

United States Power Squadrons®

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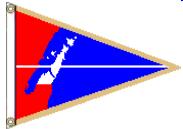
THE DOOR

Scuttlebutt

Newsletter of the Door County Sail & Power Squadron

Volume 9, Issue 8

"The Little Squadron That Could"



August 2015

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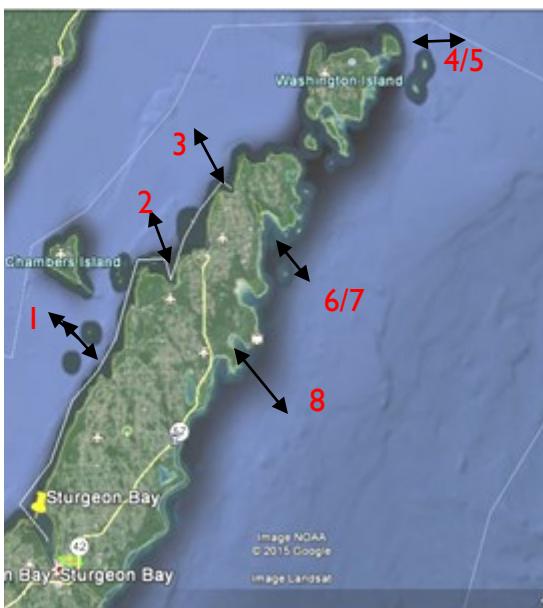
CIRCUMNAVIGATING THE DOOR

BY JANELLE PEOTTER

After many months of planning and anticipation, Eric Perlman and I set out on our 21' foot sailboat, Moon Dancer, for what we hoped would be a circumnavigation of the Door Peninsula. Originally we were going to be accompanied by others, but in the end this was to be a solo trip. We felt some trepidation but also great excitement. We had been warned to be very careful about the lake side of this trip and to even consider simply sailing up and down the bay side for greater access to safe ports and smoother sailing. Since our boat is docked at Sawyer Harbor and we normally simply sail out into Green Bay, we had never gone through the bridges. Our plan was to begin the trip with this leg, going through the bridges and heading up the lake side. However, as we watched the weather in the 24 hours leading up to our departure date the decision was made that this simply was not a good idea. The wind was straight out of the north and the NOAA wave forecast showed very large waves forecast on the lake. While the bay had the same wind, the wave forecast was much more manageable. So with safety in mind, we changed the direction of our trip in the hopes that we might be able to make the return journey down the lake side.

Day One – July 7th We sailed north out of Sawyer Harbor, tacking back and forth all day, slowly making progress toward our destination of Egg Harbor. We had reservations at the marina there but could tell we were going to arrive after the dockmaster was gone for the day. We finally gave up and motored the last bit just so we could make our dinner connection with family that had agreed to meet us in Egg Harbor. Ironically we ate at Shipwrecked which is a brew pub and an easy walk from the marina. I am happy to report that the name did not jinx the trip! Amazingly we found ourselves feeling the earth moving under us after only one long day on the boat. Moon Dancer is small but has a tent that snaps over the cockpit and we can set up the double bed supports that I constructed last sailing season and sleep quite comfortably on a full size double bed.

Day Two – July 8th We continued sailing north past Fish Creek and anchored at Shanty Bay near Peninsula Park. It may not have been necessary but we chose to set a second anchor just to be secure. We don't have a dingy but hailed a nearby yacht to bring us to shore with their dingy for the payment of two precious homemade gingerbread cookies so that we could attend Northern Sky Theatre (the old American Folklore Theatre) that night. If you have never attended this theatre in the park, you must do it and it is a perfect end to a day of sailing! We reassured our dingy "taxi" driver that we would be fine for the return trip as could swim back to our boat with the help of a dry bag for our clothes. We are experienced cruisers who have done this before! (continued on page 3)



Circumnavigating the Door (continued)

Day Three – July 9th Today was a sleepy, windless sail up to Ellison Bay but we got out the trolling fishing gear for some attempts at trolling for salmon that we are told lie in the deep waters beyond Sister Bay. No luck, but it passed the time. We ended up motoring into Ellison Bay and had some challenge to find the correct dock for the reservation that we had with the Liberty Grove Town Marina. Amenities were few but the price was right and we were within walking distance from several great restaurants including the Wickman House and the Fire-side.

Days Four & Five – July 10 and 11th After a lovely morning swim and great coffee at “Brew” we set out for Rock Island. Today was a fantastic day of sailing with winds of 15 knots out of the east and we got Moon Dancer flying. We took some beautiful pictures of the Washington Island cliffs and soon had the Rock Island boat house in our sight. While we had a reservation at Jackson Harbor on Washington Island we decided it was worth checking to see if we might be able to get a spot at the dock on Rock Island. There isn’t a lot of room on the inside wall and they are not reservable. One also needs to stay out of the way of the Karfi ferry that goes back and forth between Rock Island and Washington Island on the hour. The wind had us coming in pretty “hot” but we got our binoculars and could see that there was room at the Rock Island dock and we decided to beat the ferry to the dock. It was a great decision! They had room and we were able to pay for overnight docking on Rock Island, canceling our need to stay at Jackson Harbor. We have a friend who is living on Rock Island for the summer, working as the naturalist, so it was wonderful to be right there on Rock Island to visit. We ended up hiking the island, visiting and staying a second night just for fun. There is a

lot of history on Rock Island, beautiful hikes, and a visit is worth your while.

Day Six – July 12th We were up early in the morning for our big sail down to Rowley’s Bay. The winds and waves were initially in our favor and we had a beautiful sail around the north side of Rock Island with spectacular views of the Rock Island Lighthouse. However, once we rounded the island and started heading in a more southerly direction the waves really picked up and the wind was out of the south. We tacked a few times but, knowing that thunderstorms were predicted in the late afternoon and we still had to pass the entrance to Death’s Door, we chose to motor for a space of time to get a headstart. Once we were past Washington Island we began long tacks and ultimately the wind dropped. We had a good trolling speed and decided to try our luck fishing at the “legendary” Four Foot Shoal at the entrance to Rowleys Bay. No luck, but amazing views of thousands of cormorants. Our next challenge was navigating into Rowleys Bay where we had never been and finding the Rowleys Bay Resort. Thunderstorms were predicted that evening and we were anxious to get off our boat! We initially went to the wrong dock but soon figured out we needed to go deeper into the harbor. We had called ahead to find out if they had hotel rooms at the resort so we could sleep off the boat due to the possibility of lightening. Fortunately they did, so we tied the boat secure and pulled necessities out of the boat including electronics that could be removed. We were glad we did as that night brought heavy wind, lightening, rain and lots of texts from friends & family asking where we were and if we were safe!!

Day Seven – July 13th We evaluated the weather before we went to bed and again in the morning and decided it was best to stay put another night. The weather was still unstable and more lightening was possible. Besides, Grandmas’s Swedish Bakery was at our doorstep and we wanted to explore the Mink River Estuary. We rented a two person kayak and spent almost three hours kayaking up the estuary and returning against huge waves coming in from the lake. Just as we returned and our kayak hit the sand, a deep fog from the lake settled in. We were glad not to be sailing in that!! We finished the day with an authentic Door County fish boil at the Rowleys Bay Resort (formerly the Wagon Trail) while contemplating our route to Baileys Harbor the next day.



Circumnavigating the Door (continued)

Day Eight – July 14th We found a good Samaritan to give us a ride to Ellison Bay to buy gas for our outboard (note to self – we might want to bring extra fuel in a gas can next time) and then set sail for Baileys Harbor. We were greeted with post storm waves of three-to-five feet, with a north wind blowing over 20 mph and gusts much greater than that at times. However, we expected this and with no roller furler decided to skip a foresail altogether and just go with a mainsail. We tried reefing but didn't like how the boom was slightly lower (I learned the following weekend at a DCS&PS Saturday seminar that I could have done this another way). However, we were in control and having fun surfing with amazing following waves that on occasion got us going over 8 knots! What was less fun was having to turn upwind into Bailey's Harbor: tacking really didn't seem like an option as the waves were huge, we were dead against the wind, and really needed to pay attention to our course to avoid shallow areas. We were forced to pull down our sail and motor the "bucking bronco" Moon Dancer had become. Eric had to don full rain gear and was drenched with waves and water washing over the deck. I had to go below just to get more weight forward and navigate from below with Navionics. We successfully made our way to the Baileys Harbor Town Marina and were very glad to have a spot on the wall to tie up and relax. The people at the marina were very helpful and the amenities were excellent – full showers, lounge, picnic areas and right next to Nelsons Hardware where you can find anything you could possible need! Wonderful restaurants are within easy walking distance.



Janelle with friends, Gay Pustaver and Terry at the Bailey's Harbor Marina

Day Nine – July 15th We were up early as we had a long sail ahead of us but it was a beautiful, sunny day with low winds mostly out of the east southeast. We enjoyed some trolling and really took in the views of Cave Point, the Dunes State Park and my own undeveloped private land on Lake Michigan that I rarely see from this vantage point. We made use of our depth finder to sneak in as close as we dared in places and enjoyed a picnic lunch off shore. Before we knew it the Sturgeon Bay Canal beacon was in our sights and we were almost home. We motored through the canal and were able to sail wing on wing to and under the highway bridge! For the first time, we then hailed the bridge tender on the radio and warned him that we were awaiting the scheduled bridge lifts of the Oregon and Michigan Street Bridges. For once we stopped traffic instead of us having to wait for others...that was kind of fun! After motoring through the second bridge into the ship canal of Sturgeon Bay, we set sail wing on wing for our final leg to Sawyer Harbor. It was another gorgeous evening sail here like so many before but this was a glorious return from our first circumnavigation of the Door!

Things we learned along the way that might be helpful to others:

1. For many purposes we loved our iPad with the very inexpensive Navionics app for navigation better than the Garmin chartplotter. It has great resolution, a large screen, maximum portability and we could quickly use it to check weather or the wave forecast too.
2. For us the NOAA wave forecast <http://www.crh.noaa.gov/greatlakes/c=map&l=lm&p=a&m=wh> proved to be invaluable for safely navigating the lake side. Weather alone was not enough information. It gives you a prediction every three hours over the next four days and we found it very helpful. Lake Michigan has a long fetch!
3. While there are fewer ports on the lake side than the bay side, it should not stop one from doing a circumnavigation. Rowleys Bay and Baileys Harbor both have marinas plus one could anchor in North Bay in a pinch, especially this year with the higher water. We have a very shallow draft with a swing keel so it definitely would not have been a problem for us and was part of our back up plan.
4. Door County is a popular place in July and therefore marina reservations are necessary. We often had to change them to accommodate our changing schedule but it was worth doing as slip space was tight.

COMMANDER'S MESSAGE

Ahoy Members:

I'm appealing to your creative side. My consultant, Karen, defines that as "right brain." Last Tuesday at our Executive Committee meeting, your leadership team decided that it was time to get serious about a new membership initiative. New members are our future and hopefully our future leaders as well. I am asking for your honest feedback on what keeps you in our Squadron and what you feel we need to fix. We can then format our strengths into public service announcements (PSAs) both print and radio, posters, flyers, tri-folds, etc. etc. Whatever it takes to get the word out. Once we come up with a consistent strategy, I would encourage you all to take the message forward to your friends and associates.

As I travel from squadron to squadron throughout District 10 and others, nationally, I continue to appreciate the uniqueness of our "Little Squadron That Could." We truly are value added! I would hate to see the flame extinguish through declining membership and lack of leadership. Enough said: You get the message.

In the June issue of the Scuttlebutt, we defined the three active levels of the Boat Operators Certification (BOC) program: Inland Navigator (IN), Coastal Navigator (CN), and Advanced Coastal Navigator (ACN). Offshore Navigator is in its final stages of development and should launch shortly.

In April of this year, at Hilton Head, SC, I was able to acquire additional certification in the BOC program and am currently an ACN Certifier Trainer. That means I can certify at the ACN level and train certifiers at that level as well. I'm delighted to say that our Squadron has two new Advanced Coastal Navigators: SEO, Steve Rank, JN-ACN and P/R/C Alan Wentworth SN-ACN. Alan is also an ACN Certifier. A third candidate, Bob Stierna, SN-CN is a "First Aid Card" away.

The on-the-water component of ACN is navigating under reduced visibility (dark). While running a DR Track, you're required to demonstrate a running fix, with bearings at least 20 minutes apart and conduct a man overboard drill. On the even-

ing of 2 July we departed Alan's dock on Bellatrix at 2030. We ran a course to the MoA buoy. Then past G7 (Sherwood Pt Shoal), on to a waypoint northwest of Green Island, another waypoint northeast of Green Island, then the final run with the Sherwood Point Light as our bearing. Distance was a little over 26 miles. We conducted the MOB drill between the two waypoints north of Green Island, not an easy task on a 38 foot, 25,000 lb. boat but we got her done. We arrived back at Alan's dock at 2330 under a 99% illuminated moon. What an awesome run!! The picture below is just prior to casting off.



I think the BOC program is one of the most fun things that has happened in our organization in many years. If you're not hooked yet, go to <http://www.usps.org/national/eddept/boc/main.htm> then let me know. I'll get you started.

We always end our summer social calendar with a cruise to Menominee the third weekend in August. Wow!! It's nearly here (14-16 August). Sandy King has some new exciting thoughts about the weekend. Give her a call and hope to see you there.

Your Commander,

Bob

UPCOMING CRUISES

ANNUAL RENDEZVOUS TO MENOMINEE

14 -16 August

Schedule of Activities

Friday 14 August – 1700 to 1900 – dock crawl – hoist your squadron burgee to welcome guests aboard your vessel or gather with a group at one of the nearby picnic tables. Groups may then plan to walk to one of the nearby restaurants for dinner.

Saturday 15 August – 1600 to 2000 – potluck in the boater's lounge – bring a dish to share.

Sunday 16 August – depart for home ports

We have invited members of the Green Bay and M&M squadrons to join us for both evening activities.

Cruise Captain: Sandy King— 920-746-4471 (home) or 920-495-7675 (cell)

Please contact the marina directly to make slip reservations.

Click here: [Menominee Marina](#)

If arriving by land yacht, here are nearby motels:

Click here: [Econo Lodge](#)

Click here: [AmericInn](#)



CRUISE TO GREEN BAY

28—29 August

Departs Friday 28 August, returning Saturday 29 August

Accomodations: [South Bay Marina](#)—please contact the marina directly to make a reservation

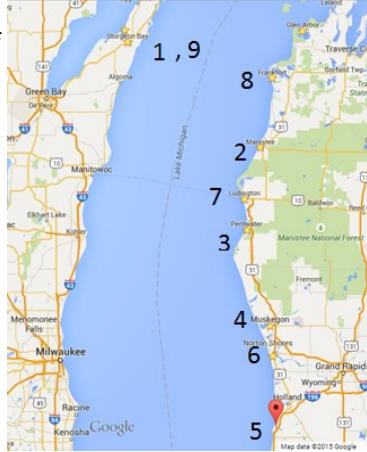
Cruise Captain: Karl May—920-493-6233 (cell) or maytaxservice@itol.comj



EAST LAKE MICHIGAN CRUISE

BY TERRY KEATING

This cruise featured a 400-mile round-trip tour of several State of Michigan beach towns and inland lakes sprinkled along the eastern shore of Lake Michigan south of Frankfort, MI. We went as far south as Saugatuck, MI, which is further south than Milwaukee but on the eastern shore. Each stop was planned for 2 days to allow for weather and more casual cruising.



Stops while travelling south included Manistee (Manistee River), Pentwater, Whitehall (on White Lake) and Saugatuck (Kalamazoo River) and our return trip included stops at Grand Haven (Grand River) and Ludington (Pere Marquette lake).

All Michigan state and municipal marinas can be reserved (credit card, \$8 non-refundable deposit) using the MI DNR web site. However, there are transient slips (20%) held back from the DNR reservation system and are controlled by the local marina operator if requested within 24 hours of arrival. We made reservations once but otherwise called the marina office directly a day in advance to secure slips. Two private marinas (Snug Harbor, Pentwater and Sergeant Marina, Saugatuck) were preferred marinas but were booked. No municipal marina turned us away. All of our travels were with sunny skies and 0-2' seas except for the surprise dense fog at Grand Haven. Cruising speeds were 20-25 miles per hour.

Manistee - July 8 (65 miles southeast from Sturgeon Bay)

Lark (a Formula 41' express cruiser- Terry & Julie Keating) and Nev R M(oar) (a Sea Ray 40' express cruiser - Karl & Erika May and Tom Schueppert) departed Sturgeon Bay on July 8 in fair weather and 0-1' seas and reached Manistee Municipal Marina in 2hr 40m. Manistee, as with many of the ports we visited, has river/lake settings with direct access to Lake Michigan. Manistee started out in the mid 1800's as a lumbering town feeding Detroit, Chicago and Milwaukee construction. Fire swept through and destroyed over one-half of the city's buildings in 1871 so many downtown buildings are of brick. By 1885, there

were forty sawmills operating and by the end of the century Manistee claimed to have more millionaires per capita than any other city in the United States.



Manistee downtown today has many brick buildings from the 1870's.

Pentwater - July 9 &10 (35 miles south from Manistee)

Pentwater lies along a 20-mile stretch of Lake Michigan between Little Sable and Big Sable points. Known as the "Graveyard of Ships", these treacherous waters have seen at least 70 shipwrecks. We also experienced a significant shift in wind and chop and a bit of morning fog as we passed Big Sable. Lots of fishing boats traverse this area daily as well. The river front and adjacent town are busy and full of shops. The Municipal marina has tie-ups along a long grassy park area which has an active public boardwalk. Everything is an easy stroll away.



Entering the harbor at Pentwater



Erika watching Coco and Daisy in the park adjacent to Pentwater Marina

East Lake Michigan Cruise (continued)

Whitehall - July 11

(38 miles south from Pentwater)

White Lake connects via a canal to Lake Michigan and Whitehall is a small, scenic, community at the western shore five miles inland. The town is three blocks long and offers bare essentials only. We enjoyed seeing a wooden boat show while there. The marina slip had a spectacular view of the lake and sunset. A fisherman in Pentwater gave Erika salmon fillets so Karl set up the grill for meals aboard.

Saugatuck - July 12-13

(60 miles south from Whitehall)



Tom, Terry and Karl grilling salmon at Whitehall Municipal Marina

Saugatuck is a vibrant, expensive, artsy vacation town for overnight boaters arriving either from Milwaukee (90 miles) or Chicago (90 miles). It reminded us of Fish Creek on steroids. Slips are all \$2.50 per linear foot and reservations are needed. Hundreds of gift shops and restaurants ring the shoreline. A sister working community, Douglas, is across the Kalamazoo river and has Tower marina, the largest marina. We saw lots of big boats and the marinas were full. We found slips at the Municipal Marina right in town. This is as far south along the eastern shore of Lake Michigan we planned to go, so from here we head back north toward Grand Haven and Ludington.



Since 1830, this Saugatuck ferry has been propelled using a hand-cranked chain and pulley system.

Grand Haven - July 14-15

(28 miles north from Saugatuck)

The cruise between Saugatuck and Grand Haven began with sunny skies but ended up in dense fog. Lark's RADAR guided us the last several miles through trolling fishing boats (none responded on Ch 16; none blew warning horns) that were crisscrossing the entrance. We were 100 feet from an entrance light before we saw the entrance. The GPS map multi-function display and RADAR showed everything, but the moving boats were never seen except on RADAR.

Grand Haven is also a riverfront community and a designated Coast Guard community similar to Sturgeon Bay which had extensive lumbering and sawmills and later hardwood furniture factories. At 10 PM nightly, they have a fabulous fountain and lights show choreographed to music. Our boat decks offered ringside seats.



Lark and Nev R M(oar) in Grand Haven



Big Sable Light north of Ludington



Sand dunes and calm seas

South Lake Michigan Cruise (continued)

Ludington—July 16-19 (62 miles north of Grand Haven)

Ludington is a pleasant working community having two marinas, the Manitowoc ferry and a large sand and gravel operation in Pere Marquette, a small lake encompassing the community. The 4-5 blocks of downtown provided average, non-tourist-type shopping. The six block walk to the beach and the beach and breakwater walks were enjoyable. A side trip to the nearby state park surrounding Big Sable Light was fun. Karl and Erika had long time friends living in Ludington so we had excellent tourism advice. The municipal marina was OK and diesel fuel cost \$2.68/gal. We stayed a few extra days due to fog, storms and high seas.



Julie relaxes as the Badger prepares to depart. The still coal-fired Ludington Ferry departs twice daily. Christy Boats in Sturgeon Bay built the "Badger" in the 1950s.



Severe storm front passing through Ludington on the first day of a 60 boat fishing tournament



Our boat Lark, is a Formula 41 pc a 41' x 14' Express Cruiser that cruises (18-26 kns).



Karl & Erica May's boat, Nev R M(oar), is a Sea Ray 40' Express Cruiser

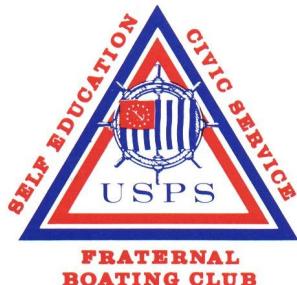
Sturgeon Bay—July 19 (110 miles north and west of Ludington)

We waited out one storm and fog and weather prevented us from continuing from Ludington north to Frankfort so instead we crossed back west from Ludington to Rowley Point (just north of Manitowoc) and followed the eastern shore home past Kewaunee and Algoma to Sturgeon Bay. Our first cruise along the west coastline had us sight-seeing by staying close to shore viewing the Point Beach and Kewaunee nuclear power plants, lots of rural farms and the towns. The 4 hr 10 min trip took us 110 miles back to Sturgeon Bay.



FROM YOUR EXECUTIVE OFFICER

Do you remember the USPS triangle?



The Education and Civic Service sides of the triangle are well served by your squadron. The ABC Safe boating course and our Summer Seminars attract and guide boaters from the community, throughout the county. Our vessel safety check program reaches many boaters, helping them to avoid-and be prepared for-emergencies. Events

such as boat shows and waterfront festivals offer us an important way to increase our presence in the community.

Saturday, September 5, we will once again have our tent at the Sister Bay Festival on the waterfront from 9:00 am until, say, 3:30 pm, depending upon traffic. Please take a time slot that works for you. It's a great chance to meet and greet the community. Contact me to schedule your time.

John Hermann 920-743-1675

or john.c.hermann@gmail.com

LEGISLATION UPDATE EPA ETHANOL MANDATE

The EPA has a proposal to increase the amount of ethanol that must be blended into the nation's fuel supply for 2015 and 2016. If adopted, the proposed levels will require a record amount of ethanol, forcing higher-level fuel blends (E15 or 15% ethanol) into more gas stations. Most gasoline marine engines are built to only work with up to 10% ethanol and none are warranted to use fuel containing more than 10% ethanol. In multiple studies, E15 has been proven to damage boat engines, as well as motorcycles, snowmobiles and small engines in lawn mowers, leaf blowers, etc.

When the Renewable Fuel Standard (RFS) was written in 2005, it was assumed that America's use of gasoline would continue to rise and therefore mandated escalating amounts of biofuels to be blended with our fuel. Since 2005. US gasoline usage has dropped steadily and now the law forces more ethanol into fewer gallons of gasoline.

E15 and higher ethanol fuel blends can now be found in 24 states, often at the same pumps as E10 gasoline. The only warning may be one sticker along with other warning labels on the pump. For gasoline marine engines, trailer boats and separate outboard motors are most at risk.

If you wish to instruct your senator or representative to vote against the proposal:

Google [Boat US Government Affairs](#) and click on ".....Comment now on EPA Ethanol."

SOURCES FOR THIS ARTICLE

BOATU.S. Action Alert July 13, 2015
BoatU.S. Government Affairs: E15 and the Renewable Fuel Standard, Issue, Brief 2013
Boats.com: Ethanol Gasoline and it Matters What Fuel You Pump. October 2014
House Research: Biofuel Use Mandates. July 2014

John Hermann

VESSEL SAFETY CHECK 2015

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5 Sept. - Sister Bay Marina Festival or call for appointments at your location

Bob DeNoto	920-493-0287
Bill Galligan	920-743-2316
John Hermann	920-743-1675
Lou Pasquesi	920-421-2214
Bob Stierna	612-741-8645
Alan Wentworth	920-621-1725

FROM YOUR EDUCATION OFFICER

Ahoy Mateys!

I can't believe we are rounding the buoy in our summer race. Every passing summer the race seems to pick up speed and the fall finish line comes into view sooner and sooner. That is why we savor our inland sea and the short but sweet season on the northern coast. I am reminded when the wind pipes up too much that we can still putter on our boats, and that just being on the boat under any circumstances is for me as close as heaven on earth gets.

My sea story this month involves our friends John and Nancy Reichmann. The winter before they moved to Indianapolis, John and Nancy bought a raffle ticket for an afternoon cruise aboard Jeri's and my sailboat, Wind Rover. This was to be redeemed the following summer but the move made it impossible for us to take them. As an aside, according to John, Indianapolis is the largest city in the country without water access - so even if I had magically transported Wind Rover there the cruise would have consisted of sitting in the parking lot. Fortunately, John and Nancy were vacationing in Door County last week and attended the Advanced Power Boating seminar that I taught. This presented my golden opportunity to invite them to finally take the cruise they had won.

We set the time for Sunday and although the wind was light, both John and Nancy took the helm and did a fine job of sailing. I explained to them that, in sailing, the boat "talks" to the helmsman and lets him or her know when it is happy. They took to the boat like a couple of old salts. I am happy to report that the honor of the squadron has been preserved by the fulfillment of our obligation. As we returned to the dock Craig and Cynthia Weis were waiting and they suggested we all try the new Mexican restaurant. A great time and a great meal was had by all!



A great afternoon aboard Wind Rover

We have had an excellent summer seminar series. We have had non-members at all of the seminars except the Partner In Command seminar which was attended by 10 members. Basic Coastal Navigation was attended by one member and one non-member. Trailering was attended by one member and one non-member who went on to take the Advanced Power Boat Handling seminar. Sail Trim was attended by 4 members and 2 non-members.

Advanced Power boat handling was attended by 5 non-members, 2 members and 2 associate members. This is a three part seminar designed for a six-hour presentation. I gave the first part and plan to offer the other two next summer. I hope one of you power boaters will sign up to teach these instead of leaving instruction in the hands of the sailors.

We still have Anchoring and Paddle Smart to go and will finish up on August 7. One of the non-member attendees said that he keeps his boat at Quarterdeck and that he had seen the posters and had meant to attend and was glad that he finally did. I hope that we will gain new members from our seminars but even if we don't we are performing a valuable teaching service to our community at large through the series. The overall number of students coming through the door is much greater than last year and that is gratifying to me.

Seamanship is scheduled to begin this September. I will be sending an e-mail to all eligible students to encourage them to take this course. We will be using a Go-to-Meeting format with this course to include students who are outside of our area. Stay tuned.

We will also be offering, this fall, a Marine Electronics course geared to wiring your electronic gear yourself. This should be interesting and profitable for those who have hesitated to wire their own equipment.

Fair winds as you round the summer buoy,

Steve

UPCOMING SEMINARS

(Click on any of the seminars to get more information)

Aug 1—[Anchoring](#) taught by John Welch or instructor to be determined

Aug 7—[Paddle Smart](#) instructor to be determined

OUR INDIANA BOATERS

Associate Members, Nancy and John Reichmann, now members of the Michigan City Power Squadron, slip their boat, "Deja Blue," at the New Buffalo marina. They recently received boat handling instruction from the Commander of the Michigan City Power Squadron who has a 100-ton license. He also did a VSC. They appreciate the sandy bottom around the marina where they practiced anchoring.



Deja Blue in her slip at the New Buffalo marina

Photos by Nancy Reichmann



John Reichmann with Michigan City S&PS Commander,
William C. Jenkins AP



Nancy Reichmann at the helm on Deja Blue

MARK YOUR CALENDAR WITH THIS CHANGE IN THE DATE AND TIME OF THE FALL LAY-UP MEETING

**LAY-UP MEETING AND PROGRAM
SATURDAY 26 SEPTEMBER 2015
NOON- SOCIAL HOUR
1300— LUNCH
1400—PROGRAM (TBA)**

**THE LOG DEN ON HIGHWAY 42
SOUTH OF EGG HARBOR**

WE WILL ORDER OFF THE LUNCH MENU

SEMINARS IN ACTION

Quarterdeck Marina has once again hosted our Seminar Series. Here are photos of attendees at the recent Advanced Power Boat Handling Seminar on July 25.



Photos by Cynthia Weis

WANTED

Articles describing your boating experiences this boating season. Long or short—photos included—we would love to hear about where you have gone and what you have done. Please send them to the Editor.

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Chaplain

Lt. Karen DeNoto

Flag Lieutenant

F/Lt Craig Weis, S

Merit Marks

P/R/C Alan Wentworth, SN

Executive Department

Public Relations

Lt. Steve Mayhue

VSC Officer

Lt. Lou Pasquesi

Safety Officer

P/C John Hermann, AP

Port Captain

Lt Markus Ritter, AP

Education Department

Public Boating

Open

Adv. Grade Courses

P/C Robert Stierna, SN

Elective Courses

P/Lt/C John Welch, SN

ABC Representative &

Cdr Robert DeNoto, JN

Boat Operator Certification

Administrative Department

Membership

Lt/C Cynthia Weis, AP

Boating Activities

Open Position

Meetings & Programs

Lt Michelle Anderson

Member Involvement

Lt Dolores Hermann, AP

Secretary's Department

Newsletter

Lt Dolores Hermann, AP

Webmaster

Lt Markus Ritter, AP

Treasurer's Department

Ships Store

Lt/C Cynthia Weis, AP

COMING EVENTS

August

7-8—Wooden Boat Show

14-16—Squadron Annual Rendezvous—Menominee—Sandy King

25-30—USPS Governing Board Meeting—San Diego

28-30—Cruise to Green Bay—Karl May



September

5—Booth & VSCs at Sister Bay -MarinaFest

26—Lay-Up Lunch Meeting

29—Executive Committee Meeting



October

TBD—D10 Fall Conference



November

24—Executive Committee Meeting



December

4—Holiday Party

January 2016

TBD—Combined Annual Meeting & Change of Watch

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 31, 2015.



Send your comments, ideas and articles to:

Dolores Hermann

dolores.e.hermann@gmail.com

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The Door Scuttlebutt can be found on the Squadron website: www.usps.org/door

August Birthdays

10th—Ron Trimberger

18th—Prisca Smith

19th—Lou Pasquesi

23rd—Mary Smart

25th—Chuck Stone

