

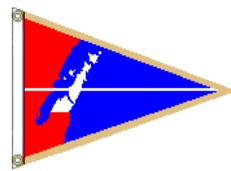


THE  
DOOR

# Scuttlebutt

## Newsletter

America's Boating Club® of Door County  
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Vol. XIV, Issue 12  
December 2020

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## COMMANDER'S MESSAGE

In my October message I highlighted one of my favorite programs: Boat Live 365. Shortly after the October Scuttlebutt, we received notification that we were one of three squadrons that won the Boat Live 365 Facebook Contest for September. Since I had no idea what this was about, I emailed Past Chief Commander, Robert Baldridge P/C/C (Baldridge IS mister Boat Live 365). His reply follows:

"Boat Live 365 did a promotional contest in September. Any squadron Facebook account that reposted all BL365 posts in September won a box of Boat Live promotional items and a personalized Boat Live banner. The contest was highly successful. Boat Live social media reach was up 360% for September".

We will be receiving Boat Live 365 promotional material and the custom pop-up banner that we will use at VSCs, Boat Shows, classes, etc.

If you haven't figured this out, it's all because of Cynthia Weis. Cynthia is the gatekeeper of our facebook page. She covered the costs with Quantum to set it up, contributes to its design, and manages the content. Quite frankly, DCS&PS and DCMM's FB pages are the only reason I keep mine active. I don't need to know the recipe for the martini du jour that my niece Holly is preparing in Goodyear, AZ. If you haven't, yet visited our Facebook page, please do so.

[\(20+\) Door County Sail & Power Squadron | Facebook](#)

The photos, albums and videos are special! Thank you, Cynthia.

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## CONGRATULATIONS TO OUR 2020 MERIT MARK AWARD MEMBERS

A Merit Mark is the highest recognition of annual volunteerism in United States Power Squadrons, America's Boating Club. It recognizes outstanding contributions of time and effort to the advancement of recreational boating safety. Congratulations to the following:

Dave Baumann	John Hermann	Louis Pasquesi	Alan Wentworth
Bob De Noto	Terrence Keating	Steve Rank	
Austin Hermann	Gary King	Robert Ross	
Dolores Hermann	Sandra King	Cynthia Weis	

## **COMMANDER'S MESSAGE (CONTINUED)**

### **District 10**

In past messages I've attempted to keep you abreast of my activities as a member of the D-10 Task Team. We have identified four deliverables. The intent is to provide tools and resources that can be taken advantage of by all D-10 members. The four deliverables are:

- Member Benefits—Jim Pahl-Washa of Madison and Kevin Schutes of Minnetonka are developing a Power Point presentation that can be used at squadron meetings and in handouts.
- Subject Matter Resources (SMRs)—Identify individuals throughout the District, who have knowledge and expertise in any given area. The objective is to provide “proven recipes” to make it easier to implement or improve squadron initiatives – i.e. no need to reinvent the wheel.
- Education—Develop a list of Master Instructors. Roger Quinlan from M & M squadron and I have solicited all squadron SEOs and commanders. The list is near complete. This is in anticipation of offering our courses and seminars district wide via virtual classrooms.
- Marine Liaison— The purpose of the liaison program is to partner with marinas, yacht clubs and other boating organizations and make them aware of the services we provide to boaters. We should then be able to have our partners refer boaters to us for education, vessel safety checks, and potential membership in our squadron.

In our November task force meeting, the team decided to transition from developing deliverables to executing on them. I suggested we set up a district education calendar, like the one I introduced to Door County when I became SEO (long, long ago). Thus, we can offer Advanced Grades, Electives and Seminars, scheduled in advance, in virtual classrooms, with a Master Instructor, throughout the District. I will be working with DEO Wes Koplitz and ADEO Dennis Schultz to create the calendar. Our Marine Liaison will be a team of XO Lou Pasquesi and new member, Geoff Grainger. Geoff is a marine surveyor. This could be the dream team of Marine Liaisons.

I am proud to say that there are several Door County members on the SMR and Master Instructors lists. Thank you all for saying yes when approached. I also want to thank all our Merit Mark recipients. You ARE the drivers of this “Little Squadron that Could”

As a squadron, we are feeling the wrath of this pandemic. Our membership is eroding. Hopefully, we will be able to attract new members with a healthier boating season in 2021. For those members who are leaving, please follow our Web and Facebook pages. Who knows? You may want to rejoin us as our future becomes brighter.

The Scuttlebutt is going to a bi-monthly format until April 2021. So, Merry Christmas and Happy New Year. Until February 2021— Stay positive, test negative!

Your Commander

Bob



# FROM YOUR EDUCATION OFFICER

Ahoy Everyone,

As you all know by now, safety at sea and good navigation is a recurring theme in my playbook. Accordingly, I ran across two discussions in one of my favorite boating magazines, “Cruising World” in the November/December issue. The first thing I want to share is from an article by Fatty Goodlander, who along with his wife Carolyn, is a long time contributor to the magazine and accomplished multiple circumnavigator. The article is entitled, “Fat Advice for Heavy Weather,” and is an excellent read for offshore boaters of all kinds.

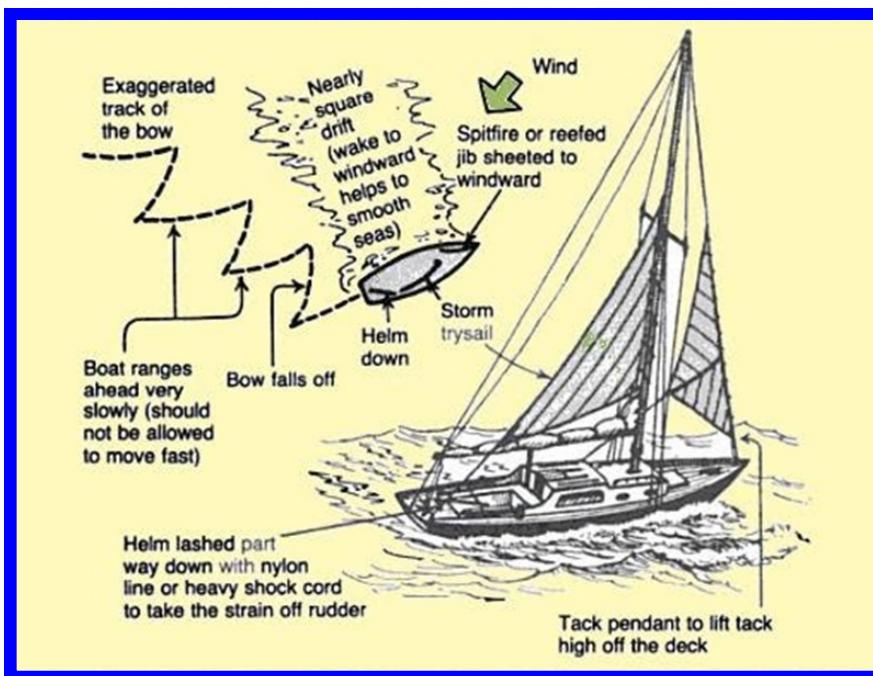
Fatty’s advice in a nutshell is to stay safe in heavy air all you need to do is to control your boat’s angle to the waves and it’s speed. We all know that in big waves we don’t want to lie broadside to the waves because that will cause the boat to broach or to put it more colorfully, go into a death roll. Therefore all we have to do is keep the bow at 45 degrees to the waves to stay safe.

But what if the waves are really big? To a sailor, the answer is to “heave-to”.

Sailors learn early that to “heave-to” all you have to do is sheet the main in tight to sail to windward, tack the boat through the wind without un-cleating the jib, ease the main and throw the tiller to windward and lash it down. This is best done with a reefed main if the weather is heavy. Reefing should have been done before the weather really kicked up. The result is that the boat will rest in its own slick while the main luffs and then the bow falls off. It is really surprising how calm it becomes when hove to even in really big waves.

This technique is well known but I learned another way to heave-to from Fatty.

I’ll let him explain this himself. “**When we decide it’s time to heave-to, I sail into the wind with only a deep-reefed mainsail or storm trysail up, and no headsail. I point closer and closer to the wind while trimming my mainsheet until the boat loses almost all forward motion: she’s just sitting there, hobby-horsing about 30 degrees into the wind.**



**“I secure the mainsheet and tie off the helm, and then I watch. Her bow falls off, and her small main fills and forces her bow back up again, but not with enough force to make her come about. Hard on the wind, the main luffs, the bow falls off, and the cycle repeats itself.**

**“Maybe you’ll benefit from rolling out a little jib tongue to help blow the bow**

**down. I usually tie down the helm – meaning my rudder is attempting to turn the vessel into the wind – and use the traveler to hoist my boom toward the centerline of the boat. The idea is to eliminate all forward motion, to reduce my vessel’s speed to zero. We are in our own slick. Our vessel is moving sideways, and its keel is roiling the water and causing the seas to break fore and aft of us, but not upon us. It is the closest thing to a magic trick I know.”**

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AMERICA'S BOATING CLUB  
For Boaters, By Boaters®

MEMBER NEWS

## Watch the Latest “Knots to Know” Video

The third video in the new “Knots to Know” series on [how to tie a square knot](#) is now available. Every month, [America's Boating Compass](#) releases a new video to demonstrate basic knot tying for new and beginning boaters thanks to a grant from the USPS Educational Fund. [Subscribe to America's Boating Compass](#) and our [YouTube Channel](#) to receive a notification when a new video is posted. [—Amy Townsend](#)

## FROM YOUR EDUCATION OFFICER (continued)

The second piece of safety advice from Fatty is to control the boats speed. The primary reason for this is that when a boat is running away from the wind it can slide too fast down the face of a wave and bury the bow in the trough causing the wave to pitch the stern over the bow or to pitch pole. This is very rare but when it happens it is a really bad day. So how do you slow down the boat? People have put out drogues, parachutes, sea anchors and other pieces of expensive gear. Most of us don't have this type of gear and don't even consider it when thinking about the wish list we all have for boat equipment. Fortunately, we all have things aboard our boats that can slow us down.

Fatty points out that "**Almost all boats have fenders, for example. And extra sails. And spare anchor rodes. And spare dock lines. All of which can be towed as drogues to slow down your vessel and prevent a pitchpole.**" I would also add buckets to the list of slowing equipment. It may also be necessary to slow your boat from being driven toward a rocky lee shore when your engine fails. Dragging anything behind your boat will slow it down and prevent it from moving too fast toward danger of all kinds. In addition it is prudent to keep an anchor handy in the stern for rapid deployment from the cockpit to stop a boat when it is in shallow enough water. The following YouTube link is for making a drogue from an old tire. For a small boat a smaller tire such as for my wife's Saturn would be a better size to have aboard when sailing offshore on my 19-foot sailboat. The nice thing about the tire drogue idea is that it will work on power and sailboats and can double as a fender when docking. <https://www.youtube.com/watch?v=OUXkzwri5JM>.



Finally, I have wanted a FLIR thermal imaging camera for seeing at night when at sea. The problem with these nifty devices is they are too expensive for me. I thought I would probably not be able to get a camera to see at night until I ran into something called a Sionyx Aurora Sport camera that claims to see color night images that you can't see with the naked eye but not in infrared like a FLIR. The camera can be mounted anywhere and can send images to a notebook or similar device that is tethered to your cell phone which acts as a hot spot on the boat. I haven't tested this device yet but I am curious if this actually works. The cost is currently \$399 which is hundreds of dollars less than a FLIR camera. I would be interested if any of you have run across this device or have tried it yourselves. I will keep you posted as I learn more. I am not trying to promote this item, but I am seeking information from other boaters. Check out the video for a camera comparison on the following link and let me know what you think.

<https://www.sionyx.com/products/aurora-sport>

### Class Notes:

No courses are being conducted in person at this time. Courses are being offered on-line and are the way to go until we get past this awful pandemic.

### NOVEMBER BELATED BIRTHDAYS

1st—Quin Brennan

3rd—Martha Alberti

5th—Bob Satterfield

15th—Dick Grotta

15th—Julie Keating

16th—Bonnie Balch

17th—Sandy King

20th—Kyla Murphy

20th—Cynthia Weis

28th—John Powell, Jr.



### DECEMBER

2nd—Chuck Holtz

21st—Bob DeNoto

24th—Marybeth Deedon

25th—Daniela Ranum

### JANUARY

8th—Ben Coons

23rd—Don Cameron

26th—Glenn Deedon

29th—Suzanne Brennan



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**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/March Scuttlebutt by January 30, 2020.

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)

Austin Hermann, Web master



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](mailto: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.

## FROM THE EDITOR

Please note this is a combined issue covering the months of December and January.