

United States Power Squadrons®

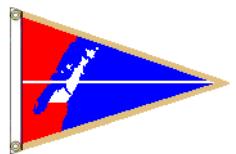


THE DOOR

Volume 08, Issue 8

Scuttlebutt

Newsletter of the Door County Sail & Power Squadron



August 2014

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TRAVELING THE NORTH CHANNEL

PRE-CRUISE PLANNING

The cruise timeframe was 4-26 July 2014, more or less, depending on the boat.

The flexible, weather-dependent cruise plan selected in advance a number of ports-o-call, some marinas and some anchorages. Boaters would decide each day which marinas or anchorages would suit the weather and available space at marinas and anchorages.

During the planning sessions, forms were provided to obtain US return customs stickers (\$27.50), apply for FCC international MMSI numbers (difficult to use on VHF radios – abandoned) and reminders were given to order Canadian Hydrographic Survey maps, extend cell phone coverage to Canada, bring passports and to avoid transporting items requiring duty or illegal entry.

The plan had all boats finding their own way to Meldrum Bay at the NW corner of Manitoulin Island for Canadian Customs check-in and an 8 July start to cruising points east. Since travel speeds differ, launch schedules and boats travelling companions to the rendezvous on 8 July in Meldrum Bay were unique. During the cruise, 4 EVR, Oh My! Marie and Splash Landing stayed in marinas, while MaryTime and Lark alternated between those same marinas and next night, nearby anchorages. Southern Cross would travel to different anchorages and marinas on their own

schedule and joined other boats in Meldrum Bay, Blind River and St. Ignace. Gary and Sandy in Southern Cross cruised the Western parts of the NC and spent time anchoring in areas around Whalesback and McBean Channels.

Cruise Captain John Welch called ahead to each anchorage and arranged slips 1-2 days ahead of arrival..

Marinas visited included (in order); Meldrum Bay, Gore Bay, Kagawong, Little Current, Killarney, Blind River, St. Ignace/ Mac City, Elk Rapids, and Leland. Some boats visited Washington Island, Charlevoix, Mackinac City, Mackinac Island, DeTour Village, and Frankfort before joining or returning to/from the pre-planned North Channel cruise stops.

Anchorages included; Beardrop, Fox Harbor, Heywood and Long Point Cove.

The great evening get-togethers for cocktails and hors de oeuvres allowed us to share experiences, tell tall tales and plan for dinners and following day activities.



Happy hour at Gore Bay included (left to right) Mike & Marge Finnessy, Mary & John Welch, Julie Keating, Erica and Karl May, Tom Schueppert, Connie Korstad, Marie Coons, Michelle & Jerry Anderson, Greg Korstad and Ben Coons

COMMANDER'S MESSAGE

As is our custom, on the way to the District 10 Rendezvous, we listened to an audio book to help pass the time. This time it was "Hard Choices", a new Clinton memoir about her time as Secretary of State. But beyond the title theme, about making decisions when the situations are complex and consequences on actions are unclear, I was having trouble focusing on the book. I kept spinning out on a tangent of uncertainty....

One of the ways I process my thoughts and feelings is to write them out. I'm actually an introvert and introspective by nature, but I found that writing and sharing is useful so I maintain a fairly open book on my life.

My doctor was on the phone, never a good sign, about my 2 year follow up cat-scan after colon surgery. There were anomalies, which were consistent with a return of the cancer. A quick visit to the oncologist, and I was scheduled for a biopsy and chemotherapy. Patsy and I had one reality torn up and another one inserted into our lives in an instant. But it is a contingent reality, the biopsy was unsuccessful and a second one had to be scheduled, so the diagnosis is still unknown. Is it the same slow growing variety as previously, or something different, perhaps more virulent?

Several years ago I had an episode of going into a toxic shock after a routine colonoscopy which went from a simple outpatient procedure to 3 days in intensive care and Patsy getting a call to come back in during the middle of the night in case I didn't make it. Contrary to what one might expect, I remember the evening pretty clearly. First being told that something wasn't right, the transfer to intensive

care, then a couple of trolley rides for various tests, Patsy appearing, brave smile and all. Mostly I remember a curiosity whether I would be permitted to stay, a regret that I still had much left to offer, and an acceptance that my fate was in the hands of my God, and a lack of fear, which came as a big surprise to me.

That adventure taught me a few things. First, make every day count. Second, be involved in doing what you love. Third, care for your fellow travelers. Fourth, be attentive to your spiritual side. Finally, life is uncertain, eat dessert first. J



So here we are, on the edge of an uncertain future. For the moment at least, I will try to finish out my term as Squadron Commander this year unless it becomes inadvisable for me or the squadron to do so. It's important for me to make a contribution and is part of the fabric of life that I value. I have had a conversation with John Hermann, our Executive Officer, and he will provide whatever support is necessary. I also have informed the Executive Committee and am assured of their support. However the reality is that I will be subject to the course of the disease and my ability to function on the chemotherapy.

Near term, I am hoping to be at the Squadron Rendezvous this month, and hopefully by boat. It is the highlight of our summer boating season, and I hope to see all of you there.

Fair Winds,

Bob

THIS ORGANIZATION NEVER LETS YOU DOWN.

I joined USPS in 1974 with the Saybrook Power Squadron-District 1. After moving to the Chicagoland area in 1989 I let my membership lapse, then became a member of DCS&PS in 2002.

Many of you are aware that my mother-in-law, Maggie, passed this Memorial Day in Bloomington, Indiana. Maggie accompanied Karen and me to several Squadron and District functions. She retired with Sven to Wilmington, NC and spent about 20 wonderful years going to the beach; before relocating to Bloomington after Sven's passing. Her wish was to have her ashes spread on the waters of Wilmington's shores.

Early June, I contacted Ben Van Etten, Commander of the Cape Fear Sail & Power Squadron. I asked Ben if a Squadron member's boat could be made available to spread Maggie's ashes, as the family was planning a memorial on the weekend that would have been her 87th birthday. Ben said he would identify a point of contact. Shortly after, I was contacted by P/D/C Jerry Hall, saying he would be taking care of our needs.

This past Sunday, 27 July, six family members boarded *Lady B*, Jerry's Formula 41, proceeded north on the ICW from Carolina Beach about 12 miles and spread Maggie's ashes off the beach at Masonboro Inlet. What a tribute to Maggie's wishes!

Jerry wouldn't accept any compensation for fuel but did agree to a donation to the Cape Fear Squadron.

What a wonderfully endearing experience. Jerry and Francine's warmth, hospitality and generosity will be cherished by all the family that shared in the day. Karen and I will also cherish the new friends we made in our extended USPS family. This organization is truly **exceptional!**

Fraternally yours,

Bob DeNoto

EXECUTIVE OFFICER'S

The squadron will promote safe boating in August with a seminar, cruises, including the squadron rendezvous at Menominee, and vessel safety checks. Our VSEs continue their work (see the separate report that follows). If you have not yet had your boat inspected, contact one of our VSEs to schedule it at your convenience.

Bob DeNoto	920-493-0287	bobdenoto@gmail.com
Bill Galligan	920-743-2316	galliganwc@charter.net
John Hermann	920-743-1675	john.c..hermann@gmail.com
Lou Pasquesi	920-421-2214	lou.pasquesi@gmail.com
Bob Stierna	621-741-8645	rstierna@att.net
Alan Wentworth	920-621-1725	AWentworth@aol.com

Our squadron will again staff a booth at the Sister Bay Festival which is held at the marina. Please note: The date is Saturday 30 August, NOT 6 September as previously reported.

Last year our booth attracted visitors who talked with us, took literature, learned to tie a few knots and obtained vessel safety checks. Please say "yes" when I ask for your help in the booth. The festival will be enjoyable and it's important for the Door County squadron to be seen up north.

FROM YOUR EDUCATION OFFICER

Ahoy Everybody!

We have had a very successful and enjoyable summer seminar series and are looking forward to Bob DeNoto's Emergencies on Board this Saturday at Quarterdeck. All of the seminars encourage hands on application of various boating skills. Earlier this summer I tested out my Life Sling MOB equipment and discovered that it would be extremely difficult to raise a 215 pound man even with hoisting tackle. I think that a three block system would really help instead of the two block hoisting tackle I have now. I encourage everyone to practice using all the equipment on your boat. If you have an emergency and have to use a skill or piece of equipment you haven't practiced with, you will be sorry. Our seminar series are fun and easy ways to learning or reviewing practical boating skills.

Upcoming classes

This fall we will offer Weather and Seamanship. The spring semester will include Cruise Planning and the ABC course. I am also considering Marine electronics for the spring. More information to follow soon.

Two stories

I would like to share two stories that happened to me this summer on the water. The first included three kids on a jet ski that quit on them on a windy evening with a piping wind from the North West. Jeri and I had just returned to our dock when Jeri saw the skiers in shallow water off our beach. I offered assistance but they said they would be fine

VESSEL SAFETY CHECK REPORT

As of 28 July VSCs were completed as follows:

D-10	842
Door County	175, or 21% of the district total.

Our man "up north," Lou Pasquesi works the northern rental fleets as well as individual captains and has turned in 85 VSCs. It's a good feeling to report high counts for the squadron.

Our goals in the program are 1) safe vessels and 2) informed captains. Rental fleets are very important to the goal of safe vessels. Non-owners are attracted to rental boats and the chances are that they may not know what safety equipment to expect. Fleet operators desire our VSE services and are very cooperative, especially before their busy season.

Paddle craft, especially kayaks, are becoming more and more popular in our coastal waters.

Safety equipment, informed kayakers and rental fleets need our VSE services. Two kayak VSCs have been submitted so far this season.

Lt/C John Hermann SXO

and had flooded the jet ski. They started out to return to the Sawyer side of the Bay when they conked out again. I went out to try to tow them back to our lagoon but was steadily driven on the rocky shallows. The tow line I tossed was not connected properly to the ski. My rudder kicked up but I did not bottom out. The kids walked the ski in the shallows to our lagoon. I gave them my cell phone and they called the girl's father to come and tow them home. The point of this story is that the kids were all wearing life jackets but they had no signaling devices, no VHF radio to call for help and no cell phone in a water proof container. I pointed out that they were lucky they didn't conk out in the middle of the bay where they would have been in serious trouble. I suggested that they always have communication devices when on the water. If you know anyone who uses a jet ski I hope you will tell them this story.

The second story I would like to share is that a sailboat about ten miles north of Sturgeon Bay used channel 16 to call the Coast Guard to find out depth information at local marinas available in our area. The Coast Guard asked them to switch to channel 22A and then politely looked up and relayed the requested information to the Captain. The boat was enroute to Chicago when heavy seas lead them to put in to Sturgeon Bay for the night. I did not realize you could seek this type of information from the Coast Guard but they were very cordial and helpful. I was impressed with them. The Coast Guard is obviously a willing and friendly source of help to boaters in more ways than just search and rescue.

Enjoy the rest of the boating season. I hope to see you on the water.

Steve

THE CRUISERS (continued from page 1)

Southern Cross, a Mainship Pilot Sedan which cruises at 12 kts+; Gary and Sandy King

Lark, a 2003 Formula 41 pc Express Cruiser which cruises at 25 mph; Terry and Julie Keating

MaryTime; A 44' Cruisers Power Boat, which cruises at 26 mph; John and Mary Welch with Mike and Marge Finnessy.

4-EV R; a 34' Power boat, which cruises at 27 mph; Karl and Erica May with Tom Schueppert.

Splash Landing, a 30' Bayliner power boat, which cruises at 26 mph; Jerry and Michele Anderson

Oh My! Marie, a 42' Ocean Alexander 426 Classico Sedan power boat which cruises at 11 kts; Ben and Marie Coons with friends Greg and Connie Korstad.

Also cruising in the channel those weeks were Dick and Janet Grotta in Summer Nite, a 35' Tartan 3500 sail boat and Judy and Chuck Holtz in Bacchanalia, a 40' sail boat. Others spoke to them via radio while they were at anchorages along the route of other boats.

JULIE'S LOG and TERRY'S ENBELLISHMENT

Friday 4 July and Saturday 5 July - Charlevoix

Lark departed at 0550 for Charlevoix under clear skies and glass-like calm waters with sunny skies and mild easterly breezes. The Sturgeon Bay canal held a brief patch of dense fog. RADAR detected twenty boats fishing five miles out.

Lark headed directly into the sun most of the way and arrived in Charlevoix at 1256 and decided to cruise Lake Charlevoix before settling in at the City Marina. Charlevoix Lake is 12 miles long and Lark cruised it for 2 hours end to end seeing perhaps 200 other mostly smaller craft out on a sunny Fourth of July. Dinner on board. July 5 was spent walking the town and visiting many of Earl Young's 1920s mushroom (and other stone and brick) houses. Later in the day, Oh My! Marie arrived from Frankfort and they joined Lark for dinner at the Weathervane. The marina was full for Friday and Saturday for the first time in years according to the dock hands.



Oh My! Marie and Lark at the marina in Charlevoix

Sunday 6 July Mackinac Island

Lark and Oh My! Marie departed 0630 for Mac City for fuel and then Lark proceeded to Mackinac Island for a two day stay. With 20 kt winds and waves at 2-4', Lark headed to Gray's reef and points North and East. In 2013, John Welch had showed us the shortcut to the east of the shipping passage so Lark plotted a course pointing toward Rose Shoal and just west of the abandoned light house. It was very hazy and overcast and conditions were expected to worsen in the afternoon. Lark passed under Mackinac Bridge at 0903 and arrived at Mac City at 0930, fueled at Shepler's (diesel fuel only, difficult tie-up) and left immediately for Mackinac Island. There were many ferry boats along this short 6 mile trip, arriving at 1030. Slip 36 was easy for Lark to maneuver to our preferred port side tie, stern in.

Lark learned that Mike and Karen Rock (Cruisers 44 pilot) from Centerpointe were in Mac City (heard us on the radio when fueling) and they came over to Mac Island later in the day. On 7 July, we biked with them around the Island, saw beautiful views and had great burgers at the 'Hole-in-the-Wall' Chuck Wagon and then walked the streets dodging horse-apples.

Lark heard from Southern Cross that they intended to travel 11 hours from Jackson Harbor, Washington Island to Mackinac Island, weather permitting.

Later on 7 July, MaryTime arrived from Sturgeon Bay after their 6-7 hours of travel. 4 EV R and Splash Landing travelled with MaryTime but docked in Mac City Municipal Marina where they intended to stay two nights and then travel to Meldrum Bay on 9 July.

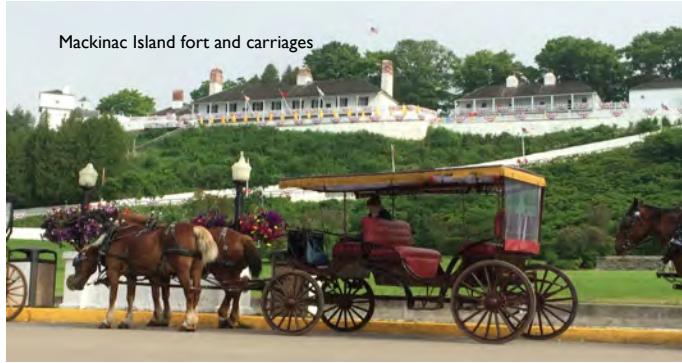
We had invited them and Gary and Sandy King for cocktails at 1700 and the Kings showed up, having landed 5 minutes earlier. Keatings, Finnessys and Welches had a great dinner at the Carriage House in the historic Hotel Iroquois while the Kings showered and relaxed. The plan was for MaryTime and Lark to depart at 0930 for Meldrum Bay while Southern Cross would travel more leisurely to DeTour and perhaps connect up occasionally in the North Channel anchorages.



Welches, Finnessys and Keatings dining at the Carriage House Restaurant

Monday 7 July and Tuesday 8 July—Mackinac Island

Lark and MaryTime woke up to rain and clouds at Mackinac Island State Harbor, ate a hearty breakfast at historic Hotel Chippewa and departed 0935 after 'taps' and cannon fire from the old fort for the 75 mile trek to Meldrum Bay by way of False Detour Passage which separates Drummond and Cockburn Islands. Oh My! Marie motored by at 0930 and Lark and MaryTime said hello and went by. 4 EV R and Splash Landing stayed a second night in Mac City and went to Meldrum Bay on 9 July and then met other boats in Gore Bay on 10 and 11 July.



Clouds and occasional showers and distant wooded shorelines were the scenery. Waves were gentle at 1-2 feet and NW winds from 5-10 kts. Arrived at 1245 and found Meldrum Bay mostly empty of transients but 5-6 sailboats later made their way in by 2100. Lunch at the Meldrum Bay Inn was fun and our Iranian waitress was pleasant. Her Persian rugs were works of art. She had a lesser Pakistani rug at the front door so people could 'wipe their feet on it'. The store had liquor and Lark mounted a Canadian flag (you must first clear customs before raising the Canadian Flag). The pleasant Canadian customs agent stopped by to check out a few boats and told us his favorite state was North Dakota, he being from Western Manitoba. He made it clear that he was probably the only Canadian to never visit Florida and he had no intention of doing so. "Nothing but swamps, alligators, and old people". Cocktails on MaryTime and everyone fixed meals on their own boat. Julie claimed to see loons, so we watched for them until bedtime. Some visited the Net Museum (no nets, rather antiques staged in an old net-drying building. Oh My! Marie arrived at 1600.



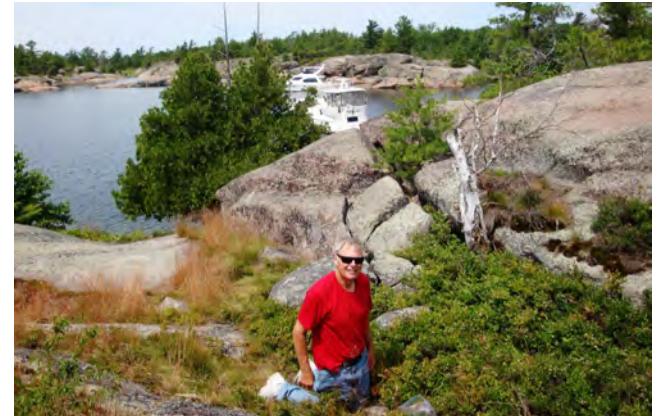
MaryTime and Lark at anchor at Beardrop

Wednesday 9 July—Beardrop - anchoring boats

At 1000 Wednesday, MaryTime and Lark crews devoured local pastries and departed for Beardrop Harbor for anchoring out. Winds were from the NW with waves 1-2'. Oh My! Marie stayed a second night intending to head next to Gore Bay.

Beardrop is a takeoff on the Indian name of Bear fall, a notch in the land forming one arm of the harbor. Lark and MaryTime arrived at 1145 and were anchored near the notch by 1230. The gusty winds and muddy bottom caused MaryTime to reset anchor and tie two brace lines to shore. The beautiful harbor is surrounded by white-pine and cedar-studded pink granite rock outcrops with flyovers from cormorants, turkey vultures, sea gulls, loons. Lark heard very pleasant and nostalgic calls of white-throated sparrows. The North Channel, and especially this harbor, looked and sounded much like harbors up and down the coast of Maine.

Thursday 10 July—Gore Bay



John Welch picking blueberries—Mary made the pies

Before departing for Gore Bay boaters took dinghy rides around the larger island that the 'bear fall' notch separated from the southerly side of the harbor. We climbed the rocks, took photos and as usual, Mary and John Welch with Mike and Marge Finnessy collected whatever blueberries they could find. After untying from shore and stowing very muddy chains and anchors, MaryTime and Lark departed Beardrop Harbor at 1100 for Gore Bay. We enjoyed sunny weather with calm waters, arriving in Gore Bay at 1250 where Lark refueled and got an all important pump-out. Splash Landing and 4 EV R arrived later that day from Meldrum Bay in time for cocktails at the Marina pavilion and dinner at the Patio restaurant.

Friday 11 July—Fox Island and Harbor – anchoring boats

After visiting the Farmer's Market in Marina Park at Gore Bay, securing lettuce, strawberry-rhubarb pies and apple crisp, Lark and MaryTime departed at 1000 for Fox Island harbor with stronger SE winds but 1' waves. We passed by the Benjamin Islands off to Starboard and entered the Whalesback channel to arrive Fox harbor. Boats were at anchor with tie-offs to trees at shore by 1200. Another beautiful anchorage with opportunities to pick blueberries and take dinghy rides to explore better anchoring points for next year.

Saturday 12 July —Kagawong

After listening to the daily 0900 Channel 71 North Channel weather report, news broadcast and boater's call in hosted from Little Current , we weighed anchors and untied from shore for a 0950 departure to Kagawong Bay. As Lark was stowing the anchor the Admiral warned the Captain to return to the untended helm before Lark drifted into a vertical 15' tall rock shore. MaryTime and Lark met 4 EV R, Oh My! Marie and Splash Landing at 1000 near the West end of the Clapperton Island south channel to convoy the 5 vessels through the shoals and boulders littering the well-buoyed but twisting channel. Arrived at 1100, with time to hike the mile to spectacular Bridal Veil Falls where the Lake Kagawong falls 40' over the limestone cliffs (Niagara Escarpment also seen throughout Door County). Geologist Julie Keating pointed out that Manitoulin Island, that forms the southern boundary of the North Channel, is formed from limestone found in the Niagara escarpment, while the islands north of Manitoulin Island which predominate the Whalesback and McBean Channels and the Ontario shoreline are all formed from granite rocks, characteristic of the Canadian Shield.

The Andersons enjoying Bridal Veil Falls on Manitoulin Island



A quite old and unique Anglican Church along the shore has the prow of an old fishing vessel as its pulpit. An excellent artist studio is on the second floor of the old paper mill/electric generation plant found adjacent to the fine sand beach near the marina. All had cocktails on the dock and ate aboard their respective boats as the nearest restaurant was some distance away. The marina crew was comprised of teenagers without much understanding of how to run a marina and the bathroom/showers were marginal. It rained through the night but the



The Finnessys in front of the old ship prow pulpit in the Kagawong Anglican church

morning had clear skies.

Sunday 13 July and Monday 14 July— Little Current

All departed Kagawong at 0910 for Little Current (16 miles to the West) under sunny skies with NNW winds at 6-10 kts and 1' waves. Arrived Little Current at 1040 and experienced a little current while docking. Depending on high and low weather fronts positioning within Lake Huron, the current can switch to either direction. Lunch and dinner was at the local hotel and restaurant - Anchor Inn. Little Current is a great place to walk around and stock up with groceries and catch up with laundry. The famous swing bridge opens on the hour and glows orange as the sun sets.

The Little Current swing bridge at sunset



Tuesday, 15 July and Wednesday 16 July— Killarney

Uncertain wind and wave conditions (most North Channel waves are 1-3' regardless of wind) encouraged boats to depart for Killarney by 0845 to catch the 0900 swing bridge opening. MaryTime followed their charted shortcut west toward Strawberry and Heywood Islands. Passed the Strawberry Island lighthouse at 0920 and decided to travel in the more protected and majestic Lansdowne Channel. Arrived at Killarney's historic Sportsman's Inn marina and were directed to stay in slips across the channel from town on George Island due to 4 large boats arriving that day. Some ate lunch at the famous red fish bus serving only fresh-caught whitefish. The 'fish bus' is now a temporary trailer while a new building is constructed to house the fish restaurant. Some ate great whitefish shore side under a tent but in the rain.



Dining at the Killarney Fish Bus are the Welches, Mays, Tom Schueppert, Keatings and Andersons

On Wednesday, at 0800 Oh My! Marie departed for Little Current to start their return trip to Sturgeon Bay. The planned cruise south and west to Manitowaining marina and Heywood Island was cancelled because Manitowaining could not accommodate boats of our lengths. So Wednesday was spent in Killarney visiting local shops and bakeries and seeing the famous Killarney Mountain Lodge resort. Some hiked to the lighthouse, a 3 mile round trip along roads. Fearless Julie (given

a hiking trail map from another boater) decided a hike was in order. This map marked (red arrows on trees and stones) a 4 mile nature hiking trail which traversed across the top of George Island and followed the granite rock shore on the south end of the island until it re-crossed the island further west and returned to the marina. At 1300 Julie and Terry encouraged Tom and Erica (wearing rubber boat shoes) to join in this hike. The trail started out easy with tree bark lines paths and many bugs. Then the trail became, as Julie's log describes, as 'more challenging'.

Many swamps and beaver ponds and rock outcrops were parts of the trail. After 2 hours and two miles, the trail reached the far rocky shoreline called Sandy Cove. It should be noted that no sand was found; instead large boulders and submerged paths disappearing into the water which caused us to 'bushwack' through uncharted swamps before trying to return to the markings showing the way home. Local hikers, they too lost, helped us one time by coming back and telling us that we needed to hike through flooded end-of-cove swamps to follow the trail. We returned to the marina exhausted but alive, at 0515. All ate at the Killarney Mountain lodge followed with watching a great sunset on the dock while devouring strawberry-rhubarb pies as birthday cakes in celebration of Tom Schueppert's birthday.



Lost souls on the Killarney Sandy Cove hike

Thursday July 17. Heywood Island – anchoring boats

MaryTime and Lark departed 0930 in sunny, cool weather and calm seas heading West through Killarney Channel (passing the Killarney light house at the entrance to Georgian Bay) before swinging to the south of George Island (and beautiful, flooded, Sandy Cove) travelling south and west of Badgeley and Partridge Islands to Heywood Island. 4 EV R and Splash Landing followed but continued past the Heywood island northern anchorage to Little Current for a return marina visit that night.

Heywood anchorage was peaceful and occupied with a few other boats by dusk. We had a peaceful dinghy ride that evening and cocktails on MaryTime, some cribbage, sunning on deck and quiet time was enjoyed by all.

Friday July 18: Long Point Cove – anchoring boats

Friday's destination was the western edge of Whalesback Channel at Long Point Cove anchorage for MaryTime and Lark and further west Blind River marina for 4 EVR and Splash Landing. MaryTime and Lark pulled up muddy anchors and departed Heywood at 0830 under sunny skies and calm waters motoring west and north again passing Strawberry Lighthouse and arriving at Little Current Swing Bridge at 0850. 4 EVR and Splash landing were waiting for us and together we headed north at 0930 through Waubuno Channel and then passing north at 1015 of the Benjamins and Fox Island into McBean Channel first passing through the narrow opening called Little Detroit which enters the west end of the scenic, island-strewn, Whalesback Channel.



Splash Landing and 4EV r enter the Little Detroit passage

Without realizing it, we caught up with Southern Cross precisely when they were entering Whalesback via Little Detroit. Their dinghy hid the boat name so first recognition was when the faster boats passed Southern Cross and Captain Gary called on VHF channel 69 as we together headed west through Whalesback toward either Long Cove Point or Blind River. As boats were passing Turtle Rock at Beadrop, the Holtz's sailing on Bacchannalia heard the radio chatter from the Door County cruisers and called to say hello from their anchorage at Sanford Island (near Turnbull Channel) south of Long Point Cove.

Long Point Cove is somewhat tight to navigate into and very enclosed and protected and that night had 12 + boats anchored. Another dinghy ride, this time Julie rowed) to see wildlife, scenery and look for blueberries. The sea gulls put on an aerial exhibition at 2030 by diving for flying dragon flies and other airborne food.



Saturday 19 July — Blind River Marina

Lark snagged the anchor on a sunken log at Long Point Cove but the anchor toggle line allowed us to free ourselves and then depart at 1025 for Blind River to meet up with other marina boaters. Erica needed 11 hours in emergency care to recover from dehydration from uncertain causes. We took a long walk for groceries and liquor and again enjoyed cocktails and company at the dock.

Sunday 20 July — St. Ignace

Departed Blind River at 0930 under sunny skies, little wind and 1' waves for a longer haul to Drummond Island and check-in at US customs, fuel and further travel to St. Ignace. Customs officer was pleasant and allowed our citrus fruits in.

At St. Ignace, the first Chicago to Mac Island sailboat racers were just arriving. Plans were to find separate ways home depending on schedules and fuel loads. Weather was blustery with 10-20 kts winds and mostly 1-3' seas. Southern Cross stayed another day awaiting favorable conditions; 4 EVR went to Mac City for easier dock arrangements and MaryTime, Lark and Splash Landing departed 0725 to Elk Rapids.



Monday 21 July – Wednesday 23 July — Elk Rapids

Three boats arrived at Elk Rapids at 1130 and enjoyed the lifestyle, boardwalks, beaches, stores, historic Noble House library and amenities in Elk Rapids.

Thursday 24 July — Homeward bound

Southern Cross and 4 EVR launched Thursday to cross Lake Michigan with Southern Cross departing 0500 from St Ignace and arriving 11 hours later in Detroit Harbor. 4 EVR left Mac City early and arrived 1130 in Leland for fuel, had lunch and continued to Sturgeon Bay arriving 3 hours later under favorable wave conditions at 1-3'.

Friday 25 July — Diverted to Leland

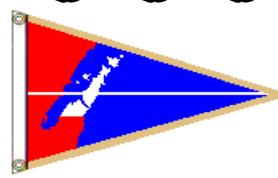
MaryTime, Lark and Splash Landing departed 0600 Friday heading north through calm Traverse Bay and then westward for Sturgeon Bay but encountered rough seas (3-5' some 7') at North Manitou Island and diverted back to Leland for a weather day. Lark then departed Leland Saturday 1000 for a bumpy crossing (3-5' at Manitou, then 2-4' and whitecaps until 10 miles out from Sturgeon Bay) arriving at the SB lighthouse at 1400. MaryTime and Splash Landing departed earlier at 0700 and had calmer seas from mid-lake onward to Sturgeon Bay.





District 10 USPS

2014 FALL CONFERENCE



FRIDAY NIGHT ENTERTAINMENT

“Pirate Booty” game in the State Room

Bring a wrapped white elephant gift—
others is encouraged



stealing from

SATURDAY AFTERNOON



Visit [Lautenbach's Orchard Country Winery](#) and
Market—you can sign up for a scenic tour on the
Door County Trolley - ticket information is on the
registration form.

OR

Hike with John at the Door County Land Trust



Lautenbach Nature Preserve on the Niagara Escarpment

SATURDAY NIGHT ENTERTAINMENT

“Talk of the Town”

Swing/Dixieland style jazz

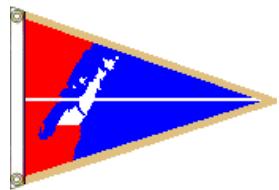


60/40 RAFFLE

3 chances to win cash (1st prize 40%, 2nd prize 15%, 3rd-prize 5%)



District 10 USPS
2014 FALL CONFERENCE
24-26 October 2014



LANDMARK RESORT & CONFERENCE CENTER

4928 Landmark Drive

Egg Harbor, WI 54209

	<u>Cost</u>	<u>Number</u>	<u>Amount</u>
Friday Night Door County Fishboil Buffet (incl. Roasted Chicken & BBQ Ribs)	\$30	_____	_____
Saturday Pasta Bar Lunch	\$17	_____	_____
Saturday Dinner—Bacon-Wrapped Pork Loin Chicken Cordon Bleu Gnocchi Potato Dumplings	\$28 \$24 \$24	_____ _____ _____	_____ _____ _____
Registration Fee (incl. Sat./Sun. Continental Breakfast)	\$15	_____	_____
Scenic Door County Trolley Tour	adult Child	\$14 9	_____ _____



TOTAL AMOUNT _____

Seminar topics at an addl. fee to be announced later (check the D10 website)

Squadron _____

Rank _____ Name _____

Rank _____ Name _____

Home phone _____ cell _____

Email _____ Is this your first time attending a district conference? _____

Make checks payable to: Door County Sail & Power Squadron

Registrations due before: 10 October (no refunds after this date)

Mail this form and checks to: Lt/C Cynthia Weis, AP

1609 Texas Pl.
Sturgeon Bay, WI 54235

HOTEL REGISTRATIONS FOR THE LANDMARK RESORT - send in the Landmark registration form or call 1-800-273-7877

Ask for block "Door County Sail & Power Squadron" for special rates

2 night minimum

Good through **September 24**. All rooms have a full kitchen.

2014 FALL CONFERENCE UPDATE

24—26 OCTOBER

It won't be long now! Door County Sail & Power Squadron is hosting the 2014 District 10 Fall Conference. We will need lots of help from our members in order to make this event a success. Soon we will be contacting you to find out where you might lend a hand. Please see the Help Needed chart for details and please be ready to say "yes."

Co-chairs of the Conference are Bill Galligan and Dolores Hermann. Committee members are:

Bob DeNoto & John Hermann—Materials
Karen DeNoto & John Hermann—Activities
Mary Welch—Hospitality
Cynthia & Craig Weis, Sandy King —Registration

Thank you for whatever help you can provide.

Bill Galligan and Dolores Hermann
Conference Co-chairs

SAVE THE DATE

**SEE PAGES 9 AND 10 FOR
MORE INFORMATION**

**YOU WILL NEED
TO REGISTER**

**HELP IN ANY
WAY YOU CAN**

**IT'S FUN TO WORK
TOGETHER**

HELP NEEDED IN THESE AREAS

HOSPITALITY ROOM STAFFING

Friday 3—6 pm—attendees will come in for coffee & cookies and questions about the county.

Saturday 6:30—10 am (2 shifts)

Sunday 6:30—10 am (2 shifts)—continental breakfast is served both days—would involve set-up, making coffee, clean-up.

ACTIVITIES STAFFING

Friday night games—need helpers.

Saturday afternoon Orchard County Market—need hosts to join Karen and accompany the group.

DONATIONS

Cookies, apples and mini chocolate bars for the hospitality room.

CRUISE PLANNING UPDATES

13-14 August—Escanaba Cruise—2 nights—
co-captains: Karl May & Tom Schueppert This will tag onto the Annual Rendezvous Cruise to Menominee. This port will allow for a day at the Upper Peninsula Fair.

Captains will need to make their own slip reservations. Contact the marina at 906-786-9614 or [click here](#). Then call Karl at 920-493-6233.to let him know you are coming



HAPPY BIRTHDAY TO

10th—Ron Trimburger

18th—Prisca Smith

19th—Lou Pasquesi

23rd—Mary Smart

25th—Chuck Stone



ACKNOWLEDGEMENTS

MANY THANKS FROM THE EDITOR TO JULIE AND TERRY KEATING FOR KEEPING AND SUBMITTING THE SHIP'S LOG OF THE NORTH CHANNEL CRUISE AND FOR PHOTOS SENT BY THE KEATINGS, THE WELCHS, THE FINNESSYS AND THE COONS.



Sign on the wall of the Kagawong Prop Shop—note the condition of the prop. A reminder that the North Channel contains two things under your boat—water and rock and you do not want to mix them.

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, 2014



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 2014

2nd—Emergencies on Board Seminar—9-11am

13-14—Escanaba Cruise—Karl May

15-17th—Squadron Annual Rendezvous—Menominee MI—Sandy King

30th—MarinaFest—Sister Bay Booth, Knot Tying & VSCs



September 2014

7-14th—USPS Governing Board Meeting—Arlington, VA

16th—Executive Committee Meeting



October 2014

21st—Executive Committee Meeting

24-26th—D10 Fall Conference—DCS&PS—Landmark Resort



November 2014



December 2014

2nd—Executive Committee Meeting

5th—Holiday Party



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Vacant

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weiscynthia@yahoo.com

Members at Large

Lt Bill Galligan, AP

P/C Bob DeNoto, JN

Commander's Department

Chaplain

Lt. Mary Welch, P

Flag Lieutenant

F/Lt Craig Weis, S

Merit Marks

P/R/C Alan Wentworth, SN

D10 Fall Conference

Lt. Bill Galligan, AP

P/LT/C Dolores Hermann, AP

Executive Department

Public Relations

Lt Steve Mayheu

Safety Officer/VSC Chair **P/C John Hermann, AP**

Lt Markus Ritter, AP

Education Department

Public Boating

Lt William Galligan, AP

Adv. Grade Courses

Cdr. Robert Stierna, SN

Elective Courses

P/Lt/C John Welch, SN

ABC Representative &

P/C Robert DeNoto, JN

Boat Operator Certification

Administrative Department

Membership

Lt/C Cynthia Weis, AP

Boating Activities

P/Lt/C John Welch, SN

Meetings & Programs

Lt Michelle Anderson

Member Involvement

Dolores Hermann, AP

Secretary's Department

Newsletter

P/Lt/C Dolores Hermann, AP

Webmaster

Lt Markus Ritter, AP

Treasurer's Department

Ships Store

Lt/C Cynthia Weis, AP