

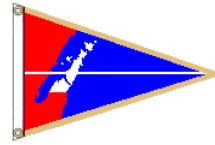
United States Power Squadrons®

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



THE DOOR

Scuttlebutt



10

Newsletter of the Door County Sail & Power Squadron
"The Little Squadron That Could"

October, 2016
Volume 10, Issue 10

COMMANDER'S MESSAGE

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This is my other "day job!" Driving the hay wagon.



There's about 3 more feet of water in Lake Michigan, compared to 2013. As a result, at times, there is more than a foot of water covering the causeway that leads to the Cana Island Lighthouse. The Cana Light is under the umbrella of the Door County Maritime Museum. DCMM figured it was at risk of losing about \$100,000.00 in revenue, if they were unable to get visitors out to the Island. Thus; the John Deere and hay wagon. The wagon can accommodate about 20. I average driving 2 days a week; typically transporting 80 to over 100 visitors per day.

In addition to USPS, I volunteer at The Maritime Museum. The Museum has been one of the DCS&PS preferred partners for several years and has recently hosted some of our seminars. DCMM will be breaking ground

for their "tower" project, early spring 2017. The 11-story Maritime Tower will be a dramatic addition to the Sturgeon Bay working waterfront. The Maritime Tower will promote the region's maritime heritage and working waterfront, from marinas and boatyards, to shipbuilders and yacht design/construction businesses, to sail makers and chandleries. And, as a visual landmark with a distinctive design, it will sustain Door County's lighthouse heritage and serve as a beacon for the city and for the region.

One of the 11 levels in the tower will focus on recreational boating. I have been asked to head up the development team for that exhibit. I intend to promote USPS and hopefully get a **Boating Skills Virtual Trainer** unit installed. [Click](#) here for a look at the trainer in action.

My intent would be to work with District-10 and our National organization to defer most, if not all of the costs of the "Trainer" to the Museum; possibly through a grant or other means. We should then receive a lot of exposure. Stay tuned and don't be surprised if I seek your help in this endeavor.

Continued on page 2

JOIN US AT THE FALL LAY-UP MEETING

Saturday 15 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)

Continued from page 1

As you are aware, Alan Wentworth and I are pretty active at the District level. I succeeded Alan as Assistant District Educational Officer, about a year ago. One of the responsibilities of the ADEO is to crunch the numbers for the SEA and Prince Henry awards. We just received the raw data for all the Squadrons in District-10 and will plug it into the formula that determines the award recipients. Some of the squadrons offered no courses and a few had 1's and 2's. This certainly was not the case in Door County! Thank you Steve for another stellar program! Looking forward to what you have in store for Education Year 2017.

This past week has been very special for me. Graduate School buds that I haven't seen in nearly 25 years, visited Door County with their spouses. Jay, Steve and I pursued our Masters together in the late 1960's at Southern Connecticut State University. Steve went on for his Doctorate at N C State and served on the Butler Faculty for 35 years. Jay is still enjoying heading up the Library Systems for Farmington CT. We said our good-byes last Saturday evening, agreeing we were too important to one another to let that much time pass again. We are already planning our 2017 reunion.



Bob, Jay & Steve aboard Carefree "That's what friends are for."

Well, things are winding down. Boats are coming out, our Lay-Up meeting will be coming up soon and I hope to see you there. So, until November, be safe with your final boating activities.

Your Commander Bob

EXECUTIVE OFFICERS REPORT

Several watch years ago, Commander DeNotto adapted a well-known children's story to our squadron, namely, "The Little Engine That Could." The adapted theme appears along with branding wordage in the masthead as "The Little Squadron that Could." The theme has proven to be prophetic. As the boating season winds down, I wish to show how Bob's theme is proven out in Door County's VSC performance for the current season.

Door County led the eleven D-10 squadrons this season, having completed 219 VSCs, or nearly 20%, of the district total, with five VS Examiners. Kudos to Lou Pasquesi who again led us to top performance with his 136 VSCs! Only one other squadron came close to us with 214 VSCs by 9 VSEs, with their leading examiner turning in 139 vessel safety checks.

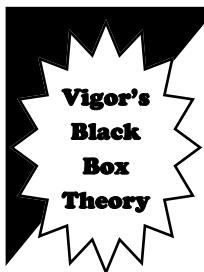
Most D-10 squadrons have 8 VSEs. Only one D-10 squadron has fewer VSEs than Door County. Squadrons with top VSC totals always have a leading contributor. What put Door County at the top this season is our leading contributor plus our other 4 VSEs who averaged 21 VSCs. I hasten to add that we need more examiners. Our VSEs hardly touch Southern Door marinas, paddle craft and Sturgeon Bay rental fleets. With two more VSEs, think what we could accomplish!

The VSC program is aimed at boating safety on the water and is not a competition between squadrons or districts. My report calls attention to our squadron's commitment to civic service with a striving attitude, both of which are also apparent in our education performance, squadron cruises and more. We have good reason to take pride in our squadron.

How would you like to actively energize the little squadron that could? Become a vessel safety examiner? Become an instructor or assist in leading an education course? Serve on the Executive Committee as an officer or a member at large? Make the arrangements for a dinner meeting or social event? There are lots of opportunities to make a difference.

John Hermann
Executive Officer

FROM YOUR EDUCATION OFFICER



Ahoy Boaters, Floaters and Drifters!

As many of you know, I have repeatedly stressed two major themes in my reports: **Safety & Navigation**. The other day I ran across Vigor's Black Box Theory which provides a mental image to help advance both.

"There is no such thing as fortuitous luck at sea. The reason why some boaters survive storms or have fewer accidents than others is that they EARN their luck by diligent and constant acts of seamanship. Aboard every boat there is an invisible black box. Every time a skipper takes the time to consult the chart, inspect the filters, go forward on a rainy night to check the running lights, or take any proper seamanlike precaution, he or she earns a point that goes into the black box.

In times of stress, heavy weather or other threatening circumstances when human skill and effort can accomplish no more, the points are cashed in as protection. The skipper has no control over that withdrawal. They withdraw themselves as appropriate. Those skippers with no points in the box are the ones later described as unlucky. Those with points to spend will survive- but they must start immediately to replenish their savings, for the sea offers no credit."

I would add to this image that every time we do something foolish or foolhardy we erase the points we have stored in the box. Getting drunk before boating can make the points disappear in a hurry. The recent death and injury in Door County is a tragic illustration.

Sheriff's Department Releases More on Fatal Boat Accident

Posted on September 13, 2016 by Roger Levendusky

The Door County Sheriff's Department has released the name of the 40-year old Washington Island man who sustained serious injuries in a boating accident late Friday evening on the shore near Door Bluff Road, in the Town of Liberty Grove. Frank Gibson sustained a leg injury and was transported to Saint Vincent Hospital in Green Bay. The owner and operator of the 23-foot Powercrest boat, 54-year old Vernon Rubenic of Oswego, Illinois, was killed in the mishap. According to the police report, deputies found the "Cherry Bounce" on shore, wedged between two large rocks with extreme front end damage. The vessel's throttle was fully engaged, giving the impression that the boat hit shore at full speed, leaving it half in and half out of the water.

Investigators also learned that the vessel launched from Washington Island and that the two men had been drinking in Ellison Bay and while on the boat prior to the accident shortly before midnight Friday. Gibson indicated that the accident happened about a half an hour after he and

his friend started back to Washington Island. Sheriff Steve Delaruelle said the Department of Natural Resources has jurisdiction over these types of accidents, so all of information gathered by his department has been turned over to the state agency as part of its investigation.

Drinking on a boat at night near a known rocky i.e. dangerous—and at night all the more so—shore cost a life in the above case. The Coast Guard report below contains an excellent summary of boat accident statistics for 2015. Note the highlighted orange section naming alcohol as the number one factor in boating accidents. Combine alcohol with operator inexperience, not keeping a proper lookout, excessive speed and not practicing proper navigation – all of which are made more dangerous when drinking and you have a recipe for disaster.

News Release May 18, 2016

U.S. Coast Guard Headquarters

Contact: Headquarters Public Affairs Office: (202) 372-4630

US Coast Guard Releases 2015 Recreational Boating Statistics Report

WASHINGTON — The U.S. Coast Guard released its 2015 Recreational Boating Statistics report Tuesday, revealing that boating fatalities nationwide that year totaled 626, the third-lowest number of yearly boating fatalities on record.

From 2014 to 2015, injuries decreased from 2,678 to 2,613, a 2.4 percent decrease; deaths increased from 610 to 626, a 2.6 percent increase; and the total number of accidents increased from 4,064 to 4,158, a 2.3 percent increase.

The report also shows that in 2015:

- The fatality rate of 5.3 deaths per 100,000 registered recreational vessels reflected a 1.9 percent increase from the previous year's rate of 5.2 deaths per 100,000 registered recreational vessels.
- Twenty-two children under age 13 died while boating that year. Twelve children (55 percent) died from drowning. Two children (17 percent) of those who drowned were wearing a life jacket; half of the remaining 10 children who were not wearing a life jacket were not required to do so under state law.
- Property damage totaled approximately \$42 million.

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FROM YOUR EDUCATION OFFICER (continued)

Continued from page 3

- **Alcohol was the leading known contributing factor in fatal boating accidents and was listed as the leading factor in 17 percent of deaths.**
- **Inattention, operator inexperience, improper lookout, machinery failure and excessive speed ranked as the top Operator contributing factors in accidents.**

Where the cause of death was known, 76 percent of fatal boating accident victims drowned; of those drowning victims, 85 percent were not wearing a life jacket. **Where boating instruction was known, 71 percent of deaths occurred on vessels where the operator had not received boating safety instruction.** The most common types of vessels involved in reported accidents were open motorboats, personal watercraft and cabin motorboats. The vessel types with the highest number of fatalities were on open motorboats, kayaks and canoes.

"We thank our boating safety partners for their efforts," said Capt. Verne Gifford, director of Inspections and Compliance at U.S. Coast Guard Headquarters. "They've done a tremendous amount of work educating the boating public, which has helped reduce injuries. However, boating under the influence and failure to wear life jackets remain among the leading factors contributing to most boating fatalities. Together, we must continue to work to reduce the numbers of accidents, injuries and deaths."

The Coast Guard reminds all boaters to boat responsibly while on the water: wear a life jacket, take a boating safety course, attach your engine cut-off switch, get a free vessel safety check and avoid alcohol or other impairing substance consumption.

Late Season Sail

On another topic, Jeri and I had an absolutely amazing sail last week. We sailed on a beam reach (our favorite), observed two eagles, an osprey, a loon, and if that wasn't enough, we heard the Joseph Block on a "securite" call coming into Sturgeon Bay from the lake. We tracked her on AIS and arrived at the Sturgeon Bay bridges in time to get some great pictures. What a way to wind down summer!



Upcoming Classes

Seamanship and Advanced Piloting will be taught on Thursday nights from October 13 through December 8 in Room 102 and 103 respectively at NWTC. Building on the basics of recreational boating presented in the public boating courses, **Seamanship** adds foundational information for continuing boater education. The course contents should facilitate knowledge development for increased safe operation of recreational boats and provide the basis for completion of the USCG licensing examination. Emphasis within the course has been placed on higher level boating skills, rules of the road, and markspike. **Advanced Piloting** is the second part of the inland and coastal navigation series. This material builds on the base developed in Piloting, and includes practical use of additional electronic navigation systems and other advanced techniques for finding position. It is such a change from the old AP course, it will be worthwhile for those already having taken AP to tune their skills with this new course. Among topics covered are: finding position using bearings and angles, collision avoidance using GPS, and Radar, what to do when the electronics fail, tides, currents and wind and their effect on piloting, electronic navigation with - GPS, Chart plotters, RADAR, Autopilots, etc.—application of course lectures through practical, in class, exercises. It is not too late to think about joining us for these courses. Contact me if you want to take one of these courses.

Finally, I want to report that I had failed the wiring segment of our Marine Electrical Systems course last spring. I retook the test and this time I passed. The second test was harder than the first but I studied harder than the first time. I am glad I persevered and did not quit. I wanted to publically share this with everyone to encourage all of us to not settle for failure just because something was hard. I hope to see you in class this winter. You will be adding to your Vigor's Black Box when you do.

Fair Winds

Steve Rank



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Merit Marks	P/R/C Alan Wentworth, SN
Public Relations	Executive Department
VSC Officer	Open
Safety Officer	Lt/C Lou Pasquesi S
Port Captain	P/C John Hermann, AP
	Lt Markus Ritter, AP
	<i>Education Department</i>
Adv. Grade Courses	P/C Robert Stierna, SN
Elective Courses	P/Lt/C John Welch, SN
ABC Representative &	Cdr Robert DeNoto, N
Boat Operator Certification	
	<i>Administrative Department</i>
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Meetings & Programs	Lt Michelle Anderson
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	<i>Secretary's Department</i>
Newsletter	Lt Dolores Hermann, AP
Webmaster	Lt Markus Ritter, AP
	<i>Treasurer's Department</i>
Ships Store	Lt/C Cynthia Weis, AP

CALENDAR**OCTOBER**

- 13 Seamanship begins
- 13 Advanced Piloting begins
- 15 Lay-Up Fall Meeting & Social

**NOVEMBER**

- 11-13 D10 Fall Conference
- 22 Executive Committee Meeting

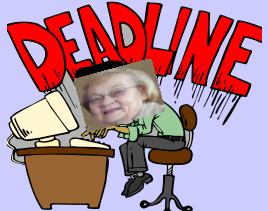
**DECEMBER**

- 2 Holiday Party



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 Scuttlebutt by October 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

HAPPY BIRTHDAY

9th—John Reichmann

13th—John Hermann

16th—Pat Eggers

17th—Markus Ritter

25th—Steve Mayheu

25th—Jim Walker

26th—Dave Smith

28th—Dan Balch

