

United States Power Squadrons®

"Come for the Boating Education...Stay for the Friends" SM™



THE DOOR

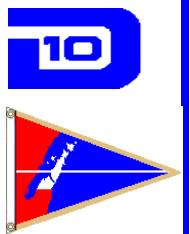
Scuttlebutt

Newsletter of the Door County Sail & Power Squadron

Volume 9, Issue 10

"The Little Squadron That Could"

October 2015



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COMMANDER'S MESSAGE

Twenty five of us enjoyed a pleasant lunch last Saturday at the Log Den. This was our annual Lay-up Meeting. Our friends and Associate Members from Minnesota, Ben and Marie Coons, were able to join us and visit with friends they made on our North Channel Cruise last summer. A brief business meeting was held, followed by a presentation by Terry Keating on the 2015 East Lake Michigan Cruise. Thanks go out to John, Dolores and Michelle Anderson for getting us together and to Terry for taking us on the cruise.

Instead of preaching about increasing our membership or stepping up to take leadership positions, my message this month is about two events that our members accomplished that are definitely worth sharing. They both demonstrate what our organization is all about!

First, associate members from the Madison Squadron, Bob Satterfield and Martha Alberti, aboard their 36 foot power boat, Field Trip, "crossed their wake" last month. That's Looperspeak for completing [America's Great Loop](#). The "Loop" is an adventure that I've been trying to start for the past couple of years. Maybe 2016! Here's what Martha had to say about their journey:

"It's hard to believe all the miles we've traveled, (around 8,000 miles), slept in 189 different marinas or anchorages, traveled through 168 locks, the sights we've seen and the wonderful people we've met since we left our marina in Sturgeon Bay just one week short of two years ago on September 6, 2013. What a wonderful adventure!! A trip of a lifetime!!! I still can't really wrap my head around the fact that it is over. The best part of the trip has to be the friends we've made. We have developed friendships that I think will follow us the rest of our lives. We love you guys. Keep in touch. We will meet again."

Since returning from their journey, Martha has had some very complicated spine surgery. Please keep her in your thoughts and your prayers.



Bob DeNoto took this photo of sunrise in Escanaba with Venus shown in the upper right corner of the sky



Bob and Martha holding their gold Looper flag (American Great Loop Cruising Association). Only those who have completed the Great Loop can fly it.

We now have Associate Members, Pete and Pam Anast, who are just starting the loop: doortodoorloop.blogspot.com.

(Continued on Page 2)

COMMANDER'S MESSAGE (CONTINUED)

My second event is about resolve and willingness to reach out.

Chuck and Judy Holtz enjoy spending time in the North Channel aboard their 40 foot sailboat, Bacchanallia, every summer. While returning this year, they discovered transmission problems in Fayette. Chuck called Patrick (same diesel mechanic who repowered Carefree). Patrick drove up with a transmission and he and Chuck installed it (9 hrs.). Patrick went on his way and Bacchanallia kept cruising until one morning, when weighing anchor, she wouldn't move. Thinking transmission again, Chuck called Patrick to come back up. Mechanically everything checked out okay. So, Patrick dove below to check things out. NO PROP! Enough! Bacchanallia was then towed to friendly Escanaba and Chuck and Judy returned to Sturgeon Bay to come up with a contingency plan as the winds were not going to be favorable to sail down the bay for several days.

This is when Terry Keating offered to tow Bacchanallia from Escanaba to Sturgeon Bay. When Plan B wasn't coming together, Chuck accepted and Terry called me to help. We headed up to Escanaba on Sunday 20 September, on Terry's 41 foot power boat, Lark, with Chuck and Judy and did the tow on Monday. Bacchanallia was on a 100' plus tow, with Chuck and Judy aboard.

The plan was to head for Washington Island (23 miles). In the event the tow wasn't going well, we could anchor in Washington Harbor. If we were comfortable with the tow we would head for Ellison Bay and stich our way down the Bay, staying inside Monument Shoal. Once in the Shipping Canal we would find a quite spot and lash Bacchanallia to Lark's port side, proceed through the bridges and drop her at the Yacht Harbor fuel dock.

We had our challenges! During the stretch between Minneapolis shoal and Washington Island, the seas were 3 to 5, with winds blowing 20 to 25. Things calmed down once we hit Boyer's Bluff and the run down the Bay was enjoyable.

Not so when we rounded the quarry. Winds were howling out of the south at about 35. There were white caps in the canal, leaving no quiet spot to lash the two boats together. We continued with the 100' tow and called ahead to the bridge tender. He had both bridges up as we towed through. After a couple of passes at the fuel dock, Judy laid Bacchanallia against the dock, while Chuck tossed the lines. The tow took 11 hrs. at about 7 mph. [Click here](#) to see a video from Terry.

This is what we're all about. With water underneath us: adventure, challenges and resolve. Thank you Terry, Bob and Martha! I'll bug you more about membership and leadership in coming months. But for now; enjoy the rest of this disappearing boating season.

Your Commander, Bob



Sweet tow out



Not so sweet now



Judy kisses the dock



Time to celebrate

LAY-UP MEETING AND PROGRAM

SATURDAY, SEPTEMBER 26



Marie Coons and Marilyn Grose



Mary Smart and Karen DeNoto in the dining room of the Log Den



Judy Holtz and Julie Keating



Barb and Lou Pasquesi. Congratulations to Lou who will again win the Century Award for completing over 100 Vessel Safety Checks this season



Thank you Terry Keating for a well done account of the East Lake Michigan cruise



New members Linda and Rex Pope

Twenty-five members enjoyed spending time together at the Log Den. It was time to catch up with member news and enjoy a delicious lunch. Following a short business meeting, Terry Keating shared pictures of the July East Lake Michigan cruise to six ports-of-call up and down the east coast. Two boats made the trip, the Keatings on "Lark" and the Mays on NevRMore. Great weather and perfect cruising.

LAY-UP MEETING AND PROGRAM (CONTINUED)



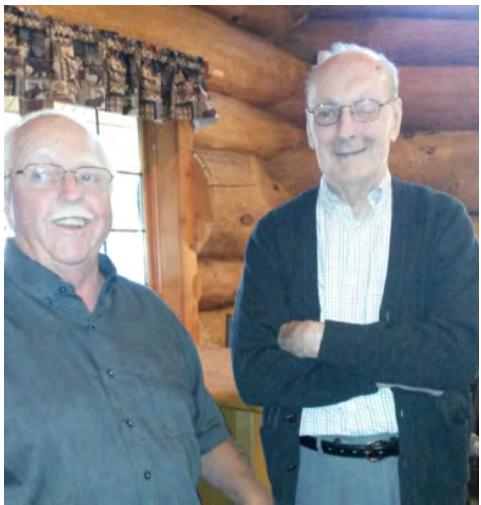
Bob Stierna with Craig Weis



Ben and Marie Coons



Cynthia Weis and Cleida Galligan with Julie and Terry Keating



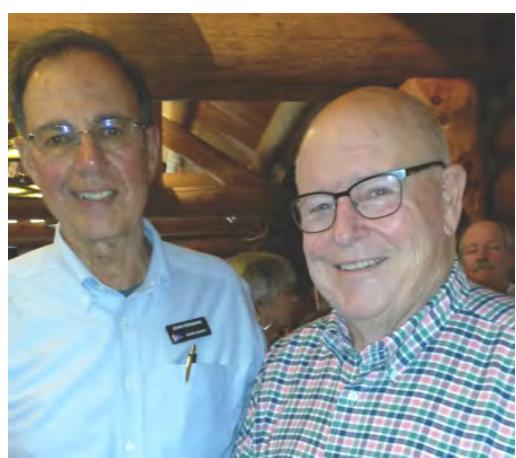
Steve Rank and Bill Galligan



Mary and Jerry Smart



Craig Weis with Prisca and Dave Smith



John Hermann and Tom Schueppert



Commander Bob DeNoto with Chuck Holtz

FROM THE EXECUTIVE OFFICER

Sister Bay Waterfront Festival 5 September 2015

This is the third year that our squadron has staffed our booth at the festival. A very foggy morning was followed by sunshine with moderate temperatures and wind. Foot traffic along the waterfront was good with periodic visitors at the booth.

Knot tying instructions were well received. Earlier in the morning, Terry Keating captured attention teaching a young, determined boy to tie the cleat hitch. Later in the morning and in the afternoon Bill Galligan taught three basic knots; the cleat hitch, sheet bend and bowline.

In addition to Terry and Bill, our members who set up, attended and took down our tent were Julie Keating, Lou Pasquesi, Rex and Linda Pope and Bob DeNota. Many thanks!

Coast Guard Boarding Policy

Commander DeNota and I met with Coast Guard Senior Chief Sehn to gain a greater understanding of their boarding policy for vessels displaying our VSC decal.

VSC boarding policy USCG's own goal is to inspect 10% of this region's 4,200 recreation vessels each year. They just completed 425. Crews have extensive training. When they stop a vessel with our decal, they are to check our VSC exam document and sample a few items. There are no differences in the inspections of the USCG, USCG-A and USPS.

Senior Chief Sehn is eager to coordinate our VSC efforts and we were invited to join their pre-season VSC session with their crews.

John Hermann



Bill Galligan and Terry Keating demonstrate knot-tying



Photos by Lou Pasquesi

2015 Vessel Safety Checks

	<u>TOTAL</u>	<u>PASSED</u>	<u>% FAILED</u>	
Door County	180	166	8%	
District 10	991	892	10%	
Nationally	22,774	20,688	* 9%	*As of 24 September

Our VSC Officer, Lou Pasquesi completed 109 VSCs which qualifies him for the century award from USPS National. Congratulations Lou!

Four years ago Door County fielded 10 VSEs. We could cover more marinas and boats with additional VSEs. If we offer a short class, will you join us? It's not rocket science and it's fun to meet the captains who appreciate our information and what we do for them.

FROM YOUR EDUCATION OFFICER

Ahoy Fellow Seafarers!

September and October are bittersweet months on the North Coast. We often have better winds than summer and of course beautiful foliage as a backdrop, but they can also bring dangerous winds, cold water, with the increased risk of hypothermia, and thus portend the close of the sailing season. Sailing in my winter parka is novel but not an activity I wish to do regularly.

I have an instructional tale to share this month. The prudent sailor will always have a plan for what to do in an emergency based on successfully deploying and using emergency equipment. I have a Lifesling and hoisting tackle aboard Windrover to recover a MOB (man overboard). Hoisting someone over the freeboard of most boats is a difficult and scary task. Last year Craig Weis, Janelle Peotter and her fiancée Eric helped me test the system. The way we had it rigged proved pretty much impossible for Janelle to raise Eric aboard. I figured this was because I needed a 5:1 instead of a 3:1 purchase on the tackle. The way to hoist is to attach the tackle to the mainsheet on a sailboat and then bring the line to a winch and crank away. What I did was to run the line through a fairlead at a 45 degree angle and then horizontally to the winch. This put tremendous pressure on the winch making it very hard for Craig to hoist Eric even a little way.

What occurred to me this summer was if I put a snatch block on a stanchion closest to the mast and then run the line through the block closest to the winch, the pull would be MUCH easier. I cranked up a giant truck tire and then my heaviest willing neighbor to test- EUREKA!



The point here is don't wait to test and deploy your gear until an emergency requires you to do it. If the MOB fell into cold instead of warm waters, time could be critical leaving no room for mistakes. Practice! Practice! Practice! Don't let a year go by as I did before I got this right. [N.B. Click to check this month's [Ensign](#) p.16 for a photographic example of the strain of hoisting someone without using a winch. Notice the boy on the left side of the photograph as he strains.]

A cautionary note for this month is to remind you that fall and the heavy air that accompanies it can really strain our boats and our gear. All of us have at one time or another been caught in tough situations and hopefully have been prepared to survive this. What baffles me is when we deliberately go into dangerous seas and weather that stresses unnecessarily our boats, our gear, and ourselves. There is a difference between being intrepid and foolhardy. Prudence is not a synonym for being 'chicken' but for responsibility. Think about the emergencies you have experienced. I bet most of them happened in bad weather or night or when conditions made the problem worse. If they did, ask yourself if you really needed to be out there when it happened.

Bob DeNoto and I are currently teaching the Seamanship course to seven students. I am pleased that these students will then be eligible to take Piloting and then Advanced Piloting which are at the heart of our navigation courses for most boaters. Piloting will be offered this spring along with Navigation and the Marine Electronics module on wiring that I had intended for this fall, but I thought that it would be better in the spring when we are all getting our boats ready to go. If you are going to put new equipment aboard, spring would be a much better time to work on the boat than winter. I hope this will be a fun hands-on course. I do not want to schedule any classes to run over the holidays, meaning between Thanksgiving and the New Year.

I want to schedule our courses and seminars to dovetail with our Inland, Coastal, and Advanced Coastal on the water certifications. I have listed the requirements for the first endorsement. (See page 6) The requirements for the other endorsements can be found on the national website. I hope you will plan your courses and seminars to acquire these endorsements.

If anyone has any requests for courses you want to take, please let me know.

Fair Winds,

Steve

FROM YOUR EDUCATION OFFICER (continued)

Inland Navigator Guide (142KB, PDF)(Sep 13)

Courses:

NASBLA approved safe boating course
Seamanship (or S 101 and S 102)
Engine Maintenance (EM)
Marine Electronics or Marine Electrical Systems or ME 101

Seminars:

How to Use a Chart (CHT)
(or Piloting, Chart Smart, or Boating courses)
Basic Weather and Forecasting (BWF)
(or Onboard Weather Forecasting -OBWF)
(or Weather course or Weather Modules)
Using GPS (GPS) (or the new P or AP courses)
VHF Radio and VHF/DSC Marine Radio
(or ME 102 or Marine Communications Systems)

Skills:

BPH - Basic Powerboat Handling skill demonstration
or US Sailing Safe Powerboat Handling on-the-water
program
FE - Use of Fire Extinguishers

Optional Endorsements:

IW - Inland Waterways (Navigating Rivers, Dams and Locks
seminar)
PAD - Paddle craft (canoes and kayaks)
Paddle Smart seminar
SA - Sailboating (or Sail or Sail Modules)

Note: The optional SA endorsement is required to be IN certified to operate a sailboat. The optional PAD endorsement is required to be IN certified to operate a paddle boat.

USCG LATEST ANNUAL BOATING STATISTICS

As Squadron Safety Officer I like to report highlights from the USCG's latest annual boating statistics. This time *The Ensign* did it for me. The article is taken from the Fall 2015 issue.

2014 Boating deaths second lowest on record.

The U.S Coast Guard's 2014 Recreation Boating Statistics revealed the second-lowest number of yearly fatalities on record at 610.

The lowest number of fatalities was 560 in 2013. The greatest number of boating deaths was recorded in 1973, when there were 1,754 fatalities.

Injuries from 2013 to 2014 increased from 2,620 to 2,678, and the total number of accidents increased from 4,062 to 4,064. Even with these increases, 2012 to 2014 collectively set record lows for accidents, deaths and injuries.

The report lists alcohol use as the leading contributing factor in fatal boating accidents, accounting for 21 percent of the deaths. Operator inattention, improper lookout, operator inexperience, excessive speed and alcohol use rank as the top five primary contributing factors in accidents.

Where the cause of death was known, **78 percent of fatal boating accident victims drowned**; of those drowning victims, 84 percent were not wearing a life jacket. Where boating instruction was known, 77 percent of deaths occurred on vessels where the operator had not received boating safety instructions.

The most common vessels involved in reported accidents were open motorboats, personal watercraft and cabin motorboats. The vessels with the highest number of fatalities were open motorboats, canoes and kayaks.

Safety Officer,
John Hermann

NEW MONTHLY FEATURE

Beginning with this issue of the Scuttlebutt, we will feature a member or member family each month, with an emphasis on newer members, to help us get to know one another and the boating that brings us all together. This month we will feature Linda and Rex Pope.

Though Rex took his first sailing class about 7 years ago, it was not until this past summer that time allowed our watching and waiting for wind to finally happen more than just on weekends. After hanging up his 'tools of the trade' in April, everyday became 'Saturday'. Now, even before all our chores are done, we add some of our favorite things to our day.

We both love the energy of the Great Lakes and sailing, as well as gardening, biking, hiking, learning about the geology, flora and fauna of Door County, kayaking, cruising the backroads in our 'old' cars, and love of all loves is birding, working and playing with our two grandkids, ages 7 and 3.



Home for us is Waupaca where we live on the Waupaca/Crystal Rivers but can sail our Sunfish in the waters of the Chain O'Lakes. And home is also now becoming Sister Bay. Living near North Bay we are quickly becoming 'ship watchers,' keeping alert to those passing vibrations. Our Aeolian Harp, a Precision 23, makes her home in the Sister Bay Marina (while Hunko Doory, a Cape Dory Typhoon, and German Pirate at home in a storage barn.) While this summer she's taken us north past Door Bluff, west to Chambers Island, south to Fish Creek and all points in between, next year the world!

Rex, a lumberjack, and retired dentist, also dabbles in woodworking, restoring old wooden boats, fixing bikes and for a little speed and competition, duathlons. Linda, a business education teacher, retired shopkeeper, includes in her passions ridding our natural landscape of invasives, playing bridge, especially duplicate, Reiki and studying Jin Shin Jyutsu. Maime, a Landseer Newfoundland, just wants to be petted and prefers to ride around on a golf cart.



Rex, Linda and Maime aboard Harp at the Sister Bay Marina

Commander

Cdr. Bob DeNota, JN

920-493-0287

bobdenoto@gmail.com

Executive Officer

P/C John Hermann, AP

920-743-1675

john.c.hermann@gmail.com

Educational Officer

Lt/C Steve Rank, JN

920-743-5469

captainrank@charter.net

Administrative Officer

Open Position

Secretary

Lt/C Lou Pasquesi

920-854-2214

lou.pasquesi@gmail.com

Treasurer

Lt/C Cynthia L. Weis, AP

920-559-3011

weiscynthia@yahoo.com

Past Commander

P/C Bob Stierna, SN

612-741-8645

rstierna@att.net

Members at Large

Lt Bill Galligan, AP

920-743-2316

galliganwc@charter.net

Lt. Karl May

920-493-6233

maytaxservice@itol.com

P/R/C Alan Wentworth, SN

920-336-3274

AWentworth@aol.com

Commander's Department

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Lt. Karen DeNota

Flag Lieutenant

F/Lt Craig Weis, S

Merit Marks

P/R/C Alan Wentworth, SN

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Public Relations

Lt. Steve Mayhue

VSC Officer

Lt/C Lou Pasquesi

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Cdr Robert DeNota, JN

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Lt Dolores Hermann, AP

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Lt Dolores Hermann, AP

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Lt Markus Ritter, AP

Treasurer's Department

Ships Store

Lt/C Cynthia Weis, AP

COMING EVENTS

October



November

6-8—D10 Fall Conference, Minnetonka Squadron
24—Executive Committee Meeting



December

4—Holiday Party



January 2016

TBD—Combined Annual Meeting & Change of Watch

February 2016

14-21—USPS Annual Meeting, Orlando



CPR/AED TRAINING

OCTOBER 29

6—10 PM

Sister Bay/Liberty Grove Fire
Department on Mill Road in downtown
Sister Bay

This is being offered by the DCA
Call Bob DeNoto for more information
on registration

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 November Scuttle-
butt by October 30 2015.



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

OCTOBER BIRTHDAYS

9th—John Reichmann
13th—John Hermann
17th—Markus Ritter
25th—Steve Mayheu
25th—Jim Walker
26th—Dave Smith
28th—Dan Balch

