

# United States Power Squadrons®

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



THE DOOR

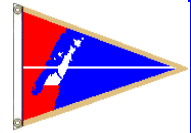
## Scuttlebutt

Newsletter of the Door County Sail & Power Squadron

**"The Little Squadron That Could"**

Volume 9, Issue 11

November 2015



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## COMMANDER'S MESSAGE

I've used this column to joyously announce the birth of my grandchildren. Now I use it to sadly announce the passing of their mother; our sweet Jenny. Even if I live another 70 years, I'll never get my head around this.



Jenny DeNoto

Jenny Louise Cairns-DeNoto, age 41, beloved daughter of Robert C. Cairns and Mary (Timi) Schalles Cairns, wife of Tony DeNoto and mother of Nicolas and Sofia DeNoto, passed away Saturday, October 17, 2015 at the M.S. Milton Hershey Medical Center due to complications of Myasthenia Gravis and metastatic Thymoma. Jenny battled these conditions courageously and passionately for quite some time and, in the end, they took her away from us.

Here are some words that Karen and I prepared for Jenny's "Celebration of Life" that we wish to share: "All of us use different words to describe things. There are no words to describe this tragic loss. Jenny touched us all. Jenny is charming, sweet and radiant. To her students she is enriching, inspiring and a true gift. To her colleagues she is sharing, enlightening and admired. To her friends and family, she is loving, caring, honest and loyal. She is also funny, spunky, feisty and magical. Now she is ANGELIC! "

One of the most profound statements on grief I've heard came from a National Public Radio broadcast: "It is astonishing how gone a person is who passes. Part of the adjustment to the loss is making yourself believe this unimaginable departure has occurred...Once you believe they truly are gone, you have a new challenge. You have to deal with how present they are."

Jenny will always be present with us. How lucky we all are! Alan's condolences put it so poignantly; "la forza del destino (the force of destiny)."

(continued on page 2)



The blood moon after the eclipse and nearing moonset over Green Bay

## COMMANDER'S MESSAGE (continued)

On a different note: The District-10 Fall Conference will be held in Bloomington MN, November 6-8. In preparation for the Conference, all Commanders submit their report on the "State of their Squadron".

I'm very proud to share an abridged version of my report.

### Civic:

- 180 Vessel Safety Checks
- Host to two Automated Radio Check systems
- Flare Shoot & Fire Extinguisher demo
- Two ABC-3 Courses
- Participated in Sister Bay's Marina Fest.

### Education:

- Navigation; taught by Alan Wentworth to five students across 3 Squadrons (DC, Duluth and Hoosier) in GoToMeeting format
- Junior Navigation; taught by John Welch with 3 Graduates.
- Cruise Planning; taught by Chuck Holtz with 5 students completing
- Electronic Navigation (Mod 3 of Marine Electronics); taught by Chuck Stone to seven students
- Seven students are in the Seamanship class and will go to exam on 3 November. Seamanship also had a GoToMeeting component
- We conducted six Seminars at Quarter Deck.
- In the Boat Operator's Certification (BOC) program we qualified two Advanced Coastal Navigators (ACNs).

This performance should put us in strong contention to keep the Prince and bring the SEA back as well.

### Fraternal:

- Fitting-Out Meeting
- Shrimp Boil
- Lay-Up Meeting
- Five cruises plus the Menominee Rendezvous.

### Membership:

Holding steady at 65 with two new members, Rex and Linda Pope.

### Futures:

In late September John Hermann and I met with the senior staff of the U S Coast Guard at the Canal Station in Sturgeon Bay. The outcome is a new alliance with USCG. Starting spring ,2016 we are invited to their information pass meetings as well as invited to participate in all safe boating promotions they will be conducting at the Canal Station, to include "Safe Boating Week". I see this as a tremendous opportunity to nurture and grow.

**So!** We truly are "The Little Squadron that Could". Thank you all for your efforts that made our accomplishments happen. I'll report on the Fall Conference next month.

**Thank you Jim!** I just picked up Jim Jauquet's sextant. Jim and Andrea are donating it to our Squadron. Yes: This is the same sextant that guided Jim and Andrea across the Atlantic in 1987 and chased them for 14 sailing seasons around the Med. What a special gift and just in time for Alan's next Navigation Course.

Let's cherish every day and reflect on what a wonderful county and country we live in. Until next month, Fair winds!

Your Commander, Bob

## EXECUTIVE DEPARTMENT REPORT

### RADIO TALKS

Local radio stations offer an important venue in which our squadron can gain exposure in our community. Seeing that there are some 4,500 boats plying surrounding waters, there are many potential customers for education and membership. The Executive committee appointed Bob DeNoto, Lou Pasquesi and me to "brainstorm" ideas for radio sessions and to develop a program and message.

"Canned" public service announcements (PSAs) are set at the level of USPS National and focused on safety messages. They are very brief and lack meaningful reference to the local squadron

and community. Therefore, our "radio committee" is working on six monthly sessions of 15 to 30 minutes with a call-in question and answer period. Each session would present a vital safety message along with Door County Squadron: who we are, what we do and how we have fun. We will strive to provide potential customers with both emotional and rational reasons to connect with us. We plan to be ready for show time in May and June when the new boating season is getting underway.

John Hermann

Executive Officer

# FROM YOUR EDUCATION OFFICER

Avast mateys!

Did you ever wonder what Avast means?

According to the Oxford dictionary it means cease and desist. Unfortunately, that is what most of us have done with our boating activities. Windrover is still in the water and will hopefully sail once more in the predicted warm weather for the first few days of November before I haul her out. While the weather might be warm, the water certainly is not. In previous issues I have discussed the effects of hypothermia on the body. In cold water a swimmer quickly loses muscle control and will usually drown as a result. The following is an edited report by a member of the Compac Yacht Owners Association about an incident that happened last week at an Ohio Reservoir.

"This past Saturday evening, about 2,000 feet from my home out on the lake, a local sailor and friend were out on the water. Apparently their motor failed and they drifted up on a sandbar. One of the boaters jumped out to push off the sandbar, but was unable to gain access to the boat again. After hanging onto the boat for a short period, he was separated from the craft as the wind blew the boat downwind. A 911 call was made by the in-craft boater, and within minutes the ramp next to my home was swarming with fire and water rescue workers. My wife and I immediately thought the worst when they called off the search that evening. It was simply too dark to find him, and after 90 minutes had passed, it was no longer a rescue attempt but rather a recovery attempt.

After extensive searches, his body was found today. He had a life jacket on the boat, but was not wearing one."

## What can we learn from this all too common accident?

- 1.) An outboard on a sailboat should be considered optional. Know how to operate the boat without one.
- 2.) Train your crew to control the boat using sails only should you fall off (man overboard drills are important training tools!).
- 3.) **DO NOT** hop out into cold water thinking, "It's just for a moment". Chances are you have less than 2-3 minutes to get back on board before you are just not able to.
- 4.) If you do jump into the water "for just a moment"--**WEAR A PFD.**
- 5.) Learn alternative means to unstick yourself from a shoal (such as using a long pole to push off, weight redistribution, calling a friend to tow, waiting it out).
- 6.) Don't go out when conditions prevent safe navigation. Rain, dark, wind and cold, along with low water, means bad visibility and hazards to navigation.

7.) If you must go out in such conditions **WEAR YOUR LIFE-JACKET** the whole time you are on the boat!

8.) Always consider your options and possible outcomes **BEFORE** you detach yourself from the boat, especially in challenging conditions.

9.) Use a permanent external swim ladder. This boat did not have a means to climb back aboard.

I also saw an unbelievable post on Sail Magazine's Friday Sailfeed Post concerning the OVERUSE of lifejackets. [CLICK](#) This is a stunningly foolish post from an offshore sailor who claims to have logged 70,000 offshore miles and basically says that wearing life jackets except under dire circumstances is unfashionable, not cool, and only worn because we are all brainwashed! Please keep our drowning victim above in mind when reading this ridiculous post. Wear your PFD whenever there is the slightest possibility that you will go for an unplanned swim! Even the users of these boats would be advised to wear a PFD in case the boat would break through the ice resulting in a drowning as happened a few years ago in Door County.



## FROM YOUR EDUCATION OFFICER (continued)

We are currently wrapping up our Seamanship course. Seven students are taking the course including one who took advantage of our Go-To-Meeting format when he was unable to attend one of the classes. After a fair amount of tweaking Bob DeNoto and I were successful in getting the format to work at NWTC. I intend to use this format again in future courses. The test will be administered this coming Tuesday evening.

We will take a hiatus from courses until January so we can all enjoy the upcoming holidays with our families.

We will be offering Piloting this coming January as a follow-up to our Seamanship course. I anticipate that our Seamanship students will take the Piloting course as well as some new people who have expressed an interest in this course. This will be an 8-10 week course. Time and dates will be posted on our web site.

Navigation will also begin in January under the able leadership of Alan Wentworth. I am extremely excited to be taking this course and am really grateful for Alan's wonderful expertise and warm and accessible classroom instruction.

We will also offer the Marine Communications wiring course this spring in time for everyone to tinker with their old and new electronic gear on our boats.

Finally we will offer the America's Boating Course in June for those who want to get their ticket to operate a motor vessel and who were born on or after Jan 1, 1989 and for anyone else who wants to get an excellent introduction to boating.

Fair Winds,

Steve

## DCS&PS

# Holiday Party Invitation

**At Crossroads**

**Friday December 4<sup>th</sup> at 6pm**

**Bring Your Own Beverage & Passing Dish**

**There Will Be A One-  
Pound Auction This Year**



**RSVP:weiscynthia@yahoo.com**



## NEW MONTHLY FEATURE

In the October issue of the Scuttlebutt, we began a new feature. This space will highlight 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 Barb and Lou Pasquesi.

Barb and Lou Pasquesi both grew up in the Chicago area. They raised their children in Elmhurst, Illinois and retired to Door County in 2009. Their story is similar to so many other people who move to Door County. They had vacationed here for many years before deciding to live in Sister Bay.



Barb was a realtor in Elmhurst and was a busy mom with three boys, Bryan, Tom and Rich. Barb is now a book keeper for the Skogland Condominiums and she does volunteer work for the Northern Door Health and Wellness Committee and Stella Maris Parish.

Lou worked for his family business, which is 125 years old. His family produced fresh baked breads and frozen dough products. He was in charge of Human Resources, Benefits, Safety, and Labor Relations for 35 years.



Lou has been an avid boater and fisherman since his late twenties. He had a 16, 18 and then a 25 foot fishing boat called Big Lou. He originally began his retirement career as a volunteer with the US Coast Guard Auxiliary. He was the Secretary, and the Vice Commander in his flotilla and was also a Vessel Safety Examiner.



After 4 years with the Auxiliary he decided to also join the Door County Sail and Power Squadron where he became the Secretary and LT Commander and Chairman of the Vessel Safety Check program. This year he completed 109 Vessel Safety Checks which will earn him the Century Award for the Second year in a row.

At the present time he does not own a boat but has chosen to lease and rent boats for fishing and cruising in Door County.

### NOVEMBER BIRTHDAYS

1st—Quinn Brennan	15th—Julie Keating
2nd—Betty Thompson	16th—Bonnie Balch
4th—Bill Galligan	17th—Sandy King
15th—Dick Grotta	20th—Cynthia Weis



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## COMING EVENTS

### November

6-8—D10 Fall Conference, Minnetonka Squadron

24—Executive Committee Meeting—Go-to-Meeting format



### December

4—Holiday Party



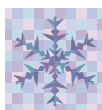
### January 2016

TBA—Piloting begins

11—Navigation Course begins

21—Marine Communications Course begins

26—Executive Committee Meeting



### February 2016

TBD—Combined Annual Meeting & Change of Watch

14-21—USPS Annual Meeting, Orlando



Thank you to all of the members who contributed articles and pictures. Please take no offense if your article was somewhat changed or if your picture was not included in the Scuttlebutt. Changes, exclusions and inclusions are made based on space.



Submit articles and pictures for the December Scuttlebutt by November 30 2015.



Send your comments, ideas and articles to:

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**The Door Scuttlebutt** is published twelve times a year by the Door County Sail & Power Squadron, a member of District 10 of the United States Power Squadrons



The Door Scuttlebutt can be found on the Squadron website: [www.usps.org/door](http://www.usps.org/door)

## FROM YOUR VSC OFFICER—what's new in safety



**SAFER THAN FLARES  
SAFE FOR THE  
ENVIRONMENT**



This SOS Distress Light meets the USCG standards of 46 CFR 161.013 for Night Visual Distress Signals and when used with the accompanying daytime SOS Distress Flag ensures 100% compliance with all day and nighttime marine distress signal device requirements.

A visibility of up to 10+ nautical miles and a battery life that lasts HOURS (compared to minutes or seconds) makes the SOS Distress Light a superior alternative to traditional boating flares. Never again will you worry if your marine flares are expired or may not work – this device never expires and can easily be tested by turning the on/off switch.

Designed, engineered, patented, and produced in the USA. [Click here for more information.](#)