

United States Power Squadrons®

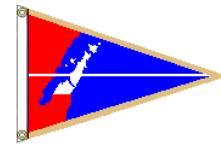
"Come for the Boating Education...Stay for the Friends" SM



THE DOOR

Scuttlebutt

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



February, 2017
Volume XI, Issue 2

COMMANDER'S MESSAGE

IN THIS ISSUE

Commander's Message.....	1&3
Change of Watch.....	1
Executive Officer's Safety Message	2&3
From Your Education Officer.....	4-5
Cruise to Georgian Bay.....	6-7
Calendar.....	8

So! What's 100 years? How about 50? Well, USPS celebrated its 100th anniversary in 2014. P/C Jim Jauquet-JN celebrated his 50th anniversary with this organization in 2016.

What an incredible statement! Jim was Commander of the Green Bay Squadron when Door County (then the Sturgeon Bay Power Squadron) was going through some tough times (2000-2001), Jim was one of the first to volunteer his help during the "reconstruction" of our squadron. He served many years as our Treasurer, taught Cruise Planning and was a constant voice of encouragement and counsel.

But the story doesn't end there. In 1986 Jim and Andrea sailed Krakjen out of Fish Creek; destination, the Mediterranean. They wintered in Florida and the Bahamas, then on to Bermuda in the spring of '87, Bermuda to the Azores, Azores to Lagos, Portugal and the Mediterranean. They sailed for 14 summers in the waters of the Mediterranean. Each year they would sail in the waters of a different country. At the end of each season they would sail Krakjen to the next country of interest, put her up on the hard and return home. They would return in the spring to start the cycle all over again. WOW! Think about this; 1980's—No GPS, few satellites, phone?? SEO Steve is constantly reminding us, "when all else fails we need a backup that isn't dependent on power, electronics or modern day technology."

Finally, last year Jim and Andrea called me and said they wanted to donate the sextant that guided them on Krakjen and their journey. What can one say to such a marvelous gift? Now the new JN students can take this for a test drive.

Our Change of Watch will be held at the Landmark on Sunday 12 February. Jim and Andrea will be our guests and I will present Jim with his plaque and pin. Thank you, Jim, for all you've done for us.

One of the other presentations I'll make at COW is the Blaine P. Dreutzer Commander's Cup Award. We referred to Blaine as Boon. Boon was Past Commander of our squadron in the mid-1980s. We lost Boon in October, 2009. In honor and remembrance of Boon, we created a new award. The award is intended to recognize significant contributions and active participation of a new or relatively new member. The award is intended to be perpetual and will be passed on to next year's recipient. Current holder of the award is Terry Keating.

(Continued on page 3)



EXECUTIVE OFFICER'S REPORT

I listen regularly to WX4 on my VHF handheld radio. Along with wind direction, speed and wave height, e.g., 5-7 ft., the wave forecast provides estimates on periodic and occasional wave heights that are much higher, e.g., 9 ft. or more. While estimates consider fetch and water depth, I was interested in the formula for "significant wave height" and the statistical distribution used to estimate higher waves.

Here's what I learned from the NOAA website pages, especially NWS Marine Forecasts. I hope you find it of interest.

When the marine forecast says "seas 3-5 ft", what exactly does that mean?

Waves are measured from trough to crest. Seas are the combination of both locally generated wind waves and distantly generated swell waves. Specifically, seas may be derived using the following formula where S is the height of the swell waves and W is the height of the wind waves.

$$\text{SEAS} = \sqrt{S^2 + W^2}$$

Seas and waves are expressed in the terms of the significant wave height, the mean or average height of the highest one third of all waves in a swell train or in a wave generating region. It approximates the value an experienced observer would report if visually estimating sea height. When expressed as a range (e.g. seas 3-5 ft), this indicates a degree of uncertainty in the forecast and/or expected changing conditions (not that all waves are between 3-5 ft). Generally, it is assumed that individual wave heights can be described using a Rayleigh distribution.

Example: Significant Wave Height = 10 ft

I in 10 waves will be larger than 11 ft

I in 100 waves will be larger than 16 ft

I in 1000 waves will larger than 19 ft

There are occasional reports of "rogue" waves of an even greater ratio. Therefore, assuming a wave period of 8 seconds, for a significant wave height of 10 feet, a wave 19 feet or higher will occur every 8,000 seconds (2.2 hours).

Wave heights increase dramatically as waves begin to "feel" the bottom near shore or any in shallow water. Wave-current interaction will also dramatically impact wave heights such as in the area of the Gulf Stream or around jetties.

"The seventh wave of the seventh set" An old fisherman's tale? Perhaps, but it does serve to highlight that wave and surf conditions are not always constant. In open waters, the occasional

wave may be twice that of the surrounding sea. There are occasional reports of "rogue" waves of an even greater ratio. Near shore waves are even less predictable. So-called "sneaker waves" can grab the unwary who venture too close to the unpredictable sea. Mariners may be drawn too close to the surf zone during periods of relative calm. Proceed cautiously and always be wary of this not uncommon phenomenon, especially in areas where breaking surf is known to occur or appears likely. From the scientific point of view, this phenomena is more likely to occur when several swell systems combine.

The danger presented to a vessel is a function of wave steepness as well as wave height and is unique to each vessel. In general for small vessels, for a given wave height the danger increases as the wave period decreases. Below is a table under development within the National Weather Service to assist forecasters in identifying sea conditions which may be of danger to vessels with a closed cockpit configuration of ~100 feet or less. The table is intended to be instructional only and the danger presented by waves to your own vessel may be quite different.

SWELL HEIGHT (metres)													
0	0.5	1.0	1.5	2.0	2.5	3.0	4.0	5.0	6.0	7.0	8.0		
SEAS or WIND WAVE HEIGHT (metres)	0.5	0.5	0.7	1.1	1.6	2.1	2.6	3.0	4.0	5.0	6.0	7.0	8.0
0.5	0.5	0.7	1.1	1.6	2.1	2.6	3.0	4.0	5.0	6.0	7.0	8.0	
1.0	1.0	1.2	1.4	1.8	2.2	2.7	3.2	4.1	5.1	6.1	7.1	8.1	
1.5	1.5	1.6	1.8	2.1	2.5	2.9	3.4	4.3	5.2	6.2	7.2	8.1	
2.0	2.0	2.1	2.2	2.5	2.8	3.2	3.6	4.5	5.4	6.3	7.3	8.2	
2.5	2.5	2.6	2.7	2.9	3.2	3.5	3.9	4.7	5.6	6.5	7.4	8.4	
3.0	3.0	3.0	3.2	3.4	3.6	3.9	4.2	5.0	5.8	6.7	7.6	8.5	
4.0	4.0	4.0	4.1	4.3	4.5	4.7	5.0	5.7	6.4	7.2	8.1	8.9	
5.0	5.0	5.0	5.1	5.2	5.4	5.6	5.8	6.4	7.1	7.8	8.6	9.4	
6.0	6.0	6.0	6.1	6.2	6.3	6.5	6.7	7.2	7.8	8.5	9.2	10.0	
7.0	7.0	7.0	7.1	7.2	7.3	7.4	7.6	8.1	8.6	9.2	9.9	10.6	
8.0	8.0	8.0	8.1	8.1	8.2	8.4	8.5	8.9	9.4	10.0	10.6	11.3	

COMMANDER'S MESSAGE (CONTINUED)



50 Years
Membership
Plaque awarded
to Jim Jauquet



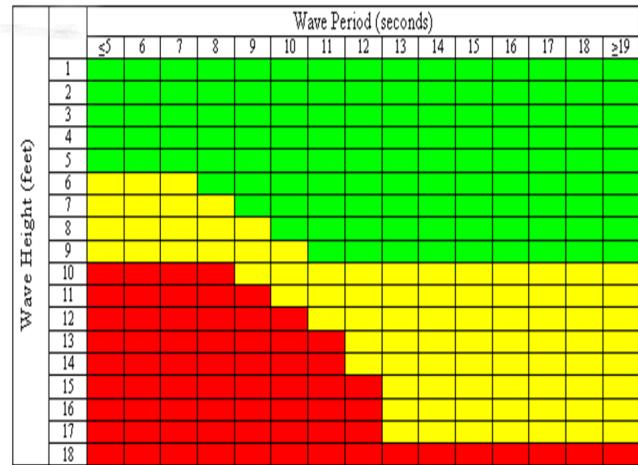
Blaine P. Dreutzer
Commander's Cup
Award

Want to know this year's recipient? I can't tell you. You'll just have to come to Change of Watch or wait for the March Scuttlebutt. But I'd rather see you at Change of Watch

Lastly, the 2017 D10 Spring Conference will be hosted by Central Wisconsin Sail and Power Squadron, March 24-26, 2017 and held at the Jefferson Street Inn, Wausau WI. Bill Dohr will be installed as new District Commander. Wausau is only about two-and-a-half hours from us. This is a great opportunity to experience a district conference and visit with our D-10 friends. Please consider going. For further information go to: [click here](#) Hopefully we only have another month of this sloppy weather. Until then, stay warm. I wish I could have closed with GO PACK. Maybe next year.

Your Commander Bob

EXECUTIVE OFFICER'S MESSAGE (CONTINUED)



LEGEND

Red	Warning
Yellow	Advisory
Green	None

Source: NOAA, NWS Marine Forecasts

Think spring,

John Hermann, Safety Officer

FEBRUARY BIRTHDAYS

6th—Judy Holtz
7th—Jeff Johnson
20th—Mary Welch
23rd—Marie Coons
25th—Pamela Anast



FROM YOUR EDUCATION OFFICER

Ahoy you lubbers and landlocked boaters,

As you all know by now, I am always looking for simple and non-electronic aids to navigation to back up our GPS systems. Accordingly, I am submitting the chip log to National as a teaching aid from District 10. I demonstrated using the chip log as a non-electronic tool to determine speed in order to solve 60D ST equations taught in our Piloting and Advanced Piloting courses. You may remember my discussion and accompanying pictures in earlier issues of the Scuttlebutt.

Below is a set of directions for using the chip log and a list of materials I used to build it. This, along with a blueprint for construction and the chip log itself, and some additional pictures are what we have sent to be displayed at National as our teaching aid representation from District 10.

Here is a picture of John Reichmann preparing to deploy the chip log.



CHIP LOG LINE COLOR CODE

2 BLACK	Start
2 YELLOW.....	1 Knot
2 BLUE.....	2 Knot
2 RED.....	3 Knot
1 ORANGE & 1 BLACK.....	4 Knot
1 YELLOW & 1 BLACK.....	5 Knot
1 RED & 1 BLACK.....	6 Knot
END.....	6 1/2 Knot

DIRECTIONS: Throw chip overboard and run out line to two black twist ties. Stop run out by grabbing line, making sure that chip is dug in and pulling like a fish. Then let the line loose and allow it to run out for eight seconds by holding the dowels and letting the line twist off the rack. Grab the line after eight seconds to stop it. Note the twist tie colors at the end of the eight seconds. This is your speed in knots. If you are halfway between two ties then add or subtract a half knot as appropriate.

MATERIALS NEEDED FOR A CHIP LOG

- 4—1 x 14 x 14" board * (All starred materials can be taken from a cheap wooden drying rack)
- 4—15 x 1/2" dowel * such as from Wal-Mart or materials can be found at your local lumber yard or hardware store)
- 1—12 x 24 x 1/2" pine board for chips
- 3—3/16th" x 50' braided nylon diamond line from Wal-Mart
- 1—15 x 1/4" line for connecting large chip to smaller chip
- 3—1/2" x 1-1/2" bolts
- 3—1/2" lock nuts
- 1—pkg of multicolored fluorescent twist ties
- 1—pint varnish or cetol (can use leftovers from previous projects)

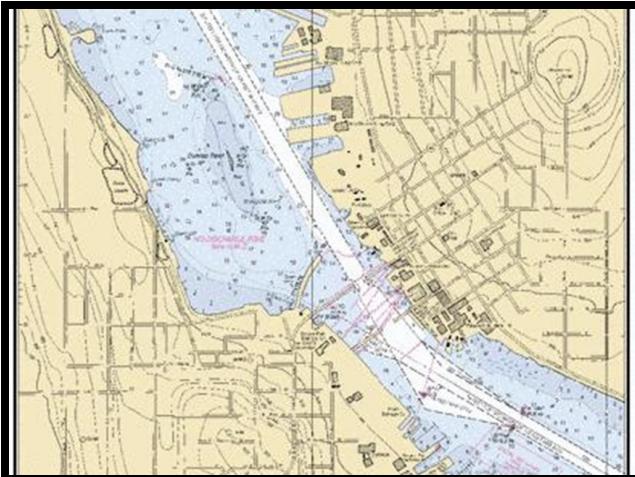
This month I would like to share another simple mechanical aid to navigation. This is from Geoff Lewis in The Small-boat Skipper's Handbook under the heading, "Keeping Clear of Dangers"

"The original 'rule of thumb' was probably the principal adopted by shipmasters that they would never allow their vessels to approach a danger nearer the distance that corresponded to a thumb's width on the chart in current use. Thus they could navigate closer to dangers on a large scale chart, with plenty of detail, than would be prudent on a small scale chart with less. It's still a good principal."



A small scale chart of Door County. Small scale means large area.

FROM YOUR EDUCATION OFFICER (continued)



A large scale chart of Sturgeon Bay. Large scale means small area

CONGRATULATIONS

Speaking of aids to navigation, I want to congratulate Janelle Peotter for submitting to the USPS Ensign her excellent article on circumnavigating Door County. I was jealous and sulked for a few weeks that I did not accompany Janelle and Eric on their cruise but I really couldn't be prouder of her and the intrepid and enthusiastic spirit she and Eric bring to everyone who has had the good fortune of knowing them. Her article really paves the way for those of us who would like to follow in her wake, maybe this summer?



Janelle and Eric on their much loved Moon Dancer

TRIBUTE

I would also like to pay tribute to Bob Stierna. Most of you remember Bob as our Commander, but before that he was SEO. Bob and Patsy docked their boat, Compromise, at Lama Wamah Lagoon next to Tom Voegele, Craig Weis and Jeri and me. I saw

first-hand his pride in being a sailor and a squadron member. He was full of skills learned in class and at sea. He had a fighting spirit and had many wonderful sails practiced on Compromise before he became so ill. Bob was always willing to teach any class I asked him to, and he was always super-prepared. He even tried to teach the seamanship class before his departure for Texas last fall. He became too weak before the class started but the desire was still there. Even when he was fighting for his life, he still came down to the boat as often as he could. I was honored to go with Bob and Patsy on Bob's last sail. I know Bob looked sick in this picture, but his fighting spirit and love of sailing and Patsy shine through. I know I'll someday sail with Bob again. Until then, God speed!



EDUCATION NEWS

I am proud to announce that we have three brand new Advanced Pilots in our ranks. Rex and Linda Pope and Dan Balch all passed their exams. I, and the rest of the squadron, am very proud of your commitment to safe navigation. Well done!

Junior Navigation will begin on Monday 6 February with a class of four. They are our recent AP graduates along with Gary King. Alan Wentworth, Bob DeNoto and I will co-teach this course. I am really excited about offering this upper level navigation course. If there is anyone out there who would be interested in this course but has not let me know – it is not too late.

Fair Winds, Finally I am including two YouTube videos I took recently following the boating theme in the winter. One is of a lone ice boater on Sturgeon Bay. <https://www.youtube.com/watch?v=Rfb35PrkLto>.

The other is of the James R Barker coming in backwards to Fincantieri. Bob Denoto told me recently that Fincantieri is the largest shipbuilder in the WORLD. We are really lucky that they have a yard right here in Sturgeon Bay. <https://www.youtube.com/watch?v=NPdGwXtadrQ>.

Fair Winds,

Steve



Our second Georgian Bay Cruise 2017 planning meeting resulted in crafting three departure options to accommodate boaters who may only have time for shorter versions of the trip and to encourage land cruisers (cars) to join the party along the way. Given unplanned weather delays, cruisers will need to stay in touch via text messages and emails to determine exact connection locations and times. No advanced reservations will be made. We will call ahead to our preferred next marina after each early morning departure from where we docked.

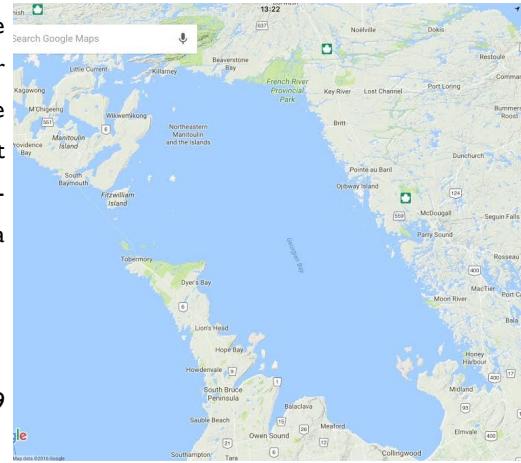
The following boaters were present at the meeting:

Julie and Terry Keating—Express Cruiser (Cruise Captains— call (920) 889-9059 with questions)

Bob De Noto—Trawler

Karl and Erika May and marina neighbors on Jolly Roger—Express cruisers; Tom Schueppert—stowaway with Mays Jerry and Michelle Anderson — Express cruiser.

Others considering the trip: Ben and Marie Coons — Trawler; Alan and Nancy Wentworth — fast Trawler; John and Dolores Hermann—, land; John and Mary Welch—land.



Option 1: Long Cruise. (June 25-July 25 timeframe)

Early departure boats include Terry and Julie and perhaps other boaters departing from Sturgeon Bay June 25 (+/-) taking a faster more direct route to Georgian , traveling directly to Mackinac straits and then through to Little Current or via Rogers City to the tip of the Bruce Peninsula at Tobermory. These boaters will then track south along the Bruce peninsula via Cabot's Point or Lion's Head on their way to the southernmost point of the cruise near Port Severn (arriving July 1-3 estimated). From there boaters will cruise north for 2-3 weeks following the well-marked small craft route which passes through Killarney on its way to the North Channel.

Marina stops (some boats will instead anchor nearby) from Port Severn north to Killarney will likely include Midland Harbor Town Docks, Honey Harbor's South Bay Cove Marina, Henry's Fish Restaurant Dock, Parry Sound Town Dock (July 7 +/-), Gilly's Snug Harbor Marina, Government Wharf at Point au Baril Station, Byng Inlet/Britt Marina (July 16 +/-), and for those so inclined, anchorages at Bustard Islands, Bad River channel, Beaverstone Bay, Mill Lake in Collins Inlet (July 18 +/-) with the Georgian Bay component ending at Killarney Sportsman's Inn Marina (July 21+/-). Cruisers, depending on their personal schedules, will then head home following the North Channel (ports TBD).

Option 2: Departure Delayed Cruisers (June 29 – July 25+)

Karl May and perhaps other boaters will depart Sturgeon Bay June 29 +/- and proceed via Mackinac straits to Meldrum Bay (Canadian Customs) and arrive Little Current (July 1-3) and take a direct route past Killarney into Georgian Bay southeast to join fellow cruisers coming north from Port Severn, connecting up perhaps near Parry Sound to then return westward along the small craft route toward Killarney. Land Cruisers can connect up with cruisers in mid-July perhaps in Britt or nearby ports and/or later in July at Killarney.

(continued on page 5)

CRUISE TO GEORGIAN BAY (continued)

Option 3: Short Timeframe Cruise (July 17-28+/- timeframe)

Bob and Ben, and perhaps Alan and others attending the GLCC rendezvous, and trawlers with slower cruise speeds may choose to depart Sturgeon Bay July 16 +/- and cruise via Leland, St Ignace, Meldrum Bay, and Little Current (July 21 +/-) and meet with northwest bound Georgian Bay cruisers arriving by then perhaps along Collins Inlet and then either extend their scheduled visit to Georgian Bay or reverse route travelling together back to Killarney and along the north edge of the North Channel through to Drummond island (US customs), St Ignace, Charlevoix, Frankfort and home.

Timeframes are approximate given weather delays and boater preferences along the way. As George Wilson would say, "Fish Creek Rules" apply (stay cool and flexible and travel and eat at a pace comfortable for you).

At a minimum, each boat needs a paper chart such as Richardsons' Chartbook + Cruising Guide – Lake Huron (including Georgian Bay and North Channel)—\$100+ at West Marine. These charts nearly replicate the essential Georgian Bay Canadian Chart Books 2202, 2203, and 2204 and clearly depicts the small craft route we will follow.

Entering Canadian waters via recreation cruiser information: [Click here](#)

Returning from Canada to US sticker (\$27.50) and order form information: [click here](#)

Mark your calendar for our Annual Cruise Planning Meeting to develop the DCS&PS 2017 Cruise Schedule

9:30 am—Saturday, April 8—at the Keatings, 3756 Glidden Drive, Sturgeon Bay—920-743-4201—coffee & donuts

Bring your ideas to plan day cruises, overnight cruises or longer



Michelle and Jerry Anderson, John Hermann, Julie Keating



The Keatings, Hermanns, Andersons, Mays, Tom Schueppert & Bob DeNoto



Tom Schueppert and Julie Keating—studying the charts



Terry Keating works the computer through the TV to show distances between ports

COMING EVENTS—2017 SQUADRON CALENDAR

February 2017

6—Junior Navigation begins
12—Squadron Annual Meeting & Change of Watch
19-26—USPS National Meeting, Orlando



March 2017

24-26—District 10 Spring Conference —Wausau
28—Executive Committee Meeting



April 2017

8th—Cruise Planning Meeting
15th—Vessel Safety Examiner Season Prep Meeting
TBD—Piloting and Marine Communications



May 2017

19—Fitting Out Meeting and Social
30—Executive Committee Meeting



June 2017

3—Vessel Safety Checks every Saturday
TBD—ABC Class begins
11—Squadron Summer Social
TBD—Flare Shoot



July 2017

25—Executive Committee Meeting



August 2017

11-13—Squadron Rendezvous—Menominee MI



September 2017

10-17—USPS National Meeting— Dallas TX
26—Executive Committee Meeting



October 2017

TBD—Lay-Up Meeting & Social
TBD—District 10 Fall Conference



November 2017

21—Executive Committee Meeting



December 2017

1—Holiday Party



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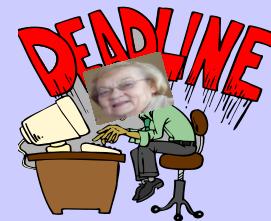
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Thank you to all of the members who contributed articles and pictures. Please take no offense if your article was somewhat changed or if your picture was not included in the Scuttlebutt. Changes, exclusions and inclusions are made based on space.

Articles and pictures for the March Scuttlebutt are due by February 28, 2017



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