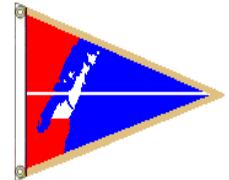




**The Door**

# Scuttlebutt



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

Volume 07, Issue 11

Sail and Power Boating

November 2013

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## ITS HOLIDAY PARTY TIME



**JOIN US AT  
CROSSROADS AT BIG CREEK  
FRIDAY 6 DECEMBER 2013**

**6—9 P.M. (1800-2100 )**

**No charge to attend but BYOB and bring a dish to share at the holiday buffet table.**

**Also bring a surprise gift for the one-pound auction. This can be a pound of anything that strikes your fancy and beautifully wrapped to disguise the contents. This is our annual fundraiser, so be prepared to bid wildly.**

**\$5 each      RAFFLE    6 for \$25**

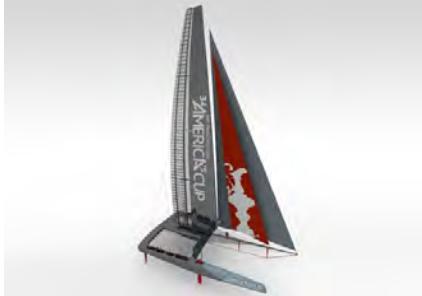
Join Steve Rank aboard the Windrover for an afternoon sail for up to four guests (day to be mutually arranged). This will include a box lunch. Cruise area will be determined by the wind and the wishes of the passengers. If you are a power boater, this is your golden opportunity to enter the beautiful and relaxed world of sail. This will be a raffle item in addition to the auction. See below for a way to enter without being there in person.

## RAFFLE TICKET

New this year is a way for everyone to participate in the fundraiser even if you are not able to attend by participating in the Windrover cruise raffle. [Click here](#) and let Cynthia Weis know how many tickets you would like. **They are \$5 each or 6 for \$25.** Then send a check to her, payable to the Door County Sail & Power Squadron, at 1609 Texas Pl., Sturgeon Bay, WI 54235. The odds are very good that you will be a winner and also benefit our Squadron.

## COMMANDER'S MESSAGE

During September, I spent a lot of time "tubing it" as the America's Cup races played out. I would DVR the events, and watch them a bit later in the evening, taking care not to inform myself in advance of the result. It was an entirely new form for the Sport, not your mother's America's cup at all. In the past, the races would happen offshore, where only people with boats could come and watch. They were certainly exciting to devotees of the sport, but not very accessible to the masses. This was different, laid out on San Francisco Bay along the city waterfront, the course was laid out so that all the action took place in easy visual range of the population. The boats were massive catamarans with a semi rigid airfoil as the mainsail, and could easily hit speeds over 40 knots. As described on the America's cup website:



"Crewed by 11, the AC72 catamaran is a lightweight speedster that measures in at 72 feet long by 46 feet wide and weighs 13,000 pounds. The AC72 is powered by a wing sail that stands 131 feet tall and covers 2,798 square feet in area..... A dynamic feature of the AC72 is its ability to hydrofoil. Hydrofoils significantly reduce drag and further increase speed, and designers recognize that refining the efficiency of those appendages has become as important to success as the plans they create for the hulls and wings... once the boat foils it's like hitting a turbo button in a car: off she goes. It's pretty cool."

As a spectator, it's like watching sailing rocket ships on a figure 8 track as the boats weave and jog for position. It was a tense race if you were partial to the Americans, as they quickly fell behind, and didn't seem to be as fast a boat as the New Zealanders. As the days went by, the Kiwi's steadily built up a lead and sat at match point, leading 8-1. Then an amazing thing happened, pressed to the wall, the boat got faster, the crew became a real team, and the Americans responded with 8 straight victories to win the series. It was one of the most impressive things I have ever witnessed.



Image credit: BALAZS GARDI/America's Cup

### LOOKING BACK

Back in 1999 or so, I was at a District Meeting where serious discussions had been underway about the Squadron in Sturgeon Bay. It had dwindled to just a few members, no boating classes were being held, and activities were at a minimum. It seemed that there was little choice but to fold the Squadron. Then something amazing happened. P/D/C Alan Wentworth, SN got up before the Conference and put up the graphic shown here. He told the group that maybe it was worth at least one more try. He would transfer his membership up to Sturgeon Bay and have a "go" at revitalizing the squadron. He did, and with the help of some enthusiastic members, the squadron grew and prospered, becoming the Door County Sail and Power Squadron of today, winner of many District and National Awards for squadron excellence. We have truly become the "Little Squadron that Can." Thanks Alan and the team that came together to pull that off.

### MOVING FORWARD

it's that time of year again, while we go on with our squadron activities, that we begin to look at self renewal, that is, filling out a slate of officers and committee persons and forging them into a team. I know the nominating committee and officers are hard at work finding willing hands for our team, so if you have an interest in helping out please step forward. This is truly one of the best squadrons in USPS, but only for as long as everyone steps up and says "Count me in, let me help". Join the team and accomplish wonderful things.

Fair Winds,

Bob Stierna



## FROM THE EDUCATION OFFICER

Hello everyone. We are a month into AP with four enthusiastic and talented students working through the course. I can say they are talented because I am instructing the course and am witnessing their work first hand. Piloting and Advanced Piloting are the core courses that most of us use every time we go out on the water since most of the boating we do is coastal navigation. When we cross the lake, however, we can find ourselves in the off-shore navigation world. We are truly blessed in Door County to be surrounded by the best boating waters in the world, in my opinion.

We are into the second week of EM. Four enthusiastic students are under the capable tutelage of Chuck Holtz at his home. Chuck says the students stayed an extra hour after last week's class to sit around the table in an impromptu bull session. This is one of the reasons Chuck's courses are so much fun to take.

This spring we will be offering Seamanship beginning in January and ABC will also be offered as usual in mid-April. Bob DeNoto and I are excited about linking the Police and the DNR to the ABC course to pull in those perspectives to the course. We will share more details as they develop. Mid-April will also be the time for the newly revamped Sail course to be offered. It will wrap up in June allowing us the optimal time to add an on-the-water component to that course.

Speaking of on-the-water components, I will be offering a cruise of Sturgeon Bay waters aboard my sailboat, Windrover, including a box lunch for four as a raffle item

at our upcoming Holiday party in December. Of course the cruise will take place next summer so don't worry about having to take a crash course on hypothermia to partake. The cruise area will be determined by the wind and the wishes of our passengers. If you are a power boater, this is your golden opportunity to enter the beautiful and relaxed world of sail.

This is the time of the year to review what we know about hypothermia. Ninety percent of people who fall into frigid waters die of drowning and not hypothermia. This is because of an involuntary gasp that victims experience when they hit the water. Covering your mouth and nose when you first hit the water may help to not gasp in a lungful of water before your head pops up. Cold water survival suits help to prevent the gasp. They will not prevent hypothermia but will give the wearer more time to be rescued. Protecting your core from as much heat loss as possible is your first priority in the water. Don't try to swim to warm yourself. Get into the fetal or rescue position by hugging your knees. This works best in a life jacket. Strobe lights or one of the new lazar flares attached to your PFD along with a submersible hand-held VHF are crucial equipment especially in the cold water months. All of this will do no good if you are not wearing your PFD. As always, don't panic and don't give up. The mind is extraordinarily powerful. Hope is a lifesaver. Panic is a killer. Be prepared.

Steve Rank, SEO

## PHOTO OF THE MONTH

Do you have an unusual or interesting photo that you would like to share with other members—nautical or not? If so, please send it to [dolores.e.hermann@gmail.com](mailto:dolores.e.hermann@gmail.com). This month's photo was submitted by Nancy Reichmann. Can you guess that it is a nautically carved pumpkin? Nice!



## D10 FALL CONFERENCE

1—3 NOVEMBER 2013

Fourteen DCS&PS members, plus Karen DeNoto's mom, Maggie Widen, attended the Fall Conference hosted by the Green Bay Sail & Power Squadron. Once again, we received the coveted SEA Award for Educational Excellence. Next year, it is our turn to host the 2014 Fall Conference and we will be at The Landmark. Many hands are needed in a variety of ways to help make a conference successful and please, if you are called upon to help in some way, say "yes."



The D10 Bridge sits at the table up front to conduct the business of the district. Squadron members sit and listen, question and vote.



Visiting between sessions are Karen DeNoto, John Hermann, Cleida Galligan, Patsy Stierna and Maggie Widen (Karen's mom).



Commander Bob Stierna receiving the SEA Award for educational excellence from D10 Education Officer, Bob DeNoto.



John Reichmann receiving the Educational Proficiency Award from Bob DeNoto



Our group following Saturday dinner



The SEA Award

(SQUADRON EDUCATIONAL ACHIEVEMENT

# SAFETY OFFICER'S REPORT

## "BOATING IS FUN. LET US SHOW YOU HOW"

USPS classes offer the best venue in which to learn good boating practices. Now, as we provide on-the-water components, the classes become even more relevant. Boat Operator Certification (BOC) is a fine example of our on-the-water training. We know "good" and "safe" boating practices are synonymous and make for fun on the water. All this is on the education side of the USPS mission triangle. Now let's look at how fun and safety are addressed on the community service side.

Did you have a vessel safety check of your boat in 2013? As of November the tally of VSCs is as follows:

Door County	109
District 10	982
USPS total	26,498

The United States Coast Guard's vessel safety check program grew out of the Guard's years of experience with boating accidents, injuries and casualties. VSCs seek to assure good vessel condition and proper safety equipment on board. To this end the Coast Guard provides training, testing and certification of Vessel Safety Examiners (VSE) from both the Coast Guard Auxiliary and United States Power Squadrons. Captains who do not display the VSC decal will eventually find that the Coast Guard also conducts VSCs on the water. Our VSEs do not enforce the law as does the Coast Guard.

VSEs are welcomed aboard by captains and first mates who show a lot of interest in the safety check procedure. It is not unusual to find horns not working and flares past their expiration dates, as well as other safety issues. Our time and attention is always appreciated. USPS VSEs focus on recreational vessels of

every kind and size: power and sail, cruising and fishing, canoes, kayaks and other open craft.

There are lots of opportunities to provide more VSCs at Door County marinas and at individual boater locations. Therefore we would like very much to add two VSEs to our team of eight. The pre-requisites are two-fold: 1) that you like to meet and talk with people and 2) that you like boating and would enjoy seeing the great variety of boats out there. After that, the learning and testing takes several hours. You can do it with the handbook and online on your own, or we will be happy to offer a one or two session class at your convenience.

Man or woman, this off-season is a good time to learn to be a Vessel Safety Examiner. Then, starting in May or June, complete 5 VSCs supervised by one of our VSEs and you are good to go. Contact me with any questions and to get started.

920-743-1675  
[John.c.hermann@gmail.com](mailto:John.c.hermann@gmail.com)

HELP WANTED

VESSEL SAFETY EXAMINERS

MEN OR WOMEN

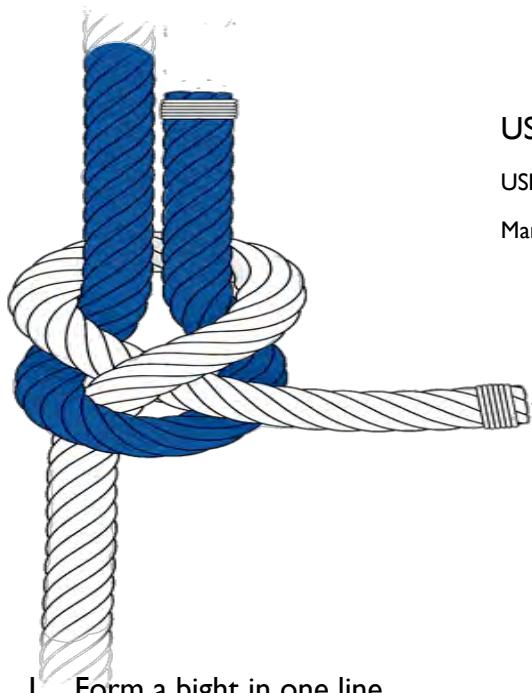
WE WILL TRAIN YOU

### DOOR COUNTY SAIL & POWER SQUADRON

#### MEMBER BENEFITS

Did you know that membership in USPS comes with a variety of benefits? Benefits like insurance, office supplies, hotels and rental cars. [Click here](#) for more information available on the USPS website.

# MARLINSPIKE SHEET BEND

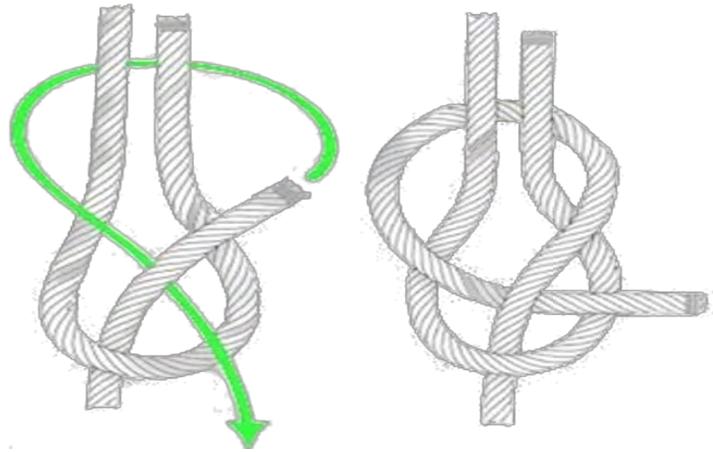


USED TO JOIN TWO LINES OF DIFFERENT DIAMETER

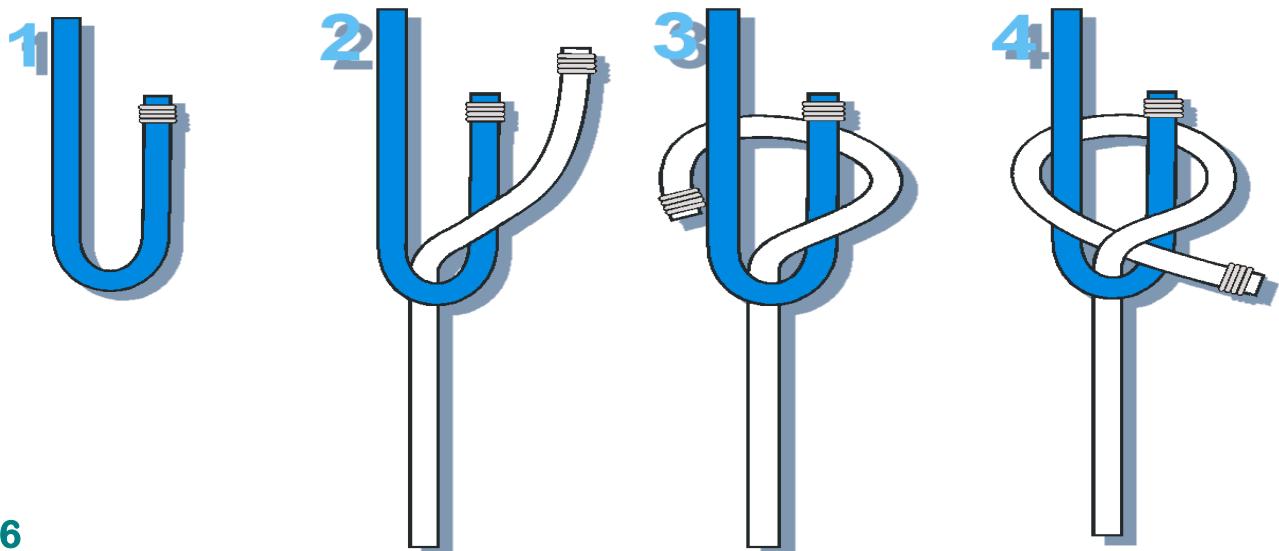
USPS Seamanship— chapter 8

Marlinspike

1. Form a bight in one line
2. Lead free end of second line through bight and around standing part of first line
3. Tuck free end of second line under standing part of second line and over first line
4. Snug up the bend



## Sheet Bend Construction



## HAPPY BIRTHDAY TO

1st—Quinn Brennan  
3rd—Martha Alberti  
4th—Bill Galligan  
5th—Bob Satterfield  
15th—Julie Keating  
16th—Bonita Balch  
17th—Sandy King  
18th—Bill Welter  
20th—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 December Scuttlebutt by November 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](http://www.usps.org/door)

## Schedule of Events

### November 2013



19th—Executive Committee Meeting—7 p.m.—on-line  
28th—Happy Thanksgiving

### December 2013

6th—Holiday Party at Crossroads of Big Creek  
6—9 PM



### January 2014



7th—Executive Committee Meeting—7 p.m.—on-line  
17th—Squadron Annual Meeting and Election of Bridge Officers

### February 2013

TBA—Squadron Change of Watch

18th—Executive Committee Meeting—7 p.m.—on-line  
22nd—Cruise Planning Meeting—location TBA



### March 2013

28th-30th—District 10 Spring Conference—St. Paul MN



### April, 2013

1st—Executive Committee Meeting—7 p.m.—on-line  
TBA—Vessel Safety Examiner Season Prep Meeting  
15th—ABC Class begins



## Scuttlebutt September Quiz Answer

### 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?

Answer: e. Captain qualifications and experience are not considered in Rule 6 Safe Speed.

## Scuttlebutt October Quiz

Departing Milwaukee's McKinley marina heading for Manitowoc, Bay Belle's chart plotter went dark one hour out of port. Having the paper chart with Dolores' DR line became very important.

Statement: A single LOP can often be combined with depth information to provide an estimated position (EP). True or false?

Send your answers to the Scuttlebutt Editor [dolores.e.hermann@gmail.com](mailto:dolores.e.hermann@gmail.com). Correct answers will appear in the next issue.

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*Members at Large*  
**P/C John Hermann, AP**  
**Lt Bill Galligan, AP**  
**P/C Bob DeNoto, JN**  
**Lt Mary Mayheu**

#### *Commander's Department*

<b>Chaplain</b>	<b>Lt. Mary Welch, P</b>
<b>Flag Lieutenant</b>	<b>F/Lt Craig Weis, S</b>
<i>Executive Department</i>	
<b>Public Relations</b>	<b>Lt Mary &amp; Steve Mayheu</b>
<b>Safety Officer</b>	<b>P/C John Hermann, AP</b>
<b>Port Captain</b>	<b>Lt Markus Ritter, AP</b>
<i>Education Department</i>	
<b>Asst. SEO</b>	<b>P/C Bob DeNoto, JN</b>
<b>Public Boating</b>	<b>Lt William Galligan, AP</b>
<b>Adv. Grade Courses</b>	<b>Cdr. Robert Stierna, SN</b>
<b>Elective Courses</b>	<b>P/Lt/C John Welch, SN</b>
<b>ABC Representative</b>	<b>P/C Robert DeNoto, JN</b>
<i>Administrative Department</i>	
<b>Membership</b>	<b>Lt/C Dolores Hermann, AP</b>
<b>Boating Activities</b>	<b>Lt John Reichmann, AP</b>
<b>Entertainment</b>	<b>Lt Michelle Anderson</b>

#### *Secretary's Department*

<b>Newsletter</b>	<b>Lt/C Dolores Hermann, AP</b>
<b>Webmaster</b>	<b>Lt Markus Ritter, AP</b>
<i>Treasurer's Department</i>	
<b>Ships Store</b>	<b>Lt/C Cynthia Weis, AP</b>