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HOLIDAY PARTY



Heather Maguire with Kevin Osgood,
Executive Director, Maritime Museum



Jeff and Donna Feuerstein, members of
the Coastguard Auxiliary

FESTIVE HOLIDAY PARTY A GOOD TIME FOR ALL

Twenty-two members welcomed four guests to our annual Holiday buffet at Crossroads at Big Creek on Friday 7 December. Following a time for conversation and enjoying plentiful food and desserts, Dick Grota provided a wonderful account of ice boat racing and what it is like to maneuver an ice boat going 63 miles per hour around a course that curves and intersects other ice boats. Dick is a recent winner at the Nite Nationals on Green Lake, coming home with the Grand Masters trophy.

We welcomed guests Kevin Osgood and Heather Maguire. Kevin is the new Executive Director of the Maritime Museum and introduced us to a description of the new tower that will house the Boating Skills Virtual Trainer, purchased with a grant from the USPS Educational Fund. We also welcomed Jeff and Donna Feuerstein, members of the Coastguard Auxiliary. We have partnered with the Auxiliary in doing vessel safety checks.



Our presenter, Dick Grota,
Janet Grota and Linda
Wember



Dave Baumann with Com-
mander Bob DeNoto (above).
Karen DeNoto and Jean
Baumann (left photo)



HOLIDAY PARTY (continued)



Craig & Cynthia Weis—all lit up—with Lou Pasquesi



Enjoying good conversation were Nancy Wentworth, Sandy King, Julie Keating & Judy Holtz



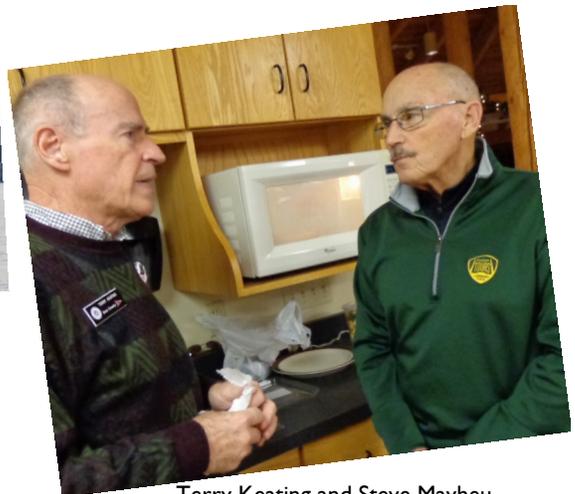
Ajan Wentworth, John Hermann and Dave Baumamm



Mike Wember and Gary King



Dick Grota is describing the course an ice boat must follow during a race as he shows pictures of some of the boats.



Terry Keating and Steve Mayheu

COMMANDER'S MESSAGE

Welcome to 2019! What fun our holiday gathering at the Crossroads was! Many thanks to Cynthia Weis for organizing and to Coggin Heeringa for again being our host!

Below is the opening slide of Dick Grota's presentation that evening. The two pictures below our burgee are Dick's boat rounding a mark and Dick jumping into his Nite, sail# 60, for the start. The 18' Nite ice boat is capable of achieving five times the speed of the wind. How can that be? For a reliable answer you'll have to ask Dick. My guess, however, is at speeds that fast the apparent wind is always ahead of you. And you are always going to windward?? Take our Sail Course. The Nite has been a passion of Dick's for over 40 years. This is evidenced by the name on the transom of his soft-water Tarten 3500.



What a GREAT presentation! Thanks again Dick.

In addition to Dick's presentation we had a few guests from our neighboring USCGA Flotillas. Jeff and Donna Feuerstein joined us from the Sturgeon Bay/Algoma Flotilla. Kevin Osgood and Heather Maguire were with us from Green Bay, Flotilla 4702. Kevin Osgood is also Executive Director of the Door County Maritime Museum. Both Jeff and Kevin had great info to share on USCGA and Kevin switched hats to bring us up to speed on DCMM's Maritime Tower expansion. We hope to do more partnering with USCGA on Civic Events in 2019.

With respect to Civic Events overall, I'd like us to think about ramping these up for 2019. WHY?? "Because we can." We live in a community that is deep in maritime history. Sturgeon Bay is a Coast Guard City and Door County has ~ 300 miles of shoreline. The following 11 items are for us to consider. These are in alignment with the guidelines for the BoatUS Distinguished Civic Service Award:

Item 1: Short Term Local Community Activity: Day Events, i.e. adopt-an-environment, marine clean-up, race day escort, etc.

Item 2: Long Term Local Partnership Projects: Multiple Day Events, i.e. collaborating with other groups to promote boater safety and skills training.

Item 3: Promotion of Boating Safety in Community Events: i.e. America's Boating Club mission visible by entering floats in land or sea parades, displaying banners on parade floats/boats.

Item 4: Representing the Squadron or District on public boards: as a member of a municipal or civic committee, to represent the squadron or district in promoting safe boating interests; i.e. county maritime advisory committee, waterfront development board, nautical law enforcement advisories, etc.

Item 5: Supporting National Safe Boating Week: Assorted programs or events created, ABC3 or seminars taught, media interviews, coordinating a municipal proclamation supporting safe boating; etc.

Item 6: Boat Show or Other public fair exhibition booths: promoting or supporting the America's Boating Club mission and national branding standards with attractive and informative booths; i.e. boat show, art show, community festival, farmer's markets, annual events, etc.

Item 7: Boating Safety and America's Boating Club Presentations to organizations: guest speaker on America's Boating Club or related boating topics to fraternal or community organizations like the Rotary, Kiwanis, Moose, etc.

Item 8: Family or Youth Days participation: promoting boating safety at school assemblies, through poster or other contests, participating in or sponsoring child-oriented events; on-the-water activities for youth and/or those in need.

Item 9: Radio /TV show appearances which promote boating safety, boating education programs or other America's Boating Club themes.

Item 10: Boating Safety and America's Boating Club-related articles.

(continued on page 4)

COMMANDERS MESSAGE (continued)

Item 11: Social media sites: Developed and maintained sites with apparent America's Boating Club branding, i.e. blogs, websites, Facebook pages.

I'd like your feedback, support and suggestions on this. Expanding our civic activities is a great opportunity for our newer members to get involved and earn a Merit Mark. Safe Boating Week is 18-24 May. I'd like us to be very visible.

Finally, look at what our sister squadron across the bay, Marinette & Menominee, is up to. Those of us who attended the rendezvous in August have seen the hats. The one on the right with the neck cover is ideal for our VEs. M & M has a line on shirts as well through the same supplier in DePere.



M & M Commander, Roger Quinlin has been very active in identifying suppliers for America's Boating Club Branded Apparel. If they appeal to Door County, Green Bay and M & M, we might be able to meet minimum number requirements collectively. I will keep you updated on Roger's progress. How about these belts?



That's it for now. The countdown clock has started for the 2019 boating season.

Your Commander

Bob

2019 CALENDAR OF EVENTS

| | | |
|-------|------|--|
| 29 | Jan | Executive Committee Meeting |
| 10-17 | Feb | USPS National Meeting -- Orlando |
| TBD | Feb | Squadron Cruise Planning Meeting |
| 17 | Mar | Squadron Annual Meeting & Change of Watch |
| 26 | Mar | Executive Committee Meeting |
| 27 | Apr | Vessel Safety Examiner Season Prep/Retraining |
| 12-14 | Apr | D10 Spring Conference - Minneapolis |
| 17 | May | Fitting Out Meeting & Social |
| 28 | May | Executive Committee Meeting |
| 23 | June | Squadron Summer Social |

| | | |
|------|-----|---|
| 23 | Jul | Executive Committee Meeting |
| 9-11 | Aug | Squadron Annual Rendezvous – Menominee, MI |
| TBD | Sep | USPS National Meeting |
| 24 | Sep | Executive Committee Meeting |
| TBD | Oct | District 10 Fall Conference |
| 26 | Nov | Executive Committee Meeting |
| 6 | Dec | Holiday Party |

You will find this Calendar of Events posted on our website and all of the VSC dates are posted on the Vessel Safety Schedule on page 7 of this Newsletter.

FROM YOUR EDUCATION OFFICER

Ahoy Everyone,

As I was counting my blessings this year, I was startled to see that a major tsunami had occurred in Indonesia triggered by a volcanic eruption that caused a 64-hectare (158-acre) chunk of Anak Krakatau to slide into the ocean. Anak Krakatau is a daughter of the famous Krakatoa Volcano that destroyed the island of Krakatau in 1883 creating the year of no summer in the northern hemisphere due to the dust that blocked out the sun's light and was heard thousands of miles away. As I was thinking about the tsunami, my mind drifted as it often does to the question, "has there ever been a tsunami on the great lakes?" I googled the question to satisfy my curiosity. Imagine my surprise when I saw that the answer is "yes". The tsunamis that occur on the Great Lakes are called meteotsunamis and are not to be confused with seiches.

What is a Meteotsunami?

According to NOAA, meteotsunamis have characteristics similar to earthquake-generated tsunamis, but they are caused by air pressure disturbances often associated with fast moving weather systems, such as squall lines. These disturbances can generate waves in the ocean that travel at the same speed as the overhead weather system. Development of a meteotsunami depends on several factors, such as the intensity, direction, and speed of the disturbance as it travels over a water body with a depth that enhances wave magnification. Like an earthquake-generated tsunami, a meteotsunami affects the entire water column and can become dangerous when it hits shallow water, which causes it to slow down and increase in height and intensity. Even greater magnification can occur in semi-enclosed water bodies like harbors, inlets, and bays. Most meteotsunamis are too small to notice, but large meteotsunamis can have devastating coastal impacts (although not to the extreme of the 2004 Indian Ocean and 2011 Japan tsunamis). Damaging waves, flooding, and strong currents can last from several hours to a day and can cause significant damage, injuries, and deaths.

A meteotsunami should not be confused with storm surge associated with tropical storms and other large coastal storms. Storm surge is a wind-driven effect that occurs when strong winds push water onshore, causing water levels to steadily rise over the course of several hours. Recent research has shown that meteotsunamis are more common than previously thought and suggests that some past events may have been mistaken for other types of coastal floods, such as storm surges or seiches, which also tend to be wind-driven.



The pictures below are before and after a meteotsunami hit a boat at a launch site in Traverse City Michigan last June.



What is a Seiche?

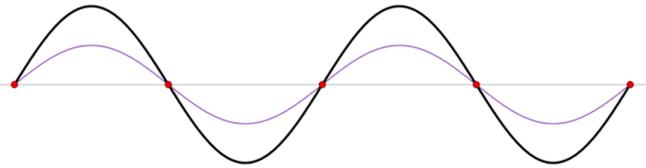
According to NOAA, To gain an understanding of what a seiche is, it is helpful to look at how water behaves when in a bathtub. First, let's assume the bathtub is half full of water. Now, imagine pushing as much water as possible to one end of the bathtub. Once a substantial amount of water has been pushed to one end of the bathtub, think of what would happen if you were able to abruptly let the water rush back down.

(continued on page 6)

FROM YOUR EDUCATION OFFICER (continued)

This would create a sloshing effect of the water in the bathtub, as the water would first collect (and raise the water level) on the opposite side of the bathtub, while simultaneously lowering the water level on the side that initially held the excess of water. As long as no other forces were applied to the water, the water would sway from one end to the other several times (thereby continuing to raise and lower the water level on the opposing sides) until it would eventually come to rest. This is essentially what a seiche is on a very small scale. A seiche is basically a standing wave, due to the pendulum-like movements of the water levels that occur during a seiche. The image below gives a good conceptual model of how it works.

Image: Courtesy of NOAA



Now, let's think about how this can occur on a larger scale, such as on one of the Great Lakes. The two main factors needed to create a seiche are air pressure changes and wind. The most important factor is wind, but favorable air pressure changes from one end of the lake to the other can enhance a seiche. There are two weather situations that can act to create a seiche. One occurs during the summer-time, and is called a derecho. The other situation that can lead to a seiche is when a prolonged period (a few days to several days) of high wind occurs over the basin in a consistent direction. Both scenarios result in the pushing of water from one end of the lake to the other. When the water is pushed by strong winds of a persistent direction, water accumulates on the downwind side of the lake. As a result, the water level on the windward side lowers, while the water level on the leeward side rises. The image below gives a good conceptual model of how it works:

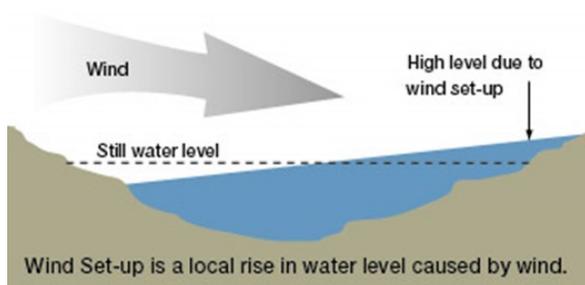


Image Courtesy of seagrant.umn.edu

After the winds have acted to pile the water up on one side of the lake, a sudden drop in wind speed is necessary to produce a substantial seiche. This goes back to the bathtub analogy of being able to let the water rush back down as quickly as possible, thereby enhancing the intensity of the sloshing back and forth in the tub. Pressure changes along the lake can work with the wind to produce a larger seiche as well. This aspect is most common during derecho events. Derechos are lines of thunderstorms that are accompanied by severe straight-line winds, which can top 100 mph at times. Derechos move quickly and produce wide swaths of damage. When these systems approach a great lake, the pressure rises at the same time the high winds arrive on the windward side of the lake. As the derecho heads across the lake, the high winds and sudden change in air pressure act to displace a significant amount of water downwind across the lake. Then, just as quickly as the straight-line winds descended on the lake, they will abate, thereby creating a seiche.

The tricky thing about seiches is that they not only cause damage due to high water levels, but also due to low water levels. Rapid changes in water levels can produce

damage to anchored boats. In some cases, seiches can even landlock boats near the shore as the water level quickly retreats. Other times, the sudden rise in water levels can surprise swimmers or beach goers, and in extreme cases, drownings have occurred due to seiches. Each seiche varies, but water level changes can measure several feet, to greater than 10 feet during major events.

From the previous discussion it appears that storm squalls can produce meteotsunamis that may in fact appear as rogue waves or storm surges whose effects are felt most strongly in bays and shallow areas. Seiches are associated with changes in pressure on one side of a large body of water from the other and steady winds that suddenly abate after several hours. The derecho winds associated with seiches may in fact be the source of meteotsunamis.

What lesson can we take from this information?

It seems to me that if we are caught in a storm we are better off at sea rather than close to the shore because of the added energy that waves are given as they pass over shallow water. Even with a tsunami at sea, it is said that you could waterski over the wave in deep water. Secondly, if there are prolonged winds blowing from one direction and there is a difference in pressure from one side of the lake to the other, it would be wise to avoid piers and docks due to sudden and persistent changes in water level possibilities or at least to have an escape plan for a sudden emergency that could involve you and your boat.

On another note I thought you might enjoy the pictures of an eagle family fishing in front of our beach shortly before Christmas. This is a wonderful sign that eagles are making a strong comeback here in the great lakes. Note that the juvenile is not colored the same as its' parents. Also note that the male and female adult eagles both carry the same markings.



<https://www.youtube.com/watch?v=FB91KciqjH4>.

Class Notes

We have successfully completed piloting using Go-To-Meeting format to enable us to include three local members and one member who is in Arizona for the winter. The students who have completed the course are Greg Campbell, Jeff Harding, Tom Schueppert, and George Martin. We should get back their test results in a few weeks. All have agreed to take Advanced Piloting this spring, beginning in mid-February, to accommodate vacation schedules. We will again use Go-To-Meeting format so even if you are not in Wisconsin but would like to take the course from us and our wonderful instructors (Bob DeNoto, Dan Balch, and yours truly), now you can! I am also looking forward to offering Weather starting in Spring and finishing next fall with a summer break in between so we can all go boating. Please let me know if there are any courses you would like me to put on this year and I will do my best to accommodate you.

Fair Winds and Happy New Year,

Steve

THE EXECUTIVE DEPARTMENT

VSC SCHEDULE 2019

| | | |
|----|-------|--|
| 27 | APRIL | Vessel Safety Check Season Prep Meeting/Retraining – Skipper Bud's |
| 25 | MAY | Yacht Works/Sister Bay VSC |
| 1 | JUNE | Bailey's Harbor Blessing of the Fleet/VSC |
| 8 | JUNE | VSC BLITZ -Quarter Deck Marina/Harbor Club |
| 15 | JUNE | Ephraim Muni/Yacht Club/ Rentals |
| 17 | JUNE | Sister Bay Rentals/Transient slips |
| 22 | JUNE | Fish Creek Muni/Alibi Dock/ Rentals |
| 23 | JUNE | Egg Harbor Marina or as requested by boater groups |
| 29 | JUNE | Wavepoint Marina |
| 6 | JULY | Return to Bailey's Harbor |
| 13 | JULY | Gills Rock Marina or as requested by boater groups |
| 13 | JULY | Return to Quarter Deck/Harbor Club |
| 14 | JULY | Return to Wavepoint |
| 15 | JULY | Return to Yacht Works/Sister Bay/Ephraim |
| 17 | JULY | Check marinas for transients |
| 31 | AUG | Sister Bay Marina Fest PR tent/ knots/Info |

**CALL LT/C LOU PASQUESI, VSC CHAIR
WITH ANY QUESTIONS - 920-421-2214**

UPDATE ON ETHANOL GASOLINE AND BOAT ENGINES

As your SXO, I have written periodic articles in this publication to keep you informed of legislation covering ethanol. Now, it's important for us, as boaters, to be aware of the coming availability of E15 ethanol beyond the 24 states where it currently is sold. While ethanol-free gasoline will continue to be available, albeit in the premium grade, we need to pay close attention to avoid E15 along with E10 when fueling our boats at gas stations.

Here's a brief review of the considerations.

- It is mainly a problem for trailer boats which are fueled on shore. Generally, marinas continue to pump ethanol-free fuel. But caution is in order.
- My own experience is that gasoline engines needing mechanical repair due to ethanol use include inboard and outboard motors and landscaping equipment such as blowers, weed cutters, etc.
- Ethanol is both alcohol and a solvent that greatly attracts water, which, in turn, settles to the bottom of the tank. Consequently, it is sucked into the engine before fresh fuel above it. This becomes very important during winter storage.

Concerning winter storage, the advice until now has been to put up your boat with the gas tank full, in order to minimize the space for water to enter. The current issue of Ensign recommends reversal of that practice. Instead, run the tank as close to empty as practicable. Then, add fresh gasoline after removing the water. With fuel pick-ups at the bottom of most tanks, the engine can run only until the gasoline in the fuel line has been consumed.

If you would like to react to this article, send your emails to Scuttlebutt Editor, Dolores.

Your comments will appear in the next issue.

XO/Safety Officer,

John

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Treasurer's Department

Ships Store

Cynthia Weis

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, 2019.

Send your comments, ideas and articles to:

dolores.e.hermann@gmail.com



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The Door Scuttlebutt can be found on the Squadron website: www.usps.org/door. Webmaster Austin Hermann can be contacted at: austin.hermann531@gmail.com.



Check us out on FACEBOOK - Go to your FACEBOOK page and type in: DoorCountySailAndPowerSquadron

In Google type <https://www.facebook.com/DoorCountySailAndPowerSquadron>



Email your boating related photos and stories to Cynthia Weis—

weiscynthia@yahoo.com for posting and tell her if you would like to include a comment. It is helpful to you to say you "like" the site and be sure to give it a review.



HAPPY JANUARY BIRTHDAY

8th—Ben Coons
10th—Carol Davis
22nd—Janelle Peotter
23rd—Don Cameron
26th—Glenn Deedon
29th—Suzanne Brennan

