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## CRUISE PLANS FOR 2019

16 February 2019 Cruise Planning Meeting

Attending: Sandy & Gary King, John Welch, Jean & Dave Baumann, Julie & Terry Keating, Chair

We are pleased to organize several cruises for the 2019 boating season. We are encouraging land yachts to join boaters at the various ports-o-call. For those planning additional outings or wanting to have us stay in touch when planning these trips, we encourage you to help us adjust the cruise dates to allow your participation. Tell us of any conflicts you see regarding other cruising activities sponsored at these marinas. Contact Terry Keating (920-889-9059) or other cruise leads.

We anticipate the following summer cruises, weather permitting:

### May

15 May: Marinas open

25-27 May (Memorial Day weekend): Menominee Marina shakedown cruise. 22 miles (all distances one-way). Dave Baumann, cruise lead. Alternative weather date in early June (TBD).

**June** (open dates – weather and participation dependent)

Dates TBD; Optional, Wavepointe Marina (swimming, Tiki Bar). 12 miles. 1-2 days.



Dave Baumann & Gary King study the charts

Dates TBD; Optional, Nicolet Bay (anchor out, Peninsula Park hike). 27 miles. 1-2 days.

Dates TBD; Optional, Oconto. 25 miles. 2 days.

### July

3-26 July; GLCC rendezvous followed by extended cruise up-down St. Mary River and lock at Sault St. Marie. Gary King, cruise lead.

3 July; Depart Sturgeon Bay. Expect stops along the way, TBD.

5-6 July; optional stay at Mackinac Island Marina. 160 miles.

7-12 July; GLCC at St Ignace Marina (members reserve through [glclub.com](http://glclub.com)— 65 GLCC slips dedicated). Land yachts welcome. Non-member slips available through MIDNR reservations ([midnrreservations.com](http://midnrreservations.com)).

12-26 July; Extended cruise departing St. Ignace with stops/anchorages along St Mary's River to Sault St. Marie and return. Additional 85 miles. Perhaps extending further through the Canadian Lock to experience Whitefish Bay in Lake Superior. Extending 50 miles to/from locks to Whitefish Point.

## FINAL CALL 65TH ANNUAL MEETING AND CHANGE OF WATCH

SUNDAY 17 MARCH 2019

NOON

STONE HARBOR RESORT  
AND CONFERENCE CENTER

EUROPE BAY ROOM

### ENTRÉE CHOICES

Door County Cherry Salad—\$15  
w/cherry vinaigrette

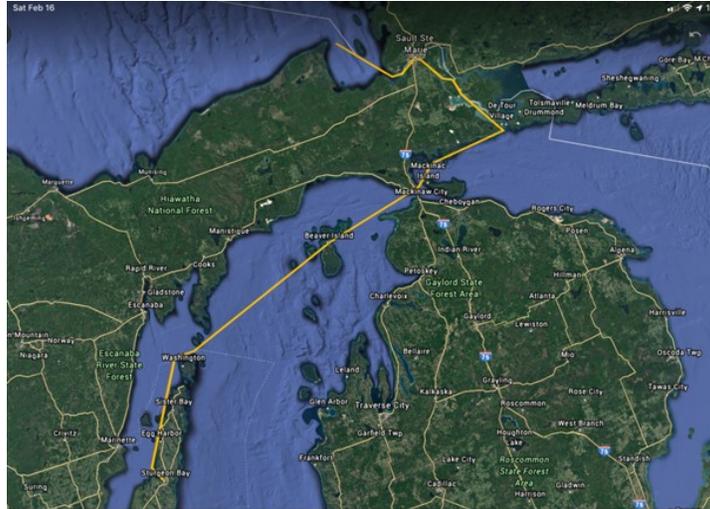
Tenderloin Steak Sandwich—\$16  
w/ homemade chips or fruit

Roasted Pork Loin —\$19  
choice of potato, vegetable, salad

RSVP TODAY

Dolores Hermann—920-743-1675 or  
[dolores.e.hermann@gmail.com](mailto:dolores.e.hermann@gmail.com)

## CRUISE PLANS FOR 2019 (continued)



July Cruise shown in Google Earth 284 miles one-way)

### August

9-11 August; Menominee Rendezvous. 22 miles. Sandy King, cruise lead.

11-17 August; Optional extended cruise departing Menominee north to Escanaba (2 nights), Fayette (2 nights), Washington Island (1-2 nights) and perhaps Sister Bay. Additional 150 miles. Terry Keating cruise lead.

31 August-2 September (Labor Day Weekend); Frankfort (Jacobson Marina). 58 miles.

### September (open dates – weather and participation dependent)

North Bay (near Gordon Lodge). 32 miles. Anchor out. Eat at Gordon lodge. 1-2 days.

Fish Creek. Alibi or Town Dock or anchor out. Day trip with optional overnight dockage. 25 miles.

**October 15** - Marinas closed for the season



Terry Keating, Cruise Committee Chair, with John Welch



Julie & Terry Keating, Sandy & Gary King & Jean Baumann ready to welcome everyone to the 2019 cruising season

# COMMANDER'S MESSAGE

I'm composing this while returning from the USPS Annual Meeting in Orlando. The buzz was all about change; very reflective of what we did in District 10 with "Living the Logo." Our good friend, Mike Skelley, D-10, Minnetonka, heads up the National Planning Committee. Mike presented PlanCom's Strategic Transition Plan, starting with Mission & Vision:

- Mission—promote watercraft skills on and off the water through member fellowship, education, and civic service.
- Vision— America's Boating Club is local groups of members who enjoy sharing their passion for promoting boating skills within their membership and with the boating public. They partner with other organizations dedicated to improving on-water experience, while respecting the environment and laws governing our waterways. ABClub projects a pleasurable social atmosphere, combined with educational efforts.

The "Plan" embraces 3 Strategies; each has several embedded initiatives:

- Strategy One—establish an operational structure that ensures survivability of USPS/ABClub through the transition period and beyond.
- Strategy Two—assess fiscal management.
- Strategy Three— reflect age, gender, cultural, and demographic changes in the watercraft community while honoring our heritage.

Strategy one suggests hiring an Executive Director to reside in Raleigh.

As a plank member of the original D-10 Living the Logo team, this sounds very familiar. District 10 is not shy in taking the lead. I'm proud that we are providing direction. Of course, our partners were on display.

The Education Department conducted a seminar Friday morning, titled, "National Education Program Updates," which I attended. National Education Officer, Craig Fraser, led the presentation. which highlighted:

- ABC3 NASBLA (National Association of State Boating Law Administrators) approvals. Did you know our public boating course is reviewed every 3 years? The process costs USPS ~ \$16,000??? Go figure!

- Newport (RI) boat show and mini-seminars (1 hour)
- New seminars—Propane Systems and AIS for Boaters
- HOT-Hands on Training—More Water
- Jump Start—More Water
- ABC Learning Centers, LLC (USCG Grant)-3 On the Water Training centers, staffed by professionals; FL, TX, CA—More Water
- America's Boating Channel—great videos—<https://americasboatingchannel.com/> --More Water

Get the emphasis?? More Water; this is a good thing that's long overdue.

Ralph Bernard heads up the committee on Rules. Ralph lobbied at all the department meetings in support of a proposal that the Board of Directors, "may elect to cancel one of the annual meetings." This is another good thing. It paves the way to go to one meeting a year and should trickle-down to districts. The proposal passed unanimously at the Saturday meeting.

Membership Growth:

- Division 1 Squadrons have a membership of 114 or greater.
- Division 2 Squadrons are 75-113.
- Door County is a Division 2 Squadron. In my message last month, I shared with you our growth in membership. At ~37%, we came in 2nd in nation, in Division 2. At Thursday evening's awards ceremony, I picked up our award. So, who was #1? Pensacola: 79% .



C/C Gary Cheney, Me, V/C Ben Coons, National Admin

(continued on page 4)

## COMMANDERS MESSAGE (continued)

BoatUS Distinguished Civic Service Award:

In my January message, I described what is involved in the application for the Civic Service Award from BoatUS. District Commander, Dave Fine, and I submitted one for D-10. I'm pleased to report that D-10 was chosen. The award came with \$500.00. (see photo to the right)

Well, it's not even March yet and I've watched six college basketball games while putting this article together. I can't wait for the Madness to begin!

Don't forget to give Dolores a call and make your reservations for Change of Watch, 17 March. Hope to see you there.

Your Commander

Bob



Ted Sensenbrenner (BoatUS), Bob, D/C Dave Fine

## THE PROMISE OF SQUADRON CRUISES

Dreams of cruising through exciting places led us to buy Bay Spirit. Son Tim and I traveled to central Illinois where the boat was being built and checked the hull before the deck and cabin were mounted. Fifteen years and a bigger boat later, Tim presented us with the New York Canal Chartbook for our planned 690-mile circuit through New York, Quebec and Ontario, including two nights in Montreal.

We had to overcome the same two problems faced by many others who have a strong desire to cruise:

1. Demanding jobs, and
2. Lack of on-the-water knowledge and experience.

We became active members in the Skokie Valley Power Squadron, near where we lived in Chicago, and started taking courses. We joined in a cruise the first summer we had Bay Spirit; an overnight round-trip Illinois River cruise from Starved Rock State Park to Peoria, Illinois. What a wonderful time; learning to navigate the river and its traffic and then the social time with members who became cruising friends.

We joined at least one squadron cruise most summers. It seemed we could always work out the schedule if we planned

ahead and set aside the dates. It was a sign of our progress when Dolores and I captained a cruise from various northern Illinois ports to Door County.

We were very fortunate to be welcomed into the Door County Squadron at a time when it was focusing on squadron cruising. We lived our cruising dreams with cruises on Green Bay, north Lake Michigan, the North Channel and the Mississippi River. Our solo cruises included south Lake Michigan, the Florida Keys and the cruise through 51 locks in New York and Canada.

So, what is the promise of squadron-coordinated cruises?

Learning in class and gaining on-the-water know-how

Gaining friends who are fellow cruisers

Being equipped and confident to plan and enjoy major solo cruises.

Have you read the 2019 cruise planning report? Call Terry Keating and get ready to live your cruising dreams.

John Hermann, XO

# FROM YOUR EDUCATION OFFICER

.Ahoy Everyone,

Isn't this an endless winter? I know that February was only 28 days long but the endless storms and vortexes made me think I was in C.S. Lewis's Narnia under the spell of the white witch. Despite the days on the calendar I am sure that February at least felt like the longest month of the year. Even when we finally get to spring, however, the grip of winter will still be on the water.

Many of you have heard of the gasp reflex that happens to people who fall into cold water but did you know that this happens when the face, not the rest of the body comes into contact with water below 50 degrees Fahrenheit? The following was posted on <https://www.philacanoie.org/resources/Documents/cold%20water%20safety/Cold%20Water%20Gasp%20-%20Cold%20Shock%20Response%20.pdf>.

“Cold water inspiratory gasp is the initial response to being submerged in cold water. A second component of the Cold Shock Response involves hyperventilation. Like the gasp reflex, this is a natural reaction to the cold. Although this physiological response will subside, panic can cause a psychological continuance of hyperventilation. Prolonged hyperventilation can lead to fainting, so the key thing is to concentrate on controlling your breathing. Hyperventilation can be exacerbated by panicking. If the body has a staged immersion (gradual immersion to the waist followed by full immersion to neck level), it can attenuate (lessen) the hyperventilation response; therefore, lessen the probability of sudden drowning. **If experiencing hyperventilation, the tendency is to want to take deeper breaths. You have to fight this desire as best you can, and slow down your breathing dramatically.**

Hyperventilation literally translates to “over-breathing”. Contrary to popular belief, it is not the act of getting too little air; rather, it's the act of breathing out carbon dioxide too quickly. This changes the chemistry of the blood by raising the pH affecting the central nervous system and chemical functions. The result can be muscle cramps, disorientation, confusion and loss of control. Take breaths that last as long as 12 seconds. Breathe in through your nose slowly for 5 seconds; hold for 3 seconds; breathe out through pursed lips for 7 seconds. Doing this will help your body balance its carbon dioxide levels

again and should prevent you from further hyperventilating. **If this sudden gasp for air happens when you are submerged (boat capsizing or a fall through thin ice) or when you get doused by a large wave of cold water, you will inhale water, not air. This is why wearing a PFD is critical, because if you do inhale some water the PFD will bring you to the surface and keep you on the surface as you are gasping or choking. It only takes an inhalation of about five ounces (150 ml) of water to cause drowning.**

Drowning is a combination of cardiac arrest and suffocation. Water in the lungs compromises your ability to exchange oxygen, and because respiratory movements may occur for up to five minutes when underwater, water can continue to be drawn into your lungs. Once your brain has been deprived of oxygen for a period of 4-5 minutes you will become unconscious and with continued lack of oxygen the less chance you have of returning to normal function even if the heart keeps beating.

Cold water gasp, also known as the gasp reflex, torso reflex, or cold water inspiratory gasp, occurs when there is a sudden immersion of a person's face in cold water which causes an automatic gasp to breath in a large volume of air. This is a part of an artifact of human evolution called the mammalian diving reflex exhibited in aquatic mammals (seals, otters, dolphins, whales) which optimizes respiration to allow staying underwater for extended periods of times. Diving birds such as penguins and cormorants have a similar diving reflex. **Every animal's diving reflex is triggered specifically by cold water contacting the face of a mammal.** Water that is warmer than 70°F does not cause the reflex, and neither does submersion of other body parts. Cold receptors are not in your body or limbs, but in your nasal cavity and other facial areas that relay

information to your brain. Once triggered by cold, the automatic nervous system then takes control to make changes in your body. This includes slowing your heart rate down and restricting blood flow to the limbs and organs to conserve oxygen for the heart and brain.

**COLD WATER KILLS**  
**ARE YOU NEXT?**

Cold water causes an involuntary gasp (or torso) reflex

Cold Water Shock - 1 Min  
Cold Incapacitation - 10 mins  
Hypothermia - 1 Hour

It takes less than 1/2 cup of water in your lungs to drown

Life Jackets Save Lives Please Wear It

Falls are involved in 19% of all water-related fatalities

US Army Corps of Engineers  
www.CorpsLakes.us/watersafety

## FROM YOUR EDUCATION OFFICER (continued)

One minute in 60°F water will result in the skin turning black on infrared viewing-- meaning the skin is cold and surface circulation has been eliminated. See the handout on hypothermia for further details on what cold water leads to even in the absence of inhaling water. The length of time in cold water before a fatal outcome depends on the temperature of the water, protective gear, and the health of the person.”

### **WHAT I GET OUT OF THIS INFORMATION IS THAT IF YOU ARE PLANNING ON BOATING IN COLD WATER A LIFESAVING MEASURE YOU CAN TAKE IS TO:**

- acclimatize yourself by deliberately submerging your face in cold water at least two or three times per season.
- know that your body movement will return if you allow a little time to practice controlled breathing when you surface and don't panic.
- if you know you are going overboard grab your nose and cover your mouth if at all possible before you hit the water.
- Make sure you always wear a PFD and appropriate clothing, meaning a dry suit if the water temp is below 50 degrees F.
- Always wear an automatic (not a manual) inflating PFD for cold water boating or one like in the poster on page 5.

Warm water also holds its dangers as the people in Cape Cod are trying to avoid more shark attacks this summer. Apparently sharks feed on seals and both have been under federal protection in recent years which have allowed a massive buildup of both populations. Cape Cod officials are studying the situation but will not have the study completed by this summer. Remember Jaws? Officials are already worried about losing business. A variety of ideas such as deploying shark spotting bouys, teaching how to apply a proper tourniquet , putting emergency call boxes on the beaches and using spotting drones have been suggested.

While all of these may be effective to some degree, it seems to me that if the seals are not reduced the sharks will continue to hunt their favorite food. The best protection might very well be to stay out of the water to avoid a shark attack. There is little a surfer or swimmer can do to protect themselves other than to stay out of the water or follow the best protections you have. Maybe that idea of learning to tie a proper tourniquet isn't such a bad idea especially if you have a cord handy in your swimsuit!



**The lesson in both of the above scenarios is to avoid putting yourself in peril by taking unnecessary risks you don't have to take. If the danger can't be avoided have a plan for what to do in a worst case scenario.**

### **Class Notes:**

Advanced Piloting starts Feb. 28th at NWTC and will be held in a go-to-meeting as well as in a class format. Four students are scheduled for the course. Three students graduated from our recently held Piloting course and one student is a Pilot that now wants to upgrade to AP. The go-to-meeting format will accommodate her because she lives in New York during the off-season (AKA winter.) The class will again be taught by Bob DeNoto, Steve Rank, and Dan Balch. By the time the course ends we will be thinking about warm weather boating. Won't that be wonderful.

Fair winds and stay dry,  
Steve

# THE PORT ISABELLE LIGHT

Lighthouses capture our attention wherever we travel. This year while staying with our daughter, Donna, in Austin, TX, we had occasion to travel down to the Rio Grand Valley where, thanks to irrigation, much of our produce is grown, including those delicious Texas ruby red grapefruit. We visited historic towns along the river from South Padre Island and Brownsville to Lorado, rich in history and as much Mexican as American. This lighthouse is in Port Isabel, not far from where the Rio Grand enters the Gulf of Mexico. Erected in 1852, the 82 ft. tower is situated at the start of the Queen Isabella causeway to South Padre Island. A third order Fresnel lens, added in 1857, allowed it to be seen 15 miles out. Its' main purpose was to guide ships through the Brazos Santiago Pass and into the Laguna Madre Bay of the Gulf of Mexico.

The Port Isabelle light survived years of war, coastal storms and even abandonment. U.S. forces occupied it in 1846 during the war with Mexico. In 1850 the settlers it attracted developed Port Isabelle. The lighthouse was a strategic prize both for Confederate and Union troops during the American Civil War. Operation was discontinued in 1905. In 2000 Texas restored it to its 1880 appearance. Port Isabelle is primarily a fishing port. Other Texas ports—Port Aransas and Galveston— handle major commercial traffic.

The flashing light warning sign in the second picture is one you probably will not see on Door County bridges.

John and Dolores Hermann



## 2019 CALENDAR OF EVENTS

17	Mar	Change of Watch—Stone Harbor	3-26	Jul	GLCC Rendezvous—St. Ignace
26	Mar	Executive Committee Meeting			St. Mary's River, Sault St. Marie
TBD	Mar	Weather class begins	13	Jul	VSCs—Gills Rock Marina
			23	Jul	Executive Committee Meeting
27	Apr	Vessel Safety Examiner Season Prep	9-11	Aug	Squadron Annual Rendezvous –
12-14	Apr	D10 Spring Conference - Minneapolis			Menominee, MI
17	May	Fitting Out Meeting & Social	11-17	Aug	Cruise to Escanaba, Fayette, Wash. Is.
25	May	VSCs—Sister Bay & Yacht Works Marinas	31	Aug	Sister Bay MarinaFest
25-27	May	Shakedown Cruise—Menominee	TBD	Sep	Cruise to North Bay
28	May	Executive Committee Meeting	TBD	Sep	Cruise to Fish Creek
TBD	Jun	Cruise to Wavepoint	TBD	Oct	District 10 Fall Conference
TBD	Jun	Cruise to Nicolet Bay			
TBD	Jun	Cruise to Oconto	26	Nov	Executive Committee Meeting
1	Jun	Blessing of the Fleet—Baileys Harbor			
8	Jun	VSCs—Quarterdeck & Harbor Club	6	Dec	Holiday Party
15	Jun	VSCs			
22	Jun	VSCs—Fish Creek/Egg Harbor			
23	Jun	Squadron Summer Social			
29	Jun	VSCs —Wave Pointe Marina			

• Cruises in Red

• VSCs in Blue

## OFFICERS AND BRIDGE

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**Open Position**

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### *Commander's Department*

Chaplain  
Flag Lieutenant  
Merit Marks

**Karen DeNoto**  
**Craig Weis**  
**Alan Wentworth,**

### *Executive Department*

Public Relations  
VSC Officer  
Safety Officer  
Port Captain

**Open**  
**Lou Pasquesi**  
**John Hermann**  
**Open**

### *Education Department*

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

**Steve Rank**  
**John Welch**  
**Bob DeNoto**

### *Administrative Department*

Membership  
Cruise Planning  
Meetings & Programs  
Member Involvement

**Cynthia Weis**  
**Terry Keating**  
**Open**

### *Secretary's Department*

Newsletter  
Webmaster  
Facebook Manager

**Dolores Hermann**  
**Austin Hermann**  
**Cynthia Weis**

### *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 April Scuttlebutt by March 28, 2019.

Send your comments, ideas and articles to:

[dolores.e.hermann@gmail.com](mailto:dolores.e.hermann@gmail.com)

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The Door Scuttlebutt can be found on the Squadron website: [www.usps.org/door](http://www.usps.org/door) Send comments and suggestions to Austin Hermann: [door\\_county\\_webmaster@gmail.com](mailto:door_county_webmaster@gmail.com).



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

Email your boating related photos and stories to Cynthia Weis— [weiscynthia@yahoo.com](mailto:weiscynthia@yahoo.com) for posting and tell her if you would like to include a comment. It is helpful to say you "like" the site and be sure to give it a review.



## HAPPY MARCH BIRTHDAY

6th—Dolores Hermann

11th—John Leupold

16th—Greg Campbell

17th—Carol Hankwitz

17th—Patsy Stierna

17th—Craig Weis

22nd—Austin Hermann

22nd—Cathy Mahaffey

26th—David Quirsfeld

29th—Linda Pope

