

United States Power Squadrons®

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



THE DOOR

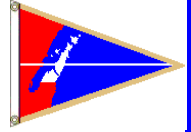
Scuttlebutt

Newsletter of the Door County Sail & Power Squadron

"The Little Squadron That Could"

Volume 10, Issue 3

March, 2016



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2016 CHANGE OF WATCH



The Landmark once again hosted our annual Change of Watch attended by 19 members, plus incoming D10 Commander, Kristine Harmon, and Past D10 Commander, Al Harmon. In the photo above, Commander Bob DeNoto presents the Blaine Dreutzer Commander's Cup Award to Terry Keating. This Award recognizes a newer member who has made a significant contribution to the DCS&PS. Congratulations, Terry! Also shown above is incoming D10 Commander, Kris Harmon, addressing the group and swearing in the 2016 Bridge: Lou Pasquesi as Secretary, John Hermann as Executive Officer, Bob DeNoto as Commander, Cynthia Weis as Treasurer and Steve Rank as Education Officer.



COMMANDER'S MESSAGE

I had a great time at Change of Watch on Valentine's Day. I'm certain the members who attended enjoyed the afternoon as well. Incoming District Commander, Kris Harmon was present to swear in your Commander and Bridge. Terry Keating was presented the "Blaine P. Dreutzer Commander's Cup" Award. Congratulations, Terry, and thank you for your significant contributions to our squadron.

I have just returned from the USPS Annual Meeting in Orlando. I meandered my way back, stopping in Charleston for a couple of days and then on to Pennsylvania to visit with my son, Rob, and the grandchildren. Karen and I will be returning to PA for the Easter Holiday. The Chefs Roberto will be conducting some serious smack-down food prep.

While at the meeting in Orlando. Alan Wentworth was presented with the Chapman Award and I became a Life Member. I've seen significant change in this organization since I joined the Saybrook Power Squadron in Connecticut in 1975. In those days the Basic Boating Course was 11 weeks long and included a Cruise of Buzzards Bay on the 1210 Training Chart. I conducted 2 classes each year with more than 100 students per class. Membership (male only) in the early 80's exceeded 80,000. I believe we just dipped below 30,000.

The Annual Meeting is National's Change of Watch. Louie Ojeda replaced Robert Baldrige as Chief Commander and Craig Fraser replaced Bob Brandenstein as National Education Officer (NEO). At the Annual Meeting all departments and committees are represented and conduct workshops simultaneously. Alan and I shared in covering the ones we felt were most relevant to Door County. So what follows are both of our take-aways.

The concern continues to be declining membership and incoming revenue to operate. Membership is declining at a rate of 7-8% yearly. Past D10 Commander and DC associate member, Ben Coons, currently heads up the Finance Committee and reported that, "Our organization is likely not sustainable as currently structured without reliable, significantly reduced expenses as well as increased revenue...we have a loss of approximately \$50,000 for the 2015 fiscal year and cash flow continues to be a problem." I'm sure many of us can identify with that!



Bob DeNoto receives a Life Member Certificate for 25 years of membership from outgoing Chief Commander, Robert Baldrige

On the brighter side: Our partnerships with the Canadian Power Squadrons, U S Coast Guard and Auxiliary, Brunswick, BoatUS and Tall Ships among others are alive and well.

During the close of Saturday's morning session, Beverly Murray, Founder and CEO of R & M Agency, Cary NC, gave a high energy presentation on branding, differentiation and marketing. USPS has retained R & M to help us identify future members, enrich our "brand" and promote our organization. Beverly was sworn in as a new member during her session. If we can leverage half her energy, we will be headed in the right direction. I subsequently contacted Beverly with the challenge of the "elevator pitch" (see February Scuttlebutt Commander's Message) I'm anxious to see what she comes back with.

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COMMANDER'S MESSAGE (continued)

As for education (Alan): Dick Pfenniger and Ken Griffing are assistants to the NEO. They floated between Ed Committee workshops, asking for input regarding a shake-up of content with our courses. Leadership wants shorter, topical, presentations similar to seminars and more webinars. There is currently being put together such a webinar by Bob Anderson dealing with Emergencies at Sea. This is the same group that did the outstanding one on the 500 mb level for Weather. Apparently the courses -- the longer and integrated courses of study for a subject -- are just not selling well. Revenue from the sale of educational materials has been dropping about 7% annually. The theory is that modern boaters want to know topical stuff that doesn't tie up their time; like how to anchor, how to dock, emphasis on electronic navigation, on-the-water training of all

kinds, etc. People now want to learn a specific function or task, find it fast, cheap, and not spend a lot of time going into depth. This provides a real challenge to rooted interests in our educational system. But we need to find a way to reverse the red ink.

This organization obviously has its challenges. I'm a firm believer in change and am optimistic for our future. I'm also excited that the 2016 boating season is getting closer. At next writing I'll be giving serious thought to pulling Carefree out of winter storage. Until then: "live forward" (Beverly Murray).

Your Commander
Bob

LESSONS FROM A NEAR DISASTER

In the aftermath of a disaster, sometimes the best we can say is that we learned from it; or, that something we learned earlier resulted in a *near* disaster instead of one called *dreadful*. And so it was; August 15, 2009, aboard U.S. Airways flight 1509, that Captain Sullenberg's know how and experience gave him the ability to bring down his bird-damaged and stalled Airbus A320-200 into the Hudson River and not into a crowded New York City neighborhood.

Still, there was more to be learned from this *near* disaster. First, one passenger caused a rear cabin door to open, greatly increasing the flow of river water into the cabin. The next lesson, however, brings us to the point of this writing, **life jackets; getting them out and putting them on**. After setting down on the river, the evacuation procedure was to be 1) put on life jackets and 2) exit onto the wings. But with water flooding in fast, it was imperative to get everyone out as quickly as possible. **There wasn't time to lay hands on the life jackets, get them out from under the seats and figure out how to put them on!** So, the majority of passengers were out on the wings without life jackets. Help arrived quickly and all were saved.



The issues that arose with life jackets on flight 1549 may offer us boaters a fresh perspective; a chance to rethink our life jacket practices aboard our own vessels. We boaters refer to the jackets as "personal flotation devices," or PFDs.

Here's the big question: In an emergency such as an explosion, fire or collision, rapidly taking on water, how quickly can crew and passengers be ready to exit the boat wearing PFDs? Our Vessel Safety Examiners remind captains that the US Coast Guard *strongly advises* that PFDs be worn by everyone on board while underway. Guided by the VSC exam form, VSEs check for compliance with Federal and State *regulations* covering PFDs.

- They must bear the USCG approval statement and be in serviceable condition.
- They must be properly stowed and readily available.
- A throwable PFD must be **immediately** available.
- Anyone under the age of 13 years must wear a PFD on deck while underway.

So, captain, you've surely told your passengers about life jackets. You know whether or not they can be expected to respond effectively in an emergency. New passenger coming aboard, unfamiliar with boating? Show him the PFDs and how to put one on. Maybe even suggest he keep it on. Or perhaps a handicapped or simply slow passenger? Help him put on a PFD, maybe an inflatable, and have him keep it on.

CRUISE PLANNING MEETING

SATURDAY 19 MARCH 2016

1000

**Hosted by Julie and Terry Keating, at their home 3756 Glidden Drive, Sturgeon Bay,
Mary and John Welch and Sandy and Gary King**

Call Terry and Julie at 743-4201 for information and/or directions

Bring maps and cruising desires to share and a calendar of your summer activities

Enjoy coffee, juice and pastries



THE CHAPMAN AWARD PRESENTATION

Alan Wentworth (far left) was presented with the prestigious Charles F. Chapman Award at the recent National Annual Meeting in Orlando, Florida. The Award for Excellence in Teaching recognizes outstanding USPS instructors. Once a year, each squadron nominates one outstanding instructor to its district. The District Educational Officer forms a committee to select one nominee within the district for national judging.

In the final judging, the Chapman Award Selection Group of the Instructor Development Committee recognizes the five winners who represent the organization's most effective volunteer instructors. In the photo on the right is the Astra III sextant from Celestaire presented to Alan that will be used to satisfy all of the celestial navigation requirements for our students. In addition to his role as instructor, Alan has served the National organization since 1984 on a variety of committees, and was appointed National Medical Officer. Our squadron takes great pride in Alan's ongoing contribution to our squadron's fine educational program.



FROM YOUR EDUCATION OFFICER

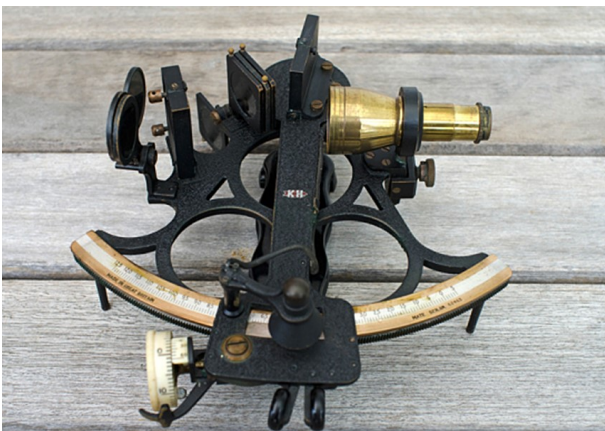
Ahoy again,

In keeping with the navigation theme I started two issues ago, I came across another interesting item for your consideration. The US Navy issued a news release that they will be reinstating instruction of celestial navigation basics:

<http://www.telegraph.co.uk/news/worldnews/northamerica/usa/11931403/US-navy-returns-to-celestial-navigation-amid-fears-of-computer-hack.html>.

The era of celestial navigation ended with the launch of satellites in the 1990s, which evolved into the Global Positioning System (GPS). While celestial navigation can calculate your position within 1.5 miles, by 1995 GPS could pinpoint your location within feet, and the system has never been shut down.

Today, 31 satellites circle the Earth, each twice a day, costing American taxpayers about \$1 billion (£650 million) a year. "The perceived need for sextants was taken away," said Peter Trogon, president of nautical instrument company Weems & Plath in Annapolis, Maryland. Mr Trogon, said **sales of sextants plunged after the arrival of GPS**. "There's only a few thousand sold a year," he said. "Most of those are sold to yachtsmen who want to have a backup." "If you can use GPS, it's just so much more accurate," said Lt. Cmdr. Ryan Rogers. But, he added, **"we know there are cyber vulnerabilities."**



A Sextant Instrument for sea navigation

"Recruits to the academy in Annapolis, Maryland, have, this autumn, seen study of the stars return to their curriculum for the first time since it was dropped in 2006. It was reinstated for navigators in 2011, but not for the whole navy."

Pilot programs are also beginning for army reservists in Philadelphia, Rochester and Auburn. **"Knowledge of celestial navigation in the GPS era provides a solid backup form of navigation in the event GPS becomes unreliable for whatever reason,"** said Captain Timothy Tisch, of the US Merchant Marine Academy – which has never abandoned celestial navigation. "It is also good professional practice to use one navigational system to verify the accuracy of another." The first midshipmen to receive training were juniors this summer. From autumn next year, all newly enlisted sailors will have to study the stars and learn theories of celestial navigation during an advanced navigation course. The Class of 2017 will be the first to graduate with the reinstated instruction.

The cyber vulnerability to which Lt. Cmdr. Rogers referred is that a thermonuclear bomb detonated high up in the atmosphere would create an electromagnetic pulse that would effectively knock out motors and magnets over huge areas. Motors would stop working as would computers, including GPS and all navigation equipment that depends on electricity.

Sextants are not motorized and are thus immune from such a pulse. After the incident I reported last month—of the Navy drifting off course into Iranian waters due to engine failure—it is alarmingly obvious that having a backup mechanical system for determining reliable latitude and longitude readings along with maintaining a dead reckoning course on a chart are critical skills everyone needs to **ACQUIRE** and **PRACTICE**. We have always taught traditional piloting (using 60 DST on a chart for dead reckoning) and celestial navigation techniques as a backup to GPS. This makes equally good sense for anyone who ventures offshore, civilian or military.

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EDUCATION OFFICER'S REPORT (continued)

UPCOMING CLASSES

Our **Piloting** students are nicely mastering the basic skills they need to safely navigate in coastal waters under all conditions. The feeling of mastery and confidence the navigation courses gives the student is what really makes boating fun. I am looking forward to taking them and other students through sea trials aboard Windrover this summer and **Advanced Piloting**, this fall.

Our **Navigation** students are about to resume our studies with our Chapman award winning instructor, Alan Wentworth. We are truly blessed to have Alan as an instructor in our squadron.

Why not plan on taking one of our navigation courses and using those skills to get your **Boat Operators Certification (BOC)** for Inland, Coastal, or Advanced Coastal Navigation with us this summer? We will have our seminar series geared toward helping you get or upgrade your **BOC**.

April 21 is the start of **Marine Electrical Systems (MES)**. This course covers the practice of wiring your boat, including boat electrical wiring practices and dia-

grams, direct and alternating current power, galvanic and stray current corrosion, and lightning protection. Troubleshooting is emphasized throughout, so students should feel comfortable performing even tricky wiring tasks after passing this course. Chuck Stone will be our instructor and I can't wait. Electricity is a subject I need to demystify. I'm tired of having to pay someone else huge money for something I can and should do myself. How about you?

Finally, we will again offer our in-class **ABC boating course** this June 6-9. Encourage any young people and their families that you know to take this boating safety course together. The kids will get the certificate they need to operate a boat, and their families will enjoy the time they spend learning along with the kids. This is something that cannot be appreciated when taking a course on-line instead of the classroom. The give and take in all our classrooms is what really makes learning fun and more importantly, memorable.

Let's make some memories together!

Lt/C Steve

2016 VESSEL SAFETY CHECK SCHEDULE

Sun	May 29	Yacht Works in Sister Bay	Wed	June 15	Sister Bay Boat Rentals
Sat	June 4	Quarterdeck & Harbor Club	Sat	June 18	Centerpointe Marina
Sun	June 5	Bailey's Harbor Town Marina	Sat	June 24	Egg Harbor Marina
Sat	June 11	Bay Marine Marina	Fri	July 1 &	Fish Creek Municipal
Sat	June 11	Flare Shoot & Fire Extinguisher Demo	Sat	July 2	Dock & Alibi Dock
		Sturgeon Bay YC	Sat	July 9	Gills Rock Marina
Sun	June 12	Sister Bay Marina	Sun	July 10	Ellison Bay Dock
Tue	June 14	Ephraim Boat Rentals	For a VSC appointment call:		
			Lou Pasquesi	920-421-2214	
			John Hermann	920-743-1675	
			Bob DeNoto	920-746-9841	

MEET OUR MEMBERS

In the October issue of the Scuttlebutt, we began a new feature. This space will highlight a member or member family each month to help us get to know one another and the boating that brings us all together. This month we will feature

Dan and Bonnie Balch



Dan and Bonnie at the Navel Academy

First surgeon in the US Navy was a Balch (note the sign)

Bonnie and I met our first day at Marquette University and are now celebrating 46 years of marital bliss. I began boating on the East Coast with my family's ski boat and learned to sail on a Sea Snark when I was in grade school. Bonnie learned to sail on Lake LaBelle in Oconomowoc with her high school boyfriends. We purchased our first sailboat, The Hester, our first year of marriage and somehow managed to maintain the payments when I was drafted into the US Army. We still have the boat. We have had a number of small motorboats when our children were growing up at our summer home on Sand Bay.

About 15 years ago, my 80 year old father called and asked if we would like to have his sailboat, the Lanikai, since he was not as steady on his feet as he had once been. My parents had sailed the Lanikai 25,000 miles mainly in the Chesapeake Bay, The Keys and Bahamas. Lanikai is a 1968 Pearson 30 that is built like a tank and powered by a universal diesel engine. We readily agreed to take the boat and it was shipped up on a tractor trailer. A few years later Bonnie purchased the Bonnie Bee, a Regal 2870 cabin cruiser powered by two Volvo engines. They are docked side by side at the Yacht Harbor (A-Dock) in Sturgeon Bay so we can use either depending if the wind is blowing or not. We have sailed the Lanikai around Door County and up to the Garden Peninsula and Escanaba but mainly do a lot of day sailing on Lake Michigan.

Two years ago my brother and I sailed his 44 foot CYS sailboat from Miami to Havana, Cuba (Mariel Hemingway Marina) via Key West.



Bonnie at the helm of the Lanikai

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Commander's Department

**Chaplain
Flag Lieutenant
Merit Marks**

**Lt. Karen DeNoto
F/Lt Craig Weis, S**

P/R/C Alan Wentworth, SN

Executive Department

**Public Relations
VSC Officer
Safety Officer
Port Captain**

**Lt. Steve Mayheu
Lt/C Lou Pasquesi
P/C John Hermann, AP
Lt Markus Ritter, AP**

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**Adv. Grade Courses
Elective Courses
ABC Representative &
Boat Operator Certification**

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P/Lt/C John Welch, SN
Cdr Robert DeNoto, JN**

Administrative Department

**Membership
Cruise Planning
Meetings & Programs
Member Involvement**

**Lt/C Cynthia Weis, AP
Lt. Terry Keating, N
Lt Michelle Anderson
Lt Dolores Hermann, AP**

Secretary's Department

**Newsletter
Webmaster**

**Lt Dolores Hermann, AP
Lt Markus Ritter, AP**

Treasurer's Department

Ships Store

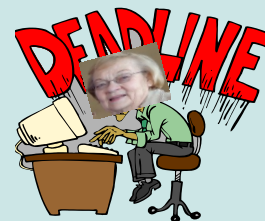
Lt/C Cynthia Weis, AP

MERIT MARK RECIPIENTS

CONGRATULATIONS TO THE 2015 RECIPIENTS OF A USPS MERIT MARK. Members can earn one Merit Mark each year through significant service to the Squadron. The Bridge would like to recognize and thank the following recipients:

Jerry Anderson	Karl May
Michelle Anderson	Lou Pasquesi
Karen DeNoto	Janelle Peotter
Bob DeNoto	Steve Rank
Bill Galligan	Bob Stierna
Dolores Hermann	Chuck Stone
John Hermann	Craig Weis
Chuck Holtz	Cynthia Weis
Terry Keating	John Welch
Sandy King	Alan Wentworth

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 April Scuttlebutt by March 30 2016.

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



MEET OUR MEMBERS (CONTINUED)

On our crossing of the Florida Straights we encountered a strong North wind that when meeting the Gulf Current created some monster waves. In the middle of the night a wave tore his 11-foot Boston Whaler off of the stern davits. Since it was the middle of the night with the high seas we were unable to retrieve it. Eight months later the Coast Guard called to let my brother know the dingy had been spotted 800 miles east of Cape Cod, and on its way to England! They did not return the boat.

Bonnie and I are recently retired and live in Casco, where we have a small vineyard and are attempting to make a fine wine. Our three children and eight grandchildren all live in the area, which is wonderful. We have two rambunctious Irish Setters, Guinness and Jameson, who keep us on our toes. I have enjoyed the classes I have taken at the squadron and appreciate the efforts of all the instructors.

Dan Balch

MARCH BIRTHDAYS

6th—Dolores Hermann

17th—Patsy Stierna

17th—Craig Weis

22nd—Austin Hermann

29th—Linda Pope





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Door County Sail & Power Squadron

"The Little Squadron that Could"

2016 CALENDAR



19	Mar	Squadron Cruise Planning Meeting—Keatings
29	Mar	Executive Committee Meeting
1-3	Apr	District 10 Spring Conference – Lake Elmo, MN
14	Apr	Marine Electrical Systems Course Begins
23	Apr	Vessel Safety Examiner Season Prep Meeting--Quarterdeck
20	May	Fitting Out Meeting & Social
31	May	Executive Committee Meeting
4	Jun	Vessel Safety Checks – every Saturday
6-11	Jun	ABC-3 Class
11	Jun	Flare Shoot & Fire Extinguisher Demonstration
12	Jun	Squadron Summer Social
26	July	Executive Committee Meeting
4	Aug	Tall Ships—Sturgeon Bay
5-7	Aug	D10 Summer Rendezvous & Tall Ships Festival – Green Bay
12-13	Aug	Wooden Boat Show
19-21	Aug	Squadron Annual Rendezvous – Menominee, MI
3	Sep	Marina fest – Sister Bay
11-18	Sep	USPS National Meeting
27	Sep	Executive Committee Meeting
1	Oct	Lay-Up Fall Meeting & Social
6	Oct	Seamanship Course begins
28-30	Oct	District 10 Fall Conference
29	Nov	Executive Committee Meeting
2	Dec	Holiday Party

