

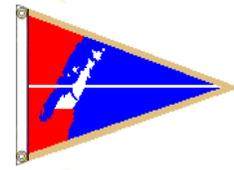


THE
DOOR

Scuttlebutt

Newsletter

America's Boating Club® of Door County
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Vol. XIV, Issue 9
September 2020

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COMMANDER'S MESSAGE



In my May message I reflected on the passing of Cleida Galligan. Cleida left us at the end of April at age 88. A celebration of Cleida's life was delayed, due to Covid, until Saturday 8 August. I was honored to attend. Cleida's oldest daughter, Karen, delivered a most precious tribute to her Mom. I want to share some of Karen's words with you.

"It is difficult to sum up a person's life in just a few paragraphs. Even more so when that person is your mother and she lived a good, long life. Today, while we mourn her passing, we would also like to celebrate a life well-lived, and certainly well-loved by so many... Four years ago we celebrated the life of our father, and I said that dad was like our compass – teaching us how to navigate both the waters that we sailed and our lives as we grew from children to adults.

Mom was our lighthouse. While lighthouses today are more well-known for warning of hazardous waters or land formations, in their earliest days, they functioned only as entrance markers to ports. That was mom – a welcoming beacon to come back home safely to at any time in our lives, from anywhere we found ourselves. And more than that, mom was a bright light in our lives who had a smile for everyone and a twinkle in her eye that always hinted at some mischief or humorous incident or joke she wanted to share.

Throughout the years and various places mom and dad called home, the one constant wherever they lived during their 60 years of marriage was their love of sailing and boats... We got a 30' sailboat in 1977 that allowed us to sail all around Lake Ontario on family cruising vacations. Later, Sue and I were lucky to make a couple of epic sailing trips from Rochester, through the Trent Severn Waterway in Ontario to Georgian Bay, coming here to Door County the second time for a visit to Grandma before sailing back home across Lake Michigan, down Lake Huron, across Lake Erie, down the locks of the Welland Canal, and back into Lake Ontario. Spending your first four vacation weeks as a teenager and then eight weeks as a college student with your parents on a 30' sailboat could have been a trial for some, but they are among my strongest and fondest memories of time spent with my parents... So, today we celebrate mom's entire life. She always liked a happy gathering. Now our memories will allow her to live on within our hearts. That lighthouse beacon remains bright and Mom will continue to show us the way home."

Fair winds sweet Cleida. The memories are a delight, as your light shines on.

(continued on page 2)



The District 10 Fall Conference to be held 30 October—1 November in Eau Claire has been cancelled. The Council will meet via GoToMeeting Tuesday evening, 27 October. The Conference could be held via GTM or Zoom Saturday morning, 31 October. I will advise in my October message.

COMMANDER'S MESSAGE (CONTINUED)

After the August Board of Director's meeting at the Door County Maritime Museum, we climbed to the top of the Maritime Lighthouse Tower. Following are pictures of the view: SPECTACULAR!



When complete, the Tower will reflect ten floors of interactive educational exhibits that highlight maritime his-

tory, people, and industries. The fourth floor of the Tower will focus on recreational boating, from small craft to luxury yachts. The centerpiece of the fourth floor will be



the BSVT simulator our Squadron provided as a result of a grant received from the USPS Educational Fund. Your "Little Squadron that Could" will be hosting the 2022 District 10 summer rendezvous. This should allow time for the recreational boating exhibit to flesh out, so that our rendezvous guests can enjoy it. The last time we hosted a District rendezvous was 2011. We had in excess of 140 attendees; probably a record. These gatherings are a lot of fun but also a lot of work. A year from now we will assemble the A-Team. This is a great opportunity to earn a Merit Mark and get closer to your fellow members. When we call for your help, just say: "Sure, I can do that."

This is the second time I've had the opportunity to show this picture. It is the USPS 25-year pin. This is a significant distinction that recognizes a member who has renewed their membership for the 25th time. Please join me in congratulating David Quirsfeld on being with America's Boating Club for 25 years. David transferred from the Skokie Valley Squadron, July 2016.



Carefree and I have had a lot of fun cruising with Lark, Southern Cross and Liberty Blue this season. The 1 August cruise to Wave Pointe was changed to Oconto. The trip across was pleasant. We caught the 0900 Michigan St. bridge and were in our slips by noon. As the day progressed the weather for Sunday deteriorated. We decided to depart 0800 Sunday: NOT! Gary King knocked on my hull about 0710 and we were out by 0730. The wind had backed into the NNW and was howling. I've never seen the bay so confused. 4-6 footers with gusts to 30. Carefree surfed into the shipping canal at 12-13 mph.

We have one organized cruise left; Labor Day weekend, back to Jackson Harbor. As the 2020 boating season winds down, do not give up on September. I've had some of my favorite boating memories in September. Stay safe and put some more water under your keel.

Your Commander

Bob

AMERICA'S BOATING CLUB
For Boaters, By Boaters®

MEMBER NEWS

Watch the First Knots to Know Video

Every month America's Boating Compass will release a new video for our "Knots to Know" series, which demonstrates basic knot-tying for new and beginning boaters. Thanks to a grant from the USPS Educational Fund, Lafferty Media Partners filmed and produced seven short videos featuring must-know knots through live action and illustration. You can watch the first video on how to tie the cleat hitch now.

Check boatingcompass.org on the 15th of every month for a new video or subscribe to America's Boating Compass, and be the first to receive a notification. Amy Townsend

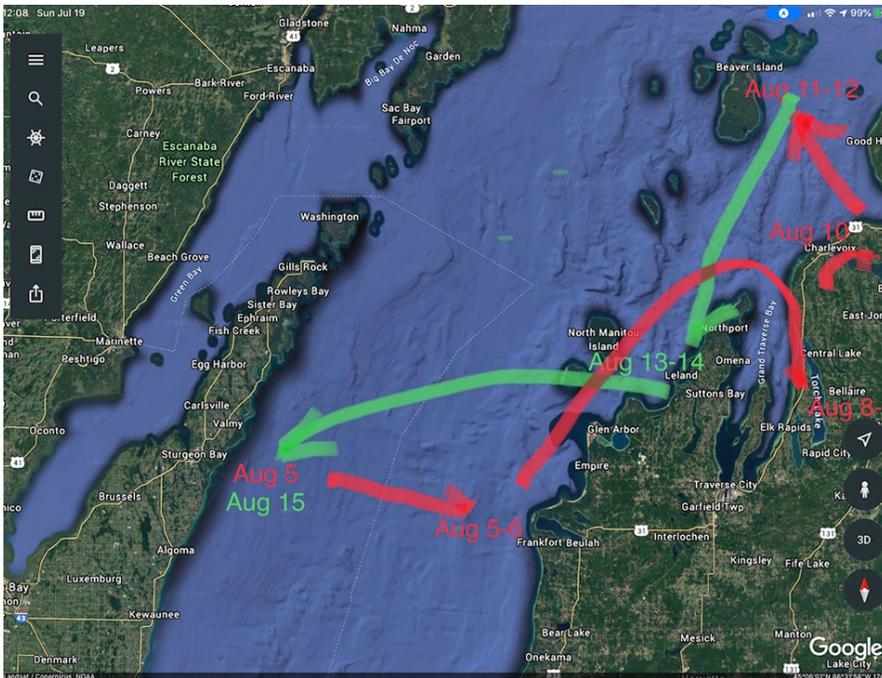
Read more: <https://www.youtube.com/watch?v=eTUNcVNfRT4>

Keating's COVID-free Cruise to North Lake Michigan

August 5-14, 2020

We thought some of the Scuttlebutt readers might enjoy our pictures taken at marinas and along the waterways that many of you fellow cruisers have taken in the past. In the midst of a COVID pandemic, our boat Lark, a 41 foot Formula Express Cruiser, turns out to do a fairly good job in assisting us toward social distancing while on vacation. We can be mostly alone, repel boarders, and have sufficient food, water and material comforts to avoid public places. The exception is the behavior patterns of fellow boaters while in marinas as we dock or walk to and from the boat to take hikes. Although a few marinas require staff to wear masks, few boaters feel the need to do so. We think of wearing masks as a courtesy to others and wish they would do the same for our well being. Many boaters are successfully (not completely sure though) using the facilities and going to stores and eating and drinking at outdoor restaurants and take-out places. More masks appeared in Michigan than in Wisconsin.

As many boaters realized early on this season, all Canadian waters and ports are closed to US boaters. Thus, cancelled trips to the North Channel and Georgian Bay resulted in an overwhelming number of boats vying for slips in Lake Michigan marinas. We needed to plan our trip according to which marinas had slips available and when.



Our cruise took us to familiar ports in North Lake Michigan including Frankfort, Northport, Elk Rapids, Charlevoix, Beaver Island and, this year, back to Sturgeon Bay with a stop in Jackson Harbor and Rock Island. This year's August weather has been quite friendly for boaters; waves were generally calm and the sun was shining. We did catch some stiff breezes and wave action in Grand Traverse Bay on the day strong winds (derechos) plagued Iowa. Since we travelled alone on this cruise, the pictures and captions reflect only our boat and our activities.

Our planned cruise showed outbound tracks toward Beaver Island (red) and a return through Leland (green). Weather diverted our return home by way of Washington Island.



We departed Sturgeon Bay on Wednesday at 0530 with a planned two night stay in Frankfort at Jacobson Marina. Walks took us along the Port Betsie Lake and trail, the beach and to the light house on the breakwater. Nearby our Marina the Luedtke Engineering Company tug Anna Marie, awaits her next barge pull.



Our second port was Northport Marina. The Friday three-hour, 60 mile trip was smooth. We walked the town and along the South Shore. Upon arrival, we learned that the marina was full and mostly full for the season.

Keating's COVID-free Cruise to North Lake Michigan Ports (CONTINUED)



Elks Rapids was our primary stop on this trip and reservations there were few and far between. We left Northport Saturday morning later than usual at 1100 with building 15-20 knot winds and 2-4' seas. Being in Grand Traverse Bay softened the SW blow and resulting 2-4' waves once we passed the middle arm of the Bay. Rain prevented long walks, but we did cruise the downtown area and walked along the Elk River to the lower end of Elk Lake. We shortened our planned two day stay to one night only, since unfavorable weather reports told us to get to Charlevoix a day sooner than planned. Wow, an unreserved slip in the Charlevoix downtown marina came available at 1000 that morning.

Lark is centered in this view of the Marina within Round Lake. We arrived on Sunday morning in bright warm sunshine. Ward's Fuel Dock was packed all day long with dozens of watercraft all looking for fuel and pump outs. Navigation was tight and pushy and we were relieved to get into our slip unscathed.



Two nights in Charlevoix allowed us to take our annual (it seems) walk to visit Earl Young's historic rock homes scattered throughout the city. Charlevoix was fully open for business.



We had drinks and dinner aboard Lark each night. The spareribs and sweet corn have become a cruise favorite.



On this cruise, we observed the Ferry between Charlevoix and Beaver Island from both ends of their route on the same day. Here the Ferry is loading passengers and freight for the early morning trip to Beaver Island.

(continued on page 5)

Keating's COVID-free Cruise to North Lake Michigan Ports (CONTINUED)



We departed Tuesday at the 0630 drawbridge from Round Lake, heading to Beaver Island. At night the bridge is aglow with soft LED red, white and blue lighting.



We walked both the town and some interesting back trails on the Island. This view from the town beach with the old Coast Guard boathouse in the background has the Emerald Isle Ferry arriving from Charlevoix. The Ferry had fewer passengers than most years, but the more prominent businesses like the Shamrock Bar and Restaurant, McDonough's Market, Beaver Island Lodge and Dalwhinnie's Bakery were open and busy. Smaller gift shops were closed and perhaps shuttered forever.



Beaver Island is a favorite stop. This year, with no power on the dock due to high water, the marina (now called South Dock) was only a quarter full. The recently acquired second Municipal Marina (North Dock) was given to the town and slated for a complete overhaul but building materials are slow to arrive. This view was from the Lighthouse looking west back into town.



Beaver Island has an active working waterfront and tourists are always looking for a harbor and Island cruise.

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Keating's COVID-free Cruise to North Lake Michigan Ports (CONTINUED)



Due to favorable weather and waves, we deviated from our planned return trip via Leland and instead departed on Thursday at 0715 for the 65 mile crossing direct to Jackson Harbor on North Washington Island. This view is of the North Side of Rock Island and light. Notice the calm waves and sunny skies.



On Friday we departed 0800 for Sturgeon Bay. The weather and conditions were so nice that we chugged home at 10 knots *the whole way*. This view taken by a fellow Quarterdeck slip holder is along Peninsula State Park near the Eagle Lighthouse north of Fish Creek. Gary and Sandy King would have been proud of us for relaxing our travel speed and not scurrying home too fast to enjoy the ride.



On the way into Jackson Harbor, we nosed up to the Rock Island Dock (still barely above the high water) and boathouse.



Jackson Harbor is always a peaceful stop and weather afforded a great sunrise. To the right of the fish house is Kenny's fishing boat which we saw fishing on the back side of Rock Island when we arrived. The docks are barely out of the water when winds push water into the harbor. The electricity is able to stay on most but not all days.

Submitted by Terry Keating

FROM YOUR EDUCATION OFFICER

Ahoy Everyone,

This month I have a couple of topics on my mind for your consideration. The first is something of concern to everyone in the boating community: Will the water level in Lake Michigan/Huron be lower next year and what do we know about predicting fluctuating levels on a daily basis? I want to stress that the following are my thoughts and not the Core of Engineers or any other agency.



I live on the water on a lagoon that empties into Sturgeon Bay. The lagoon has a sea wall on its southern side and no wall on the north. In practical terms this means that when the water is as high as it is now the lots on the north side of the lagoon are flooded all the time. The water level can be seen on the sea wall as it rises or falls by simple observation.



I have observed two things that cause the water level to rise. The first is a daily tide. That's right, I said TIDE. The flood level encroachment on my yard (on the non- sea wall side of the lagoon goes up and down each day throughout the month and is actually slightly higher during the full moon. Since this flooding is most noticeable in the yard, I have observed the ebb and flow each day this summer in my yard.



Compare this to spring flooding in the same yard.

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FROM YOUR EDUCATION OFFICER (continued)



In addition to the lagoon configuration I mentioned, Sturgeon Bay itself is open at the north and narrows down to the width of the ship canal at the south eastern end. This is like a funnel. When the wind blows from the Northwest, as it does when a cold front comes in, the water bunches up and causes the level to rise and create flooding in areas on the water, including the lagoon. When the pressure drops as a storm blows in and the water is pushed into the bay, we have a storm driven flooding situation. Without the water being as high as it is this would not be the issue it is.

I mention this because I have seen less flooding on the lawn during tides and storms than I did earlier this summer. That tells me there is hope that the cycle is declining and with continued drier weather in the lake basin this fall, we might be seeing the beginning of a real downward trend in the lake levels.

The silver lining is that with the high levels I have been able to sail closer to the eastern (shoal) shore of the outer bay of Sturgeon Bay than I ever was able to before. I also have seen many sailboats come closer to our beach than ever before. In the past most sailboats stayed in the shipping lanes, but now they freely sail all over the bay.

On the other hand I should add that we have also had a few power boaters anchor within five or ten feet of our beach and think they can use it for swimming. I've had to remind a couple of them that the beach is private property. It's kind of like if someone pulled up in front of your house in an RV and had a tailgate party in their underwear where they are parked. Can they do that? Probably. Is it respectful or kind? Definitely not!

This brings up the other topic on my mind – liberty. Liberty to me means not doing anything I want but making sure what I am doing is not harmful. To me that means asking myself the question, is what I

am about to do respectful, responsible, safe and kind. To be sure, I can behave stupidly and recklessly if that causes harm to me, but does my liberty mean that I can harm you? I don't have the liberty to gun down someone I don't like, or to shout "fire" in a building where there is none. I can't smoke in a building that is not my home. I'm sure we can all think of many examples where I can't do something even though we live in a free society.

Think about that when you are asked to wear a mask. Is it your right to act in a way that will harm another? **Please wear a mask so we can safely get back to class and work again.**

Class Notes:

As schools are deciding how to open up again we will monitor the situations before deciding how we can once again conduct classes safely. The proof is in the pudding. Meanwhile we will continue to suggest for everyone to take online classes until we can offer them ourselves safely. I am returning to in person classes at my school with everyone wearing a mask. I will keep you posted on how this goes in an effort to determine when we can safely return to in school classes here.

Fair Winds,
Steve

UPCOMING EVENTS

Scheduled cruise dates

September 4th - 7th — Cruise to Washington Island
September 19th — Cruise to Wave Point Marina or Menominee

Other events

September 22— Executive Committee Meeting
October District 10 Fall Conference (cancelled)
November 17— Executive Committee Meeting
December Holiday Party (cancelled)

MISADVENTURES ON THE WATER by George Mitchell

THE SPILL

A boating friend defines cruising as the process of solving boat problems while in various interesting locations. For my wife and I, not a season goes by that does not validate that truth. For example, owing to sheer inattentiveness, on two occasions in the last 15 years, I have pumped water into a fuel tank.

A recent episode occurred this summer while in Northport, Michigan. Our water and fuel fill caps are within a few feet of each other...just close enough so that an inattentive moment produced days of challenging remediation. In this case, a small overflow of diesel was icing on the cake. The spill produced a visible sheen that extended to other boats along Northport's outer wall.

Lesson #1: Report spills to the Coast Guard and the appropriate state natural resource agency. We did so. (We also notified the harbormaster, who in turn contacted the local fire department..)

The sheen extended northerly, downwind along the outer berthing wall. The harbormaster judged that the location and extent of the spill did not warrant containment or collection efforts. Because of a southerly wind the spill exited the marina proper and was gone the following morning.

A Michigan DNR official arrived a few hours after the spill for an inspection. The gist of his comments was to concur the efforts at containment did not appear warranted. He subsequently filed an incident report that identified us as having reported the spill. It included no sanction.

The Coast Guard, after receiving a copy of the state report, submitted to us a Notice of Federal Interest (NOFI). While "not a penalty or admission of responsibility," it identified us as "potential responsible party." The officer with whom I spoke requested that I sign it so "the file can be closed." He said there would not be a finding of negligence. (I surmise from comments of both officials that spills often are unreported. It clearly appears that we got "credit" for contacting each agency immediately.)

Lesson #2: If you have two tanks, assume water has migrated to the second tank (unless there is no connecting line). While I went below immediately and closed the output valve from the contaminated tank, we later learned that I did not do so quickly enough to prevent migration.

Lesson #3: You will need professional help to extract all water from your tank(s) and "polish" the residual fuel. We were extremely fortunate to locate a firm (Diesel Fuel Doctor) whose specialty was addressing our condition.

Lesson #4: When you think your team has all the water extracted, think again. (continue reading)

REMEDICATION

A two-person team from Diesel Fuel Doctor arrived at our boat four days after the accident. Remediation techniques are governed by the fact that water is heavier than diesel and goes to the bottom of the tank(s). A long tube is used to reach the bottom of the tank and extract water that is then deposited in a waste barrel; this material is deemed to be contaminated and must be properly disposed of as waste.

When the extraction process began producing diesel we assumed we were finished and ready to polish the residual fuel in the tank. (This process was completed on both tanks when water was detected in each.)

The next step was to idle the engines and monitor the Racor fuel filters VERY CAREFULLY. Water immediately showed up in both filters. We shut down the engines promptly. You most definitely don't want water to bypass your primary and secondary filters and reach the engine. If that occurs your problems are exponentially worse (I've been there).

After getting design drawings of our fuel tanks we discovered that the bottom of each tank slopes down and forward. The filler caps are at the aft end of the tanks. Thus, the distance between the fuel filler caps and the bottom does not actually reach the real bottoms. So, we had water left in the tanks (forward of the fuel filler caps).

We concluded that the fuel output valves in the engine room were near the lowest point in each tank. With considerable effort, the Diesel Fuel Doctor crew maneuvered their extraction equipment so it could be connected to the output valves. Several more gallons of water were extracted from each tank and the residual fuel was again polished.

We expected that water was still in the fuel lines and would show up in the Racors when the engines were restarted. This was the case. We emptied the water from the Racors (a process the uninitiated should not undertake without some qualified help).

Once again we started the engines and noticed what appeared to be a very small amount of water in the Racors. We removed it.

We scheduled a sea trial the next day with a mechanic from a nearby boat yard. There was a moderate wind and chop. That was good, as we wanted the fuel tanks to slosh around. The mechanic monitored the Racors while I was at the helm. The trial included running the boat at a high speed/RPM and then slowing down so that if water remained in the tank it would flow forward.

The sea trial produced < an inch of water in the Racors. We removed it and received a lesson in how to do that going forward.

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MISADVENTURES ON THE WATER (continued)

The next day we set off for Frankfort and monitored the Racors every 30 minutes. No water. The following day we crossed to Sturgeon Bay. We monitored every hour. No water.

Lesson #5: If remediation includes work in the engine room, a likely collateral effect will be water contaminated with diesel in your bilge. You'll need to scoop it out and ensure it is properly disposed.

Conclusion

My wife and boating partner was exceptionally gracious when I told her of my mistake. She suggested, in connection with this article, that I note how important it is to double check fill caps.

(She has shadowed me on recent excursions to fill the water tanks.)

We were extremely fortunate to retain the prompt services of Diesel Fuel Doctor. The silver lining is that we now understand much more about key elements of our boat's fuel system. We are not DIY boaters and were uninformed about the basics of things like Racor filters.

Finally, anytime you are involved in a spill, REPORT IT. The NOFI we received from the Coast Guard suggested significant potential financial penalties if one does not make a conscientious effort to report and mitigate a spill.

George Mitchell

PROMOTING SAFETY CHECKS

Of the many reasons to do a safety check, here's one more: It's nice to be ready when the Coast Guard boards your vessel to conduct one.

About five miles from arriving in Manitowoc on August 24, a Coast Guard boat exited the Two Rivers entrance and cozier up to our stern with blue lights flashing.

The captain hailed us on Ch. 16 and asked us to switch to Ch. 23. He asked if we had undergone a CG safety check in the last year. We replied in the negative. He asked (directed?) us to maintain our heading and speed while he came alongside so that our boat could be boarded.

(A couple of years ago Bob DeNoto conducted a check of our 52' Krogen Express. I failed to request one in 2019. This year I did my own review of the steps that Bob followed in 2018. When I requested a check in June, Bob explained that COVID restrictions had caused the USPS to place a hold on safety checks.)

Two cadets boarded via our port cockpit boarding gate. While one filled out paperwork the other walked around with me to run through the checklist.

We provided the following paperwork: FCC radio license; AZ drivers licenses; federal boat documentation; and current WI DNR registration information. Items on the CG checklist that were NOT reviewed included running lights and "backfire flame control." Other standard items reviewed included PFDs, visual distress signals, and fire extinguishers.

We provided access to the bilge from four different locations. We also demonstrated that our horn worked and that we had pollution and garbage placards. We demonstrated that our toilets were connected to a holding tank and confirmed that the tank was pumped out and never discharged overboard.

We were asked if we had a "waste management plan." The cadet explained that we should have a simple written document that confirms we remove garbage and deposit it properly in waste containers on shore.

The cadets said we were picked randomly.

Overall they were aboard for about 40 minutes. We received a printed "Report of Boarding" confirming no violations. This will be good for another year in the event we are approached again by the CG for a safety check.

George Mitchell

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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 October Scuttlebutt by September 30, 2020.

Send your comments, ideas and articles to:

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Austin Hermann, Web master



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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.

SEPTEMBER BIRTHDAYS

6th Therese Campbell
7th Jake Mahaffey
16th Mike Bruno
27th Dave Baumann
27th Cynthia Murphy
28th John Welch
30th Bob Ross

