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## SHAKEDOWN CRUISE TO MENOMINEE

25-27 May 2019

Lark, a Formula 41pc power cruiser, Julie and Terry Keating (reporting)

Southern Cross, a 34' Mainship Pilot, Sandy and Gary King

The Captains and Admirals decided Friday afternoon to depart early Saturday morning for a traditional Marinette-Menominee shakedown cruise (18 miles). Weather apps (Windy, NOAA Graphical) predicted a high pressure system causing crisp sunny weather, with winds picking up to 15-20 knots by mid-day and likely early fog reducing visibility with waves estimated to be 1-2 feet. The Sturgeon Bay harbor was sunny and 50s, but beyond the canal, fog reduced visibility to 200 yards or less for entire crossing until reaching the lighthouse in Marinette. Dave and Jeanne Baumann's new (to them) Legacy power boat named August Windy was readied to go but decided to stay local as Captain Dave and Admiral Jeanne had grandchildren in town and the boat electronics needed vetting before venturing out under less than ideal conditions.



Jeanne & Dave Baumann & August Windy in Sturgeon Bay awaiting 1000 bridge opening

Radar was staged and waypoints mapped with a defined route entered into multi-function map displays. Autopilot navigation was used. Lark made the 0800 Michigan Bridge opening and was accelerating to 18 mph near Pota-watomi Park when a modest thump, then a continuous harder thump-thump-thump and port engine slow-down occurred. It felt and sounded as if the Loch-Ness monster had grabbed the boat. Lark called Matt Donley at Centerpointe (fortunately working Memorial Day weekend!) who agreed to ready their marine travel lift. Southern Cross would continue on with Lark likely unable to continue and staying in the Sturgeon Bay boat yard.

Lark limped back using only the starboard engine and awaited a second (0900) bridge opening. After lifting the boat out of the water, it was discovered that the port prop had adroitly snagged and tightly wrapped a large radial car tire (without a rim) around the shaft and prop. The Center-pointe guys had never seen a tire installed on a prop but had seen lots of prop damage these past



Lark being inspected after tire (on ground to left) was removed from port propeller

### D10 Summer Rendezvous Green Bay JULY 26-28

Tall Ships Festival Green Bay  
EAA Airventure Oshkosh

Hosted by the Green Bay  
Squadron

[Registration / Information](#)



Hotels are filling up book your room now

## SHAKEDOWN CRUISE (continued)

few years given the high water levels washing debris from the shore into the water. The mangled tire was unwrapped with no apparent hull breach; however minor edge scraping on prop (from steel tire rim bands) and questionable prop blade distortion was considered. Propeller shaft appeared to be undamaged. Lark was deposited back in the water within 30 minutes and the engines, transmissions and props were tested while slowly circling between the bridges. When we called Jim the bridge tender (via cell phone) requesting a third opening that morning, Jim asked if we were performing a survey of the harbor. After explaining our misfortune, he thanked us for cleaning up the harbor of floating debris but said that still did not qualify us as a commercial vessel and Lark needed to wait until the 1000 opening. We were amazed to be underway again!

Although the port prop slightly vibrated the boat (mild shaking) at 1200 rpm, it seemed to stabilize at cruising speed. After an hour of foggy travel, as Lark was approaching fog-bound Green Island at 10 mph, Julie noticed a seagull standing on the water (!!!) approximately 50 yards ahead of boat. After full reverse, we saw the seagull's perch was actually a mostly-submerged 20' long log or pole approximately 10" diameter floating at a right angle to our direction of travel and now within 5' of our stopped bow (about to crunch one or both props and rudders). We were shaken but not stirred and had just started forward when radar picked up a blip dead ahead and closing. After slowing, a motoring sailboat suddenly popped out of the fog dead ahead of us and clearly on a collision course. Both boats veered, in this case both to port to avoid another misfortune. We were now both shaken AND stirred. Lark then crawled at 5 mph into a welcome respite in the Menominee marina. Tall tales regaled at Murray's watering hole. Southern Cross had a cautious and safe foggy crossing (ho-hum).



Menominee Marina from the breakwater

Both Saturday and Sunday were fabulous sunny and warm days in Marinette. Bill, the long-time marina dock master, had a



Our friends from the M&M squadron were conducting Vessel Safety Checks

Saturday afternoon, brisk (and as Gary would say, 'sporty') sailing winds approaching 30 mph caused a sailboat to flounder in the bay and had to be rescued and towed to the marina by the Marinette County Sheriff rescue crew. The story told to us was that the sailboat's jib sheet (a line) had fallen into the water while reefing and ended up wrapped tightly around the prop of the engine. Given the pitching deck, the crew could no longer reef the sails nor motor back into port. A passenger on a limited but needed supply of oxygen motivated the mayday call and safe rescue.

The return to Sturgeon Bay necessitated an early departure so the local Memorial Day parade was skipped. Both boats departed 0900 Monday under cloudy skies and 2' waves with the forecast showing increasing high winds (15-20 mph later in day) and an approaching storm cell later that morning and into the afternoon. Boats arrived back in Sturgeon Bay before 1200 with at least one boat experiencing a serious 'shakedown' cruise. Gary did say he forgot his sunglasses (ho-hum).



Terry & Julie Keating with Sandy & Gary King in front of Lark

Contact Terry Keating for more information on upcoming cruises— 920-743-4201

# COMMANDER'S MESSAGE

Water's UP and will continue to rise for the next several weeks. We will likely top the high of '86. Current levels are only 2 inches below the '86 levels of 282.35' A great resource of info is: <https://www.lre.usace.army.mil/Missions/Great-Lakes-Information/>.

Remember the first Jaws movie? The sheriff, Roy Scheider, was chumming when they first saw the "great white". He came into the cabin of Orca and said, "we're gonna need a bigger boat". So: was the shark 20' or 25'?

I don't think we will need a bigger tractor, but we may need to up the hay wagon with balloon tires. WOW: I think I need to watch my wake!



What a lovely evening we shared at the Fitting Out dinner. The room we had at Stone Harbor was the PERFECT Venue. Thank you, Dolores, for all the arrangements.

One of the awards I shared at dinner was the Star Squadron Award, that we recently received at the District 10 Spring Conference in the Dells. Five Stars is as good as it gets.

The 5th Star is the District Commander's Star. It is awarded at the discretion of the D/C to recognize specific achievement above and beyond expectations or current norms. We submitted our Learning in Retirement Program for the 5th Star. Obviously, D/C Fine concurred. Thank you Team LIR for the 5th Star. And thank you all for the other 4.



## The State of District 10-What will we look Like in 2022?

District 10 has 11 Squadrons: 7 in Wisconsin and 4 in Minnesota. They range in membership from Oshkosh at 16 to Duluth & Minnetonka at 257. District 10 has an outstanding reputation for leadership and setting the bar. We have common issues across many of our Squadrons.

1. Declining / Aging membership
2. Struggle to fill a Bridge / Leadership Succession / Leader Burn-Out
3. Critical Mass
4. Meeting the minimum requirements to be a Squadron

The above can result in squadrons at risk of failing. Milwaukee (47) is currently operating on a Waiver.

District Commander, Dave Fine, convened a special meeting of the District Council in early April to discuss a concept to re-structure D10 to free up resources and to focus on our core values, to ensure our future as a District and as eleven vibrant squadrons. The result was that the D10 council approved a motion to form a task force consisting of D/C Fine, Planning Chair Kris Harmon, and Rules Chair Jim Pahl-Washa, along with one member and an alternate from each squadron. The goal of the task force is to define the issues we face as squadrons and identify root causes and corrective actions, then present a recommendation to the District Council at the upcoming fall conference.

(continued on page 4)

## CHANGE OF EVENT

The date of the squadron summer social scheduled for June 23 has been cancelled.

A new date of **Sunday July 21** will be a cook-out at the Hermann's to recognize and celebrate our newer members who will receive a copy of our updated Members Manual. It is important that we all be there to welcome them and to get to know one another. The party begins at 3 pm.

## COMMANDER'S MESSAGE (continued)

One early proposal would be to consolidate squadrons. This is by no means the only or final proposal. The pros and cons in the side bar of the following, convey the essence of the challenge.

### D10 Reimagined – Scenario 1 Consolidate Squadrons

The map shows Wisconsin divided into several regions with membership counts:

- Duluth**: Membership = 257
- Minnetonka**: Membership = 257
- Upper Mississippi**: Membership = 107 (St. Paul + Hiawatha)
- Northeastern Wisconsin**: Membership = 142 (M/M + Door + Green Bay)
- Southern Wisconsin**: Membership = 144 (Madison + Central Wisconsin + Oshkosh + Milwaukee)
- North Or Upper Midwest**: Membership = 907

**Pros**

- Critical Mass regained
- Frees up leadership to focus on core values.
- 55% reduction in Bridge leadership
- Less administration
- Fewer websites / newsletters
- Lower cost / member
- Simplifies District administration / logistics
- Consolidated education efforts

**Cons**

- Risk of loss of historical identity
- Less face to face meetings / more GoTo

Is consolidation the answer? It's too early in the process. We just had our first GoToMeeting. The task force needs to flesh out other options. I'm on the task force and will continue to keep you updated. I'm looking for an alternate Door County representative. So, if you're interested, give me a call.

Terry's report of their 2019 shakedown cruise is a welcome harbinger to a new boating season.

Until next month, fair winds and fair seas to all.

Your Commander

Bob

## CLASS NOTES

AP is completed with three students taking the test at the time of this writing. I am confident that all three will pass. I want to extend my special thanks to Dan Balch for shouldering the bulk of the instructional duties. Dan is a great instructor with a far reaching sailing background. His father was a captain in the navy and this took Dan to many far flung ports growing up. If you are thinking of taking a course from us in the future and Dan is instructing do yourself a favor and don't miss it!

ABC will start June 10<sup>th</sup> and run from 1:00 to 4:00 pm simultaneously from NWTC Sturgeon Bay and NWTC Sister Bay. I am looking forward to seeing how this works out for us. We have offered several courses in the go-to-meeting format and are excited to be offering a live simulcasting opportunity now. If you have the time and live anywhere in Door County, why not consider joining us for this boating safety gateway course. You won't be sorry.

STEVE

## HELP WANTED

### July 26—28

This is your chance to see the tall ships up close and personal. The Green Bay Squadron is looking for volunteers to help bring in and tie down the tall ships as they give tours during the Tall Ships Festival in Green Bay. There will be three shifts a day for Friday, Saturday and Sunday:

7:30—noon      11:45—4:30 pm      4:15—9:00 pm (close)

Some of us were involved three years ago and it was fun to be a part of the festivities. If you are able to help, the person to contact is Frank Green. His email is [fkgreen@yahoo.com](mailto:fkgreen@yahoo.com). Best to call early to get your first choice of times.

Call Dolores if you have questions—920-743-1675 — or are looking for someone to work with. Free admission for workers.

# FROM YOUR EDUCATION OFFICER

.Ahoy Everyone,

I recently read an article by Marlin Bree titled, "The Lost Schooner", the story of the discovery and raising of the 1846 Alvin Clark, the oldest pristine intact schooner discovered in Door County/Michigan waters. In November of 1967 Frank Hoffman, an amateur diver from Door County, was contacted by a fisherman who had a net entangled on something. He asked Frank to dive down and see if he could untangle the net.



Frank discovered, in ninety feet of water, the Alvin Clark, a completely pristine and undamaged 1846 schooner. Frank spent the rest of his life entangled with the Clark. Frank and a group of amateur divers, who eventually became known as the Neptune Nimrods, after much danger, toil, and expense were able to raise the ship, after pumping tons of mud from her hull, and float her on

her own, masts and all.

Frank hoped that the Clark would become a great museum draw for wherever she was moored. The ship was dubbed the mystery ship and was taken to Marinette Wisconsin and put on outdoor display after other places, including Door County, had rejected the idea of displaying her. Frank figured Door County would be the best place because of the multitudes of tourists that come through there. Frank had been a bartender in Egg Harbor and knew firsthand about the tourists but he had to settle for the much less visited western coast of Green Bay.

Frank hoped the display would pay for itself and help to take care of his Schooner but the visitors dwindled while the great ship slowly rotted. My late neighbor and friend of the squadron was one of the divers intimately involved with the Clark. He lamented that there had been nothing done to preserve the Clark, not even a coat



of wood preservative. Finally in 1994 a bulldozer unceremoniously demolished the Clark. Weathering and weather had taken their toll on the wood. The technology was not available to Frank and company who were woefully short of funds, and full of alcohol in Frank's case, to prevent the fate of the old schooner. Could she have been preserved without spending a fortune?

This question was on my mind when I attended a lecture concerning the saving and preservation of another wooden Door County icon, namely the Potawatomie Observation Tower which had recently been condemned by the DNR as, dare I say it, a wreck. The Door County Historical Society contacted Dan Tingley PhD, a world renowned wood expert, to examine the old tower and to give an assessment of her ability to be repaired.

"Key finding is that the vast majority of this tower has great wood in it, it's ready to go another hundred years," said Tingley.

Tingley's findings show 80 to 90-percent of the tower's wood is in good condition. He says weak areas of the tower can be strengthened using advanced methods in the timber industry.

"Even 20 years ago the tower wouldn't have been nearly as easy to fix as it is today," Tingley adds. "Advancements of high strength fiber, ways we connect things and things like diffuser rods, which are natural salts that you can put in the wood to prevent decay can be used." He said that boring a hole into the wood horizontally was destructive but that longitudinal splits were harmless and the structural integrity of the wood would be intact. He further said to NEVER paint wood – STAIN it. He went on to say that the tower could be repaired in situ meaning it would not fall under the Americans with disabilities act because it is a repair and not new construction. As an aside it is unfortunate that the tower at Eagle Harbor in Peninsula State Park could not have been repaired as well. Tingley said that wood is the best construction material and does not have an expiration date. Wooden structures last decades longer than steel or concrete. The best news was that the tower could be repaired in about 10 days at a maximum cost of \$245,000 and allowing another 90 years of service. The cost of tearing the tower down would be at least that much.



Wood is a natural renewable and durable material that should not be dismissed as an inferior building material either for our boats or our towers and bridges. Think about that when you are sailing on our non-degradable plastic boats or watching them from our trusty wooden observation towers.

# GREAT LAKES DATUM

As informed mariners we pay great attention to charted water depths which are based on “datum.” What do these datum represent and how have they been constructed and maintained? This, my third article focused on Lake Michigan and the Great Lakes, was inspired by the hiker who said “Chicago is sinking.” I hope you enjoy my “excursion” into the history of-and progress in-providing water depth datum for our nautical charts.

In describing Great Lakes water depths it is helpful to have fixed points of reference planes on each lake. In his History and Theory of Data Planes of the Great Lakes, Frank Blust <sup>1</sup> starts with the unusually high water levels of 1938 and describes the establishment and progress of datum methods over the next 50 years. Prior to 1876 lake level surveys were referenced to the highest levels observed in 1938. Starting in 1876 and until 1901, the datum planes were the mean lake levels from 1860-1875. In 1933 the physical planes were fixed, by defining them as a single point on each lake as a vertical distance from a particular benchmark. Water level gages at the defining points became known as the “master” gages, since water levels transferred to any other point on the same lake served to establish Low Water Datum at that point.

While establishing datum planes in 1933, it was recognized that progressive differences between water levels on the same lake were occurring. Since water level observation at any site depends on elevation of the benchmark at that site, progressive difference was probably due to rise or subsistence of the benchmarks at various sites; generally a fraction of a foot per 100 years. This phenomenon became known as “crustal movement” of the earth’s crust. In 1935, geodesic benchmarks in harbors were elevated to match that of the master gage site for each lake.

In the early 1950s, a joint decision by the Lake Survey, Canadian Hydrographic Service and Geodesic Survey of Canada to again adjust elevations for differential site movement; and, further, to re-determine sea-level elevations through the Great Lakes region. The result: a new datum called International Great Lakes Datum, or IGLD 1955, referenced to mean water level at Father Point, Quebec on the Gulf of St. Lawrence. Army Core of Engineers (ACE) is responsible for datum planes with shared responsibility transferred to National Ocean and Atmospheric Administration (NOAA) for charting.

<sup>1</sup> History and Theory of Data Planes of the Great Lakes, F Blust, Chief Engineer, Lake Survey Center, Ocean Survey, Detroit, Mi undated. Approximately 1955

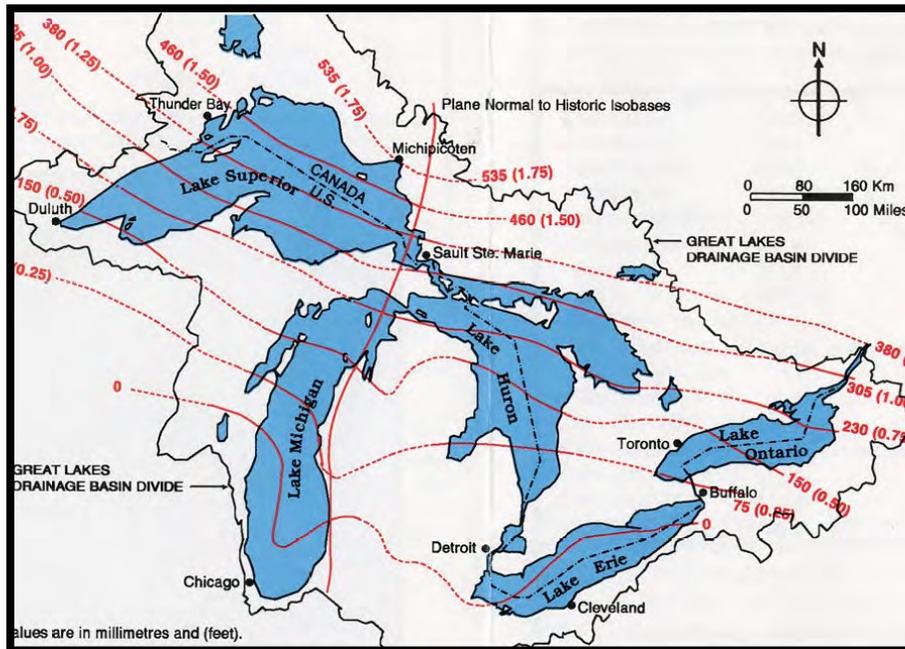


Figure 1. Vertical movement rates per century for the Great Lakes - St. Lawrence River Basin (adapted from Clark and Persoage, 1970, Larsen 1987). For example, Michipicoten, Ontario is rising relative to Chicago, Illinois at a rate of approximately 535 mm (1.75 feet) per 100 years.

# GREAT LAKES DATUM (continued)

## INTERNATIONAL GREAT LAKES DATUM <sup>2</sup>

Isostatic rebound is the gradual rising, or bouncing back, of the earth's crust from the weight of the glaciers that once covered the Great Lakes-St. Lawrence River region during the last ice age. Due to the movement of the earth's crust, the datum reference system within the Great Lakes-St. Lawrence River system must be adjusted every 25 to 35 years. The date of the new datum, 1985, is the central year of the period 1982-1985, during which water level information was collected for preparing the datum revision. Introduced starting January 1992, the revised datum is known as International Great Lakes Datum 1985, or IGLD 1985.

The new datum is a more desirable solution, due to addition of more geodetic connecting points than were used in IGLD 1955. As part of the new datum revision, a new reference zero point (the point to which all other elevations are referenced) was established. The new reference point is located at Rimouski, Quebec on the Gulf of St. Lawrence, which is considered as sea level on the Atlantic Ocean. The work on IGLD 1985 was integrated with the effort for a common international datum in Canada, the United States and Mexico, which will be referred to as the North American Vertical Datum 1988 (NAVD 1988).

<sup>2</sup> International Great Lakes Datum, J.W.Patin, Brigadier General, U.S. Army Commanding General and Division engineer.

XO JOHN

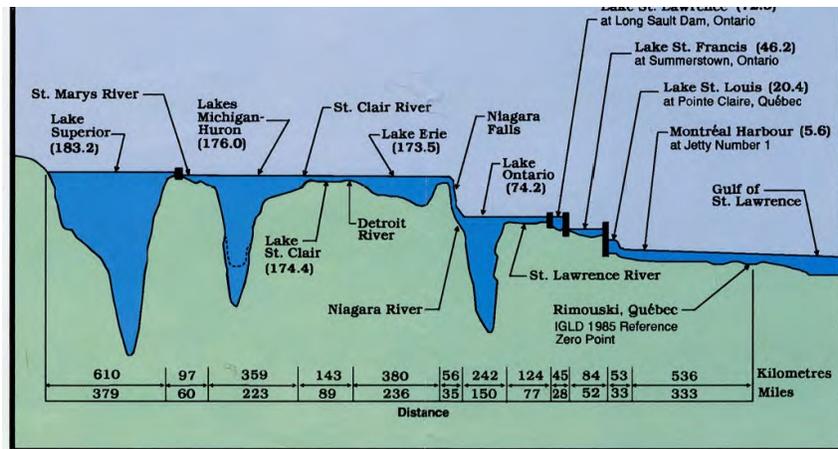


Figure 2. The reference zero point for IGLD 1985 at Rimouski, Québec is shown in its vertical and horizontal relationship to the Great Lakes - St. Lawrence River System. Low water datums for the lakes are shown in (metres). See Table III for IGLD 1985 and 1955 low water datums in both metres and feet.

## 2019 CALENDAR OF EVENTS

TBD	Jun	<b>Cruise to Wave Point</b>	21	Jul	<b>Cookout to welcome newer members</b>
TBD	Jun	<b>Cruise to Nicolet Bay</b>	23	Jul	<b>Executive Committee Meeting</b>
TBD	Jun	<b>Cruise to Oconto</b>	26-28	Jul	<b>D10 Summer Rendezvous/Tall Ships</b>
1	Jun	<b>Blessing of the Fleet—Baileys Harbor</b>	9-11	Aug	<b>Squadron Annual Rendezvous – Menominee, MI</b>
8	Jun	<b>VSCs—Quarterdeck &amp; Harbor Club</b>	11-17	Aug	<b>Cruise to Escanaba, Fayette, Wash. Is.</b>
15	Jun	<b>VSCs—Centerpointe</b>	31	Aug	<b>Sister Bay MarinaFest</b>
22	Jun	<b>VSCs—Fish Creek</b>	TBD	Sep	<b>Weather Class begins</b>
29	Jun	<b>VSCs —Wave Poin &amp; Egg Harbor</b>	TBD	Sep	<b>Cruise to North Bay</b>
3-26	Jul	<b>GLCC Rendezvous—St. Ignace</b>	TBD	Sep	<b>Cruise to Fish Creek</b>
		<b>St. Mary's River, Sault St. Marie</b>	TBD	Oct	<b>District 10 Fall Conference</b>
13	Jul	<b>VSCs—Gills Rock Marina &amp; Harbor Club</b>	26	Nov	<b>Executive Committee Meeting</b>
20	Jul	<b>VSCs—Wave Point Marina</b>	6	Dec	<b>Holiday Party</b>

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Flag Lieutenant **Craig Weis**  
Merit Marks **Alan Wentworth,**

### *Executive Department*

Public Relations **Open**  
VSC Officer **Lou Pasquesi**  
Safety Officer **John Hermann**  
Port Captain **Open**

### *Education Department*

Adv. Grade Courses **Steve Rank**  
Elective Courses **John Welch**  
ABC Representative **Bob DeNoto**  
& Boat Operator Certification

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Cruise Planning **Terry Keating**  
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Member Involvement **Dolores Hermann**

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Webmaster **Austin Hermann**  
Facebook Manager **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 July Scuttlebutt by June 30, 2019.**

Send your comments, ideas and articles to:

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

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## HAPPY JUNE BIRTHDAY

6th—Jennifer Laupold

9th—Janet Grotta

10th—Rex Pope

15th—Karen DeNoto

15th—Barb Voegele

22nd—Nancy Reichmann

