

United States Power Squadrons®

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



THE DOOR

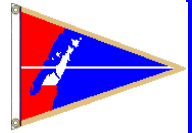
Scuttlebutt

Newsletter of the Door County Sail & Power Squadron

"The Little Squadron That Could"

Volume 10, Issue 1

January, 2016



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SAVE THE DATE

COMBINED ANNUAL MEETING AND

CHANGE OF WATCH

SUNDAY 14 FEBRUARY

NOON LUNCH AT

THE LANDMARK RESORT

**AFTER LUNCH WE WILL HOLD A SHORT
MEETING**

FOLLOWED BY ELECTION OF OFFICERS

**WHO WILL THEN BE INSTALLED AS
THE 2016 BRIDGE**

**WATCH FOR YOUR SPECIAL
INVITATION**

COMMANDER'S MESSAGE

WHAT A YEAR IT WAS FOR OUR SQUADRON!

As we enter the New Year, it prompts me to reflect on the one that has just passed.

- We participated in more marine related civic events than we have in past years. Under the leadership of Lou Pasquesi, we conducted 180 Vessel Safety Checks. Once again, Lou exceeded 100 himself, gaining another year of membership in the "Century Club."
- Under the direction of your SEO, Steve Rank, our Education Department offered both Navigation courses, Seamanship, the 3rd module of Marine Electronics (Marine Navigation) and Cruise Planning. We conducted six Seminars at Quarter Deck and offered two ABC-3 Courses, one of which was a special customized course for the Dock Hands at Egg Harbor and Sister Bay Marinas. Bill Galligan and I instructed. We also graduated two Advanced Coastal Navigators with a third close to completion. To top it off, we brought the "Prince" and the "SEA" back to Door County. Kudos go out to Steve, and thank you Bill!
- We held six Cruises and had some fun social events; although I wish I had started the cooker an hour sooner for the "shrimp boil." We were also successful in reducing the number of "formal" and "busy" meetings.
- Finally, twenty of our members earned Merit Marks. The Merit Mark is the only way National recognizes significant contributions made by our members. You can only earn one per year. Congratulations to all recipients and thank you Alan for pushing us through.

SO, WHAT'S IN STORE FOR 2016?

- We have formed a new alliance with the Coast Guard at the Canal Station in Sturgeon Bay. Starting this spring, we are invited to their Information Pass meetings and to all their Marine Safety related activities, including "Safe Boating Week." I'm excited and look forward to better communication and pro-action.
- We intend to ramp up our exposure in the community, with more participation in civic events such as parades, fests, etc.; more PSAs both in print and on the radio stations. Our executive committee is preparing talking points on 6 key topics: The History of DCS&PS, our Education Program, Vessel Safety Checks, Electric Shock Drowning, Safety and Weather.

(continued on page 2)

COMMANDER'S MESSAGE

(continued)

- Lastly: We intend to emphasize the Boat Operator's Certification (BOC) Program more and develop candidates at all three levels of proficiency: Inland Navigator, Coastal Navigator, and Advanced Coastal Navigator. We have enough critical mass in certifiers and trainers to allow us to offer this program to our sister squadrons in Green Bay and Marinette, as well. Steve is syncing this year's seminars to the BOC requirements. Many of us are in agreement that the on the water components to BOC are the most fun this organization has generated in a while and that the BOC approach is our future.

I trust our plan for 2016 will meet the expectations you have for this "Little Squadron That Could." If we are lacking something, let us know and we WILL fit it in. Until then:

THANK YOU ALL FOR YOUR SUPPORT AND HAVE A WONDERFUL NEW YEAR!

Your Commander, Bob

THE GOSPEL OF RECREATIONAL BOATING

We can and we must do everything we can do to proselytize the "gospel" of recreational boating safety. If boaters would do these four things, their chances of having a serious injury or death would be greatly reduced:

Wear a lifejacket There's a reason they are called "life" jackets - they save lives! And they do no good if they are not worn. Not wearing life jackets is a major cause of accidental death.

Don't drink alcohol while boating Wait 'till the boating day is over to have a cold one. Designate a non-drinking operator to insure the safety of all passengers.

Take a boating safety course Know the "rules of the road" and how to safely operate the boat. Not understanding the rules of the road causes errors which lead to boating accidents.

Get a Vessel Safety Check — Have all of the necessary safety equipment and know how to operate it correctly. Use Vessel Safety Checks to spread the gospel. We should remind boaters of these four things at every opportunity. Obviously we do that during boating education classes, but we should also be doing it during VSCs and visits to marinas and marine dealers. Marine dealers present an opportunity to speak with customers and to place information in their newsletters to customers regarding VSCs and special areas of emphasis like rules of the road, electronics or weather. Remind boaters to follow this "gospel" so that they leave safely, stay safe on the water and return to port safely.

Lou Pasquesi

EXECUTIVE OFFICERS REPORT

A new Public Relations initiative for our squadron will soon get underway, the goal of which is to call attention to the Door County squadron in the community. Scripts are being prepared for radio talks to be aired by local radio stations during April through September.

Unlike 1 or 2 minute public service announcements which focus on USPS, these scripts will encourage interest in safety topics for the boaters in our surrounding waters. The emphasis is on this squadron and what it offers to the community.

Six scripts are being prepared to cover six months. Lasting 15 to 30 minutes, each session will take the form of an interview with the station host and encourage call-ins with comments or questions.

Introduction to the Door county Sail and Power squadron

Importance of Wearing Life Jackets

The Vessel Safety Check Program

Beware of Electric Shock Drowning

The Squadron Education Program

Weather: Before You Go Out and On-the-Water

The scripts are being drafted by Bob DeNoto, Lou Pasquesi and John Hermann, but can be presented by other members of the squadron. Got questions or advice, get hold of Bob, Lou or John.

Wishing all of you good health and happiness in 2016.

john Hermann

JANUARY BIRTHDAYS

8th—Ben Coons

22nd—Janelle Peotter

23rd—Don Cameron

29th—Suzanne Brennan



GARY & SANDY KING'S SUMMER CRUISE



Our boat is a 34' semi-trawler, with a single diesel, cruising at 9-10 knots. Here is a short synopsis of our July vacation cruise, which was scheduled around attending two events with the Great Lakes Cruising Club (GLCC). There are many members in the Great Lakes who belong to the USPS and GLCC, and they refer to each group as "our other boating club." Our summer cruise was July 3rd to July 20th.

July 3rd - was a dawn departure with a 1300 arrival at Leland, Michigan. There were empty slips upon arrival with no worries about rafting. We encountered the same open slip condition on July 4th, 2013.

July 4th - was spent leisurely walking the town shops and watching the afternoon 4th of July parade. Surprisingly there were more open slips on this night.

July 5th - arrival at Northport Marina at the North end of Grand Traverse Bay. The marina was full and the dock master and crew were confused on available transient slips. We had a slip for two hours and then had to move to another. Oh well, it is the prime time of July. Docking practice.

July 6, 7 & 8 - GLCC Lake Michigan Rally at Elk Rapids. Fourteen boats and about 35 people enjoying food, drink, a few scheduled gatherings and a nice marina and town.

July 9th - Petoskey Marina on our way heading North.

July 10th - Mackinaw City at the Straits State Harbor Marina. We had a chance to look at the new Island Ferry being constructed.. While chatting with a yard manager, we found out the vessel was designed by Tim Gaul of Sturgeon Bay. Another one of those small world things. Tim has done a survey on two of our boats.

July 11th - Duncan Bay Marina. This is a private marina just East of Cheboygan. It was recommended to us by a couple we met at Petoskey. Their home port is Center Pointe, Sturgeon Bay. We met them in the North Channel in 2010.

July 12, 13, 14 & 15 - GLCC Rogers City Summer Rendezvous. Approximately 50-55 boats and 180 people. Scheduled events throughout the day, be involved with as many as you want or none at all....no problem. One of the highlights was a tour of the Calcite Limestone Quarry. It is the largest in the world and a couple hundred feet below the Lake Huron water level. Another fantastic

event was having Frank Mays, the last survivor of the freighter Carl D. Bradley, give the group an account of the sinking. He was one of two who survived the sinking on November 18, 1958. The ship broke in half West of Beaver and High Islands. When crossing from Beaver to Washington Island the track is to the South of the Bradley wreck. We also had tours of the Forty Mile Point



Gary & Sandy at the Calcite Limestone Quarry



The Forty Mile Point Lighthouse Tour

Lighthouse. There on the beach we saw the shipwreck of the Joseph S Fay, which sank October 19, 1905.

July 16th - Hessel Town Marina on our way back to Sturgeon Bay. Allen and Nancy Wentworth guided us in here during the Squadrons North Channel Cruise in 2010. Very quiet harbor and good anchorages in the area.

July 17th & 18th - St James Harbor, Beaver Island. Waiting for the weather window to cross back to the Door Peninsula. While there we witnessed a funeral procession for an Island resident. Most local boats in the harbor were blowing a salute while the casket was being towed on a small trailer behind a jeep. It appeared like everyone on the Island lined the main street in respect as the casket rolled by. WOW!

July 19th - Nicolet Bay, Peninsula Park. Just happened to meet our Sturgeon Bay neighbors who were anchoring there for a few nights.

July 20th - Heading to home dock. Twenty miles of classic Southwest Green Bay chop. The boat was getting a good wash down. Off of Egg Harbor we met John & Mary Welch with family heading to Fayette, Michigan. They were definitely riding better than we were in a following sea.

Sandy King

FROM YOUR EDUCATION OFFICER

Ahoy and Happy New Year! I hope Santa found you all were nautical but nice last year. That sounds like a good resolution for the New Year as well.

As you all know by now, I like to include a local sea story of some kind with my monthly report. These become difficult to come by in the winter but I have come up with a topic/story that is affecting our boating prospects for the coming year. Of course that is the El Nino that we are experiencing. Generally an El Nino occurs when the temperature of the tropical Pacific Ocean increases about 3 degrees centigrade to a depth of about 500 meters.

According to [Scripps Institution of Oceanography](http://scripps.institutionof.oceanography.meteora.ucsd.edu/~pierce/el_nino/what_is.html) http://meteora.ucsd.edu/~pierce/el_nino/what_is.html :

"An El Niño is a temporary change in the climate of the Pacific Ocean, in the region around the equator. You can see its effects in both the ocean and atmosphere, generally in Northern Hemisphere winter. Typically, the ocean surface warms up by a few degrees celsius. At the same time, the place where hefty thunderstorms occur on the equator moves eastward. Although those might seem like small differences, it nevertheless can have big effects on the world's climate.

Usually, the wind blows strongly from east to west along the equator in the Pacific. This actually piles up water (about half a meter's worth) in the western part of the Pacific. In the eastern part, deeper water (which is colder than the sun-warmed surface water) gets pulled up from below to replace the water pushed west. So, the normal situation is warm water (about 30 C) in the west, cold (about 22 C) in the east.

In an El Niño, the winds pushing that water around get weaker. As a result, some of the warm water piled up in the west slumps back down to the east, and not as much cold water gets pulled up from below. Both these tend to make the water in the eastern Pacific warmer, which is one of the hallmarks of an El Niño.

But it doesn't stop there. The warmer ocean then affects the winds--it makes the winds weaker! So if the winds get weaker, then the ocean gets warmer, which makes the winds get weaker, which makes the ocean get warmer ... this is called a positive feedback, and is what makes an El Niño grow. A strong El Niño is often associated with wet winters over the southeastern US, as well as drought in Indonesia and Australia. Keep in mind that you aren't guaranteed these effects even though there is an El Niño going on; but the El Niño does make these effects more likely to happen."

The result is that places that are normally dry will be wetter and vice versa. For California this resulted in relief from the drought and for us a warmer and wetter winter.

Before I continue I want to emphasize that our good fortune translates to someone else's misfortune. Whenever things are out of balance the consequences are inevitable winners and

losers. On a global scale this can have tragic consequences. I have always been a guy that looks for the silver lining and I will do so now but this does not mean that I don't care about what is happening elsewhere.

The warm and wet fall and winter has resulted in the lake not receding as it normally does during these months. The lack of ice that would have allowed increased winter evaporation - has been offset by the almost biblical rain and now snow levels we are experiencing. As a boater I am thrilled with the higher water levels and the remarkable rebound of the lake levels no matter what the reason. Let's not look a gift ark in the mouth!

This is the first winter that I could actually take a New Year's plunge into Sturgeon bay or Green Bay instead of Lake Michigan. (No, I didn't in case you were wondering. I took the plunge once, several years ago and that was quite enough, thank you). I was even wondering why we took the boat out of the water this year until it occurred to me that all the docks are pulled out of the water at their launching sites and Wind Rover would consequently become a Lake Michigan version of the Flying Dutchman!

The accompanying pictures were taken in Fish Creek and Ephraim on New Year's Eve to showcase the open water. Do you think we could get Fish Creek or Ephraim to challenge Jacksonport for Door County Dipping rites?



EDUCATION OFFICER'S REPORT (continued)

Before I talk about our upcoming class schedule I want to apologize to my friend and role model, John Reichmann. John achieved the grade of Navigator this past year and I failed to mention it. Navigation is the highest and hardest course the USPS offers. It is an enormous achievement and one that few of our members achieve. It requires an incredible amount of hard work and single minded dedication to reach this level. Well done, John. We are all very proud of you!

January 11 marks the Beginning of the above mentioned **Navigation** course under the expert tutelage of Alan Wentworth. I can't wait to take this course myself along with Bob DeNoto and Robert Curran and several Green Bay members in a Go-To-Meeting format.

Piloting will begin Thursday January 28 and run for ten weeks thru March 31. The course will be taught at NWTC and will have a Go-To-Meeting component when anyone needs it. This is the first of the squadron's navigation courses and is practical, fun and useful to all boaters immediately.

I have decided to add a new feature to my reports this year. Drum roll please.... Each month I will include a tip or rule of thumb that can be used by all of us right away. In keeping with the upcoming Piloting course, I offer the following tip to estimate speed that I gleaned from The Practical Mariner's Book of Knowledge by John Vigor. This works when your GPS fails

and you don't have a speedometer on your boat. Since time/speed/distance formulas are used extensively in piloting courses, this is a very handy tip for power-poor sailors like me.

"A rough idea of a boat's speed can be had by noting the time in seconds that it takes to travel its own hull length. The first thing you need to do is multiply the length of your boat, in feet, by 0.59. Keep the answer handy. You can use it forever after. The next thing you need to do is throw a piece of orange peel overboard at the bow, and note the time in seconds it takes to reach the stern. Now take the first number and divide it by the second. The answer is your speed in knots."

In the case of my 19 ft Windrover, $19 \times .59 = 11.21$. If I dropped an orange peel or an apple peel (since I usually have an apple on board), and it took 5 seconds to go from bow to stern then $11.21/5 = 2.24$ or 2.2 knots. This of course assumes I could drop the peel from the bow while sailing the boat. Maybe I could throw it or get my first mate to do it! Try this when you get a chance and compare the results to your GPS Speed in knots.

Check upcoming issues for our spring and summer offerings.

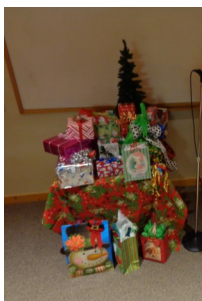
Fair Winds,
Steve

HOLIDAY PARTY





THE HOLIDAY PARTY AT CROSSROADS WAS ENJOYED BY 31 PEOPLE INCLUDING GUESTS, DAVE AND ONIS BUDDE, FROM OUR NEIGHBORING GREEN BAY POWER SQUADRON. THE ONE-POUND AUCTION RAISED \$446 TO BENEFIT OUR EDUCATION PROGRAM. THANKS TO ALL WHO PARTICIPATED, BROUGHT GREAT GOOD AND CONTRIBUTED FABULOUS AND CREATIVE GIFTS.



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Flag Lieutenant **F/Lt Craig Weis, S**
Merit Marks **P/R/C Alan Wentworth, SN**

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Public Relations **Lt. Steve Mayheu**
VSC Officer **Lt/C 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**

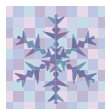
Treasurer's Department

Ships Store **Lt/C Cynthia Weis, AP**

COMING EVENTS

January 2016

- 11—Navigation Course begins
- 26—Executive Committee Meeting
- 28—Piloting begins



February 2016

- 14—Squadron Annual Meeting & Change of Watch
- 14-21—USPS National Meeting, Orlando
- TBD—Squadron Cruise Planning Meeting



March 2016

- TBD—District 10 Spring Conference
- 29—Executive Committee Meeting



April 2016

- TBD—Vessel Safety Examiner Season Prep Meeting
- TBD—Marine Electrical Systems Course begins



May 2016

- 20—Fitting Out Meeting and Social
- 31—Executive Committee Meeting



June 2016

- 4—Vessel Safety Checks every Saturday
- TBD—ABC Class begins
- 12—Squadron Summer Social
- 25—Flare Shoot

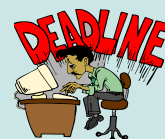


July, 2016

- 26—Executive Committee Meeting
- 30-31—Wooden Boat Show



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 February Scuttlebutt by January 30 2016.



Send your comments, ideas and articles to:

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

August, 2016

- 19-21—Squadron Rendezvous—Menominee MI



September, 2016

- 3—MarinaFest—Sister Bay
- 11-18—USPS National Meeting
- 27—Executive Committee Meeting
- 31—Fall Lay -Up Meeting & Social



October, 2016

- 6—Seamanship begins
- TBD—District 10 Fall Conference

