

United States Power Squadrons®

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

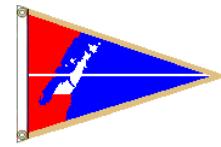


THE DOOR

Scuttlebutt

Newsletter of the Door County Sail & Power Squadron

"The Little Squadron That Could"



September, 2016
Volume 10, Issue 9

COMMANDER'S MESSAGE

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As I stated in my closing last month, my favorite boating months are August and September. August was awesome! Karen's brother, Craig Widen, who lives in Bloomington, IN joined me for the cruise I missed with Lark, Bellatrix and Southern Cross.



Bob and Craig at sunset in Green Bay

GREEN BAY RENDEZVOUS

Craig arrived on Wednesday 3 August as the Tall Ships were docking in Sturgeon Bay. We sailed with the ships Thursday to South Bay Marina in Green Bay and were there for the weekend. That weekend coincided with the District 10 Summer Rendezvous, hosted by the Green Bay Sail & Power Squadron. It was fun seeing my D-10 friends again. The Green Bay Squadron had a booth with the Boat Simulator in the Festival tent. Saturday was ALL DOOR COUNTY! We had committed our "Little Squadron That Could" in advance, to man the booth and the simulator.

My sincere thanks go out to Alan Wentworth, John and Dolores Hermann, Rex and Linda Pope, Terry and Julie Keating, and, of course, brother-in-law, Craig. My thanks also go out to Karl May for a wonderful cruise up the Fox on Friday, through the DePere lock. I think this was Terry's first time locking through. WAY FUN!! And thanks to Erika May for her drop offs and pickups at the fest; of course, after she bought ten pounds of blueberries at the farmers market.

TEN DAYS ON THE WATER

After the "Tall Ship's" weekend Craig and I headed up to Menominee. Sunday evening, we were witness to the BEST fireworks display ever!!!

Monday we headed to Cedar River. Did you know they are breeding Sturgeon in Cedar River? Tuesday was Escanaba. Wednesday was off to Fayette and Garden. We poked into Fayette as their new docks were not quite ready (19 August). About seven miles north of Fayette, in Garden, we discovered a treasure: Bayridge RV Park and Campground with dockage. At Bayridge we had a chat with a local fisherman who told us how to sneak through around Fairport to Manistique and avoid another 20 miles south around Poverty Island. We did this in the mist and fog Thursday morning with seven feet underneath Carefree. Reminded me of boating in Connecticut on an outgoing tide. Craig and I spent Thursday night in Manistique, then off to Beaver about noon on

JOIN US AT THE FALL LAY-UP MEETING

Saturday 8 October

NOON

LOG DEN

(Hwy 42 south of Egg Harbor)

**WE WILL ORDER OFF
THE MENU**

Contact Dolores Hermann at

920-743-1675 or

dolores.e.hermann@gmail.com

COMMANDER'S MESSAGE (continued)

Island about noon on Friday. Saturday morning we took a tour of the north end of Beaver with Shamus. Beaver Island did not appear to me as together as Washington Island: 100 miles of road; 7 miles paved. We headed over to Charlevoix Saturday afternoon and had a lay day Sunday. Craig and family lived in Utah for several years, including the town of Midway (close to Park City). Craig's comment on Charlevoix was "this is the Park City of boating." Monday was a long run from Charlevoix to Washington Island (83 miles). As Carefree likes to cruise at about 9 MPH, it took about 9 hours. But we picked up an hour going from EDT to CDT.

After staying at the Shipyard Marina on the Island, we headed for Fish Creek on Tuesday and then on to Sturgeon Bay and Carefree's slip on Wednesday. Craig headed back to Indiana on Thursday. I laid over and went to Menominee on Friday for our squadron rendezvous. Terry and Julie on Lark and I on Carefree left Menominee Sunday morning for Oconto and met the fishing tournament for weigh-ins and trophies.

Total miles: 545. Total ports of Call: 13. Experience: Priceless. Carefree performed flawlessly at about 8 miles per gallon. Craig and I commented on the special people we met along the way, especially the young dock hands. That definitely restored my faith in our future.

THE IMPORTANCE OF "BRANDING"

In past messages I have mentioned my desire for an Elevator Pitch that we can deliver to potential new members. (An "elevator pitch" is a way to promote USPS and our Squadron in the time it takes to ride an elevator.) Tammy Brown, who is our National Director of Marketing, has the following suggestions. I've modified # 3 to more directly reflect us. Your comments are most welcome.



Suggestions for USPS Conversations

1. "United States Power Squadrons – what's that?"

"We are the largest boating recreational organization in the U.S. We teach boating – all levels of safe boating certification from beginners to advanced. In addition to great classes, our individual squadrons offer a variety of activities to the boating community such as events with speakers, waterfront picnics, parties and on-water cruises. We think of ourselves as the "go to" organization for all things boating and are often asked for advice on safe boating issues."

Always end: Here's my card....and include one or more of the following: here's our flyer on our upcoming class/event; I'd like to put you on our e-mailing list so you hear more about what we do; our next event will be a speaker on xxxx at yyyy— please

come; we're having an event next month and I'll make sure you have an invitation—bring friends; if you want any information on boating, contact me and I'm sure one of our members can help."

2. "United States Power Squadrons – what's that?"

You have just met someone in line at the supermarket. The subject of boating comes up and you mention your membership in USPS.

"We are the largest recreational boating organization in the country. We teach boating – all levels of safe boating from beginners to advanced.

What's your interest in boating? Sail or power?"

Depending on the answer, you can mention any courses in sail or powerboat handling that DCS&PS has scheduled. If the interest seems to be social, discuss our events. If you are talking to someone involved in the local community, mention any outreach we might do (booths at events, flare shoot, VSCs). Be sure to mention our cruises, the picnic, potlucks, etc. and invite them.

It's important to keep each answer to one or two sentences and wait for the next question to direct your next sentence.

Always end: Here's my card . . .

3. "United States Power Squadrons – what's that?"

This final scenario reflects how we talk about our squadron:

"Well, I'm a member of our Door County Squadron, right here in town ... and love boating ... we teach new boaters the safety info that is required for their certificates, but we also give them a lot more. We teach boating. We like to think of ourselves as, "the little Squadron that could" because we can."

Pause to ask about them (and then continue):

"You know, we have a lot of fun and do a lot for the boating community at the same time. Once people get out on the water for their first season, they usually come back to learn more about charts, radios, day trips and overnight trips - we help them out in all sorts of ways.

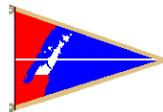
"And yes, we are part of a network of over 350 squadrons all over the country - we are well organized in our love for boating and passion for boating safety, but we all do things our own way in our own squadrons, and that's the fun of it all."

Always end: Here's my card . . .

Enjoy September and be safe on the water.

Your Commander,

Bob



FROM YOUR EDUCATION OFFICER



Ahoy Cruisers, Sailors, Kayakers, Pirates, Scalawags, Drifters and Dreamers,

Although summer is winding down we have fall sailing to look forward to in beautiful Door County. In many ways September and October are great sailing without the crowds of summer.

I really like sailing on Sunday afternoons while listening to the Packers on the boat stereo. Often when we are in ear shot of other boats we hear horns blowing whenever they score a touchdown. No Bear boats allowed out there or we'll have to give them a shot across the bow with the potato cannon!

I want to share two related highlights from this summer as I continue our navigation theme. They are John and Nancy Reichmann's visit and the Tall Ships coming to Sturgeon Bay. I know, you are probably thinking, "What do these two events have to do with navigation other than the fact that they all found their way to Sturgeon Bay?" Well, remarkable as that is, I am referring to an antique piece of navigation equipment that they shared – the chip log. Before John and Nancy visited us, I invited them to go for a sail on Windrover. Knowing that John is an N and the ASEO for the Hoosier Squadron I decided to share with them a chip log I had

made for my boat.

Those of you who have taken any of our navigation courses know that in order to navigate using dead reckoning you need to use 60D Street to find your ballpark location. If you know your boat's location at a previous time and the time, speed, and course followed from that point, you can determine your current position. These days GPS takes care of the position finding for us but what if it fails? No problem, we just note in our log book the position we were in when the GPS failed and then just note the time and speed we spent on the compass course we are following until our next estimated position. NO PROBLEM. My wristwatch measures time and my compass measures course line. But what about SPEED? On Windrover I measure speed using my GPS. Oh oh! If my GPS fails, so does my speedometer! Now I do realize that you power boaters out there can measure speed with your speedometers and that those of you with a paddlewheel under the hull can measure speed that way ... but I can't and I bet there are others out there that are in the same fix. So I asked myself "How did Columbus or Drake or anyone who operated a tall ship without an engine figure out speed? The answer is a chip log.



I got the idea in The Anti-Pirate Potato Cannon and 101 Other Things for Young Mariners to Build, Try & Do On The Water by David Seidman & Jeff Hemmel. I highly recommend this book to anyone who loves to spend time on the water. They explain that the chip log was "a small triangular piece of wood which acts as a drag attached to a line that is knotted every 47 feet 3 inches. Throw the chip overboard aft and allow it to run out for 28 seconds. When the time is up, count the number of "knots" fed out to get your speed. This is the derivation of the term knot, which is a nautical (not statute) mile per hour. In experienced hands chip logs can be surprisingly accurate, and were still used in ships up to the 1920s." The authors then go on to describe attaching the chip to a line and to give it a 20 foot lead and then to knot it every 13 1/2 feet for the maximum number of knots your boat is capable of going. Run the line for 8 seconds after you hit the first knot and you will have your boat speed in knots!

I decided to make and try a chip log on Windrover. I made the chip log as described and wound it around a clothes drying rack I modified, instead of the rolling pin pictured in the instructions, mainly because my wife said I would not be using our good rolling pin on the boat. I used colored electrical plastic ties to mark the various knots, with a black tie to mark the start. I then went out on the water for a test run. I had Jeri run the motor at four knots and then tossed the log overboard. The wooden triangle was too small and skipped across the water. After making a bigger triangle and trying it again I found that the log worked within a half knot of the GPS reading. Success!

But could someone else get similar results? Enter John and Nancy. After a fun but drizzly afternoon aboard Windy I suggested we try the chip log. I figured John would be interested in trying it. After a bit of adjusting John handled the chip log like a chip off the old log! The attached pictures show John and Nancy and the chip log in action. I was so happy to share time on the water with our old friends and hope to continue our sailing times in the future.

I bet you are wondering how this story relates to the tall ships. Well, El Galleon docked in Sturgeon Bay after its Green Bay sojourn and allowed boarders. I eagerly toured the boat and was stunned to find prominently displayed on the cannon deck a chip log and a sign explaining its use. I of course explained to the nearest crew member about my chip log. While his English was about as good as my Spanish we did communicate. Pictures on the next page show the chip log..

(continued on page 4)

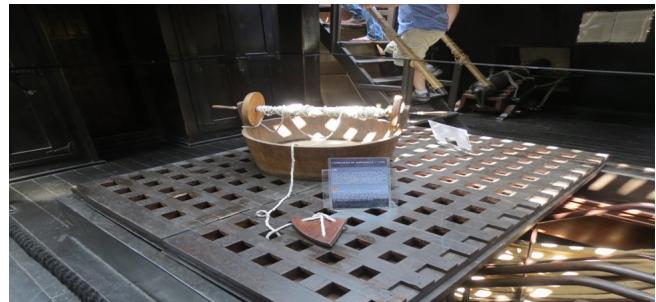
FROM YOUR EDUCATION OFFICER (continued)



Constructing the Chip Log



Feeding out the line



The Chip Log used on El Galleon



Determining speed with the chip log

UPCOMING CLASSES

This fall we will hold an Advanced Piloting Class for sure and a Seamanship class (if we have enough interest). Piloting and JN will be offered this spring along with Marine Communication Systems. Dates are being determined and will be announced soon.

If you take either our upcoming Advanced Piloting or Piloting course I will demonstrate the chip log in action in the class.

Fair Winds,

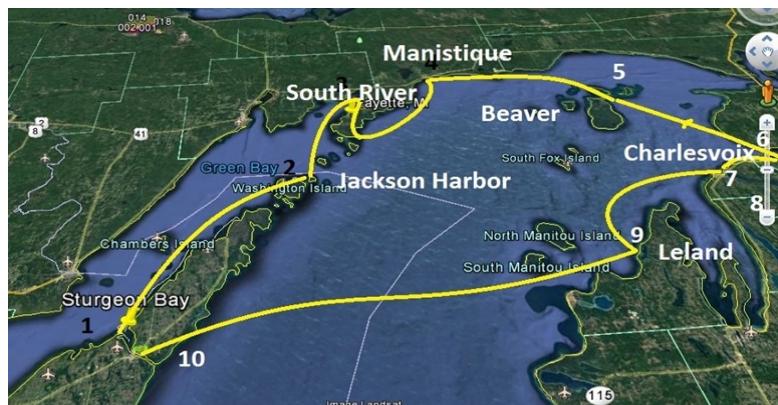
Lt/C Steve Rank, SEO

North Lake Michigan Cruise (July 2-19, 2016)

Sandy and Gary King (Cruise leaders), Southern Cross, a 34' Mainship
Julie and Terry Keating, Lark, a 41' Formula express cruiser.
Alan and Nancy Wentworth (joined us in Petoskey), Bellatrix, a 38' East Bay

This cruise departed Sturgeon Bay on July 2 and visited Jackson Harbor, South River Bay, Manistique, Beaver Island, Petoskey, Charlesvoix, Boyne City, Leland and returned to sturgeon Bay. Each transit covered 20-40 miles (except the last day) and we planned two night stops at every port. All travel days were sunny and had flat seas. We stayed a few extra days in Charlesvoix and Boyne City waiting for waves to settle down.

Something new for readers of the Scuttlebutt: A full account of this cruise will be found on our website, including photos by Sandy King and Terry Keating. [Please click here](#) to access the cruise.





The fleet comes into Sturgeon Bay



The Viking Longship, "Draken Harald Harfagre "



Alden Schooner, "When and If "



El Galeon



Rex Pope, Terry and Julie Keating & Linda Pope were recruited to handle lines as the tall ships arrived at the dock.



Windy's sunset sail

Saturday at the Festival in Green Bay



GREEN BAY SAIL & POWER SQUAD

EDUCATION COURSES
SIC BOATING • SEAMANSHIP
LOTING • MARINE ELECTRONICS
USE PLANNING • NAVIGATION
WEATHER • ENGINE MAINTENANCE
UPPER SAUER



SAILBOATS & POWER
• INSURANCE DIS
• SOCIAL ACTIVIT
• ENSIGN MAGAZ
• MONTHLY NEWS
• BOATING EVENT



John Hermann works with a future boater on the USPS Simulator in the Festival tent.



Our crew at work



Photos by Cynthia Weis, John Hermann, Terry Keating & Alan Wentworth



Tall Ships fleet in Green Bay guarded by a rubber ducky



The Denis Sullivan moored at the Festival Dock



Karl takes his boat through the locks on the Fox River



Karl May gave a private tour of the Fox River, past the tall ships and into the locks



Julie Keating, John & Dolores Hermann, Craig Widen and Bob DeNoto—Happy Hour aboard Lark

Photos by Terry Keating & Bob DeNoto

CRUISE TO MENOMINEE AND OCONTO



Sixteen members gathered in the Boater's Lounge for Happy Hour on Friday, followed by dinner at Berg's Landing: John & Mary Welch, Bob & Patsy Stierna, Bob & Karen DeNoto, Jerry & Michelle Anderson, Terry & Julie Keating, Chuch & Judy Holtz, Karl & Erica May and Dolores Hermann & grandson, Austin. At the Saturday potluck, we were joined by M & M Squadron members, Jim Goodman and Roger Quinlan. It rained all morning on Saturday, but cleared for the evening festivities and a return to home port on Sunday.

The Keatings and Bob DeNoto stopped for a night in Oconto on Sunday where the Sheboygan Walleye Club held the Battle of the Bay one-day walleye tournament.. Ninety-four boats paid a \$300 entry fee. \$22,000 in prizes, plus \$4000 for the three heaviest fish. The largest weighed ten pounds (Bonus \$1000). The winning three weighed twenty-four pounds. The 94 teams registered 1400 pounds of walleye.

The Oconto marina was basic and clean, \$1/ foot per night. There were lots of empty slips. Sand hill cranes were nesting in the marsh bordering the river.



Carefree at the marina dock in Oconto



Sheboygan Walleye Club bass fishermen



Bass fisherman weighing the catch—hoping for a prize

SEPTEMBER BIRTHDAYS

Dave Baumann	27
John Welch	28
Bob Ross	30



Photos by Terry Keating

MEET OUR MEMBERS

In this space we highlight a member or member family to help us get to know one another and the boating that brings us all together. This month we feature.....

Dave and Kathy Quirsfeld

Hello fellow Door County USPS Squadron members! Our names are Dave and Kathy Quirsfeld of Ellison Bay and we are delighted to have recently joined your Squadron. We have been members now of USPS for 20 years, all of which were spent with the Skokie Valley Sail and Power Squadron of the Chicago north and northwest suburbs. While we are sorry to leave so many good friends behind, we have fulfilled our goal of retiring to northern Door County and are looking forward to building new friendships and adding many more great USPS memories. I have already attended a squadron seminar in June on the use of GPS and can say the tradition of USPS excellence in boating education is alive and well in Door County.

I took advantage of this great USPS tradition, earning a JN and taking many electives some years ago, but there is always more to learn and review in our quest for safety on the waters. I have made the Inland Navigator designation my first goal in DC. I was also treasurer for two terms and was starting a term as Assistant Education Officer until an illness sidelined my boating and squadron activities.

Our passion is sailing and we love exploring our favorite Northern Door destinations like Gills Rock, Sister Bay, Eagle Harbor and Peninsula State Park. Our boat, *Masterpiece*, is a 30-foot S2 built in Holland, Michigan in 1985 and in good condition for its age. We were small boat sailors for many years, day sailing and racing boats such as the Snipe and Rebel. We were members of the National Rebel Class Association for many years and competed in a number of National Regattas. We knew though that we needed a bigger boat to be comfortable on the "Inland Seas" of Green Bay and Lake Michigan so we found our dreamboat in Milwaukee a few years ago. My son and I sailed her the 117 miles to Door County in 23 hours; a trip I will never forget.

I could ramble on forever about our love for sailing and Door County but I will save those stories when we meet in person. We are looking forward to hearing about your experiences and any tips and suggestions for enjoying our beautiful marine environment that you can pass along. Until then, be safe on the water.



COMMANDER

Cdr. Bob DeNoto, 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, S
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. Karl May
920-493-6233

maytaxservice@itol.com

P/R/C Alan Wentworth, SN
920-336-3274

AWentworth@aol.com

Commander's Department

Chaplain **Lt. Karen DeNoto**
Flag Lieutenant **F/Lt Craig Weis, S**
Merit Marks **P/R/C Alan Wentworth, SN**
Executive Department

Public Relations **Open**
VSC Officer **Lt/C Lou Pasquesi S**
Safety Officer **P/C John Hermann, AP**
Port Captain **Lt Markus Ritter, AP**
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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**
Cruise Planning **Lt. Terry Keating, N**
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**

UPCOMING EVENTS

SEPTEMBER



11-18 USPS National Meeting

27 Executive Committee Mtg.

OCTOBER



TBD Seamanship

TBD Advanced Piloting

8 Lay-Up Fall Meeting & Social

NOVEMBER



11-13 D10 Fall Conference

29 Executive Committee Mtg.

DECEMBER



2 Holiday Party



What is this creature?

Where will you find it?

What is it doing?

This question was posed in the July Scuttlebutt. Thanks to Markus Ritter for correctly answering that it is a "goose chaser" on the lawn at the Sturgeon Bay Yacht Club.

ORANGE DISTRESS SIGNAL RECALL

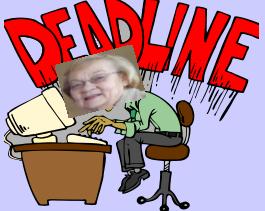
The Coast Guard has withdrawn the Certificate of Approval (160.037/23/0) for NAMMO LIAB AB Orange Hand Smoke Distress Signal, and the approval status of this certificate is now marked as "Former- Do Not Use." This action was taken because the chemical makeup of the signal was changed in October 2013 without Coast Guard approval and the signal that was manufactured is at risk of spontaneous combustion when dropped. These smoke signals may be labeled and marketed as "Polar MK 4" by NAMMO LIAB AB or as "IKAROS" by Hansson Pyrotech. "IKAROS" Hansson Pyrotech is the more current manufacturing name. Datrex Inc., of Kinder, LA, is the only distributor for these products in the United States. There are approximately 2,790 signals with the potentially defect in the US market.



REMEMBER THIS PHOTO?



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 October Scuttlebutt by September 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

