the above factors is NOT listed in the COLREGS as a determinant of safe speed?

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

Commander's Department

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 Sierna, SN

Elective Courses

P/Lt/C John Welch, SN

ABC Representative

P/C Robert DeNoto, JN

Administrative Department

Membership

P/Lt/C Dolores Hermann, AP

Boating Activities

Lt John Reichmann, AP

Entertainment

Lt Michelle Anderson

Secretary's Department

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Webmaster

Lt Markus Ritter, AP

Treasurer's Department

Ships Store

Lt/C Cynthia Weis, AP