

The Porthole

November 2013



The official newsletter of the Ann Arbor Sail and Power Squadron
a unit of United States Power Squadrons
www.aaspsq.org

Ann Arbor Sail and Power Squadron

Chartered 1965 as a unit of

United States Power Squadrons (USPS)

General Meetings are usually held each month, Sept. thru June
See page 3

www.aaspsq.org

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Boating Education

48 YEARS SERVING
THE BOATING PUBLIC



Thank you Shih-Chieh Yin
for your design of front page
of the Porthole

Volunteers are welcome and needed for the following opportunities:

Porthole Staff - Articles, printing and mailing copies, e-mail list and distribution.

Education Staff - Ch. Marine Electronics, Ch. Instructor Development, Ch. Engine Maintenance, Ch. Teaching Aids, Ch. of various seminars.

Misc. Staff - Ch. Member Involvement, Ch. Operations Training. Advertising Staff for public courses and programs.

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Sail and Power Boating Education

www.aaspsq.org

Ann Arbor Sail and Power Squadron
Monday, 18 November 2013
Carlyle Grill, 6 PM
3660 Jackson Rd.
Lat. 42° 17' 8"N, Long. 83° 48' 13"W

6 pm: We will meet at the Carlyle Grill, 3660 Jackson Road, Ann Arbor. West of the Lighthouse Car Wash. Order from the menu. AASPS members meals will be subsidized up to \$20. Please call Sharon Pinsak for reservations. 734-973-0441. Visit Carlyle Grill website to see the excellent menu. <http://www.carlylegrill.com/>



Vivian Phillips, Marlene and John Barr



Carlyle Grill

Program: John and Marlene Barr and Vivian Phillips : Bicycling over the ocean - Cocoa Beach to Key West Fl.



Boca Chica Beach, FL

By Chris_M_P



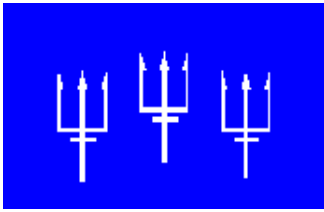
BIG FOOT, KEY WEST

By EDWIN RODRIGUEZ

Bottom of US1

By Maciek Świdorski





Commander's Message

Cdr. Robert Buchanan, P



First, I hope that everyone will devote some effort to the comments here.

We have another exciting program for the November 18th meeting, again at the Carlyle Grill. Our own Lt/Cdr Marlene Barr will talk to us about Bicycling over the Ocean. Marlene and our P/C John Barr are avid cyclists and have travelled the Overseas Highway across the Florida keys. Marlene will take us on a photo journal by bicycle over the isthmus between the Atlantic Ocean and The Gulf of Mexico.

The business meeting will be abbreviated because the near-term and long range future of our AASPS must be discussed at the November 18, 2013 squadron meeting. AASPS is "doing the right things". The squadron is financially stable due to a tradition of good cost control. Our meeting location is excellent. The Carlyle Grill meets our needs without a room charge. Meeting programs have been good. We are a friendly squadron. AASPS has a tradition of strong member participation when asked. In other words, when asked to do something for the squadron, members always step forward. Our educational program includes presenting the ABC course twice a year and advanced courses based on need and interest. These include seamanship and piloting which are in our present plans.

However, active squadron membership is declining, primarily due to attrition from aging. The ABC course has not been a viable source of new members. In spite of good programs and venue, monthly meeting attendance remains low and erratic. This becomes embarrassing when a good speaker is obtained but few attend. Members have been contacted by phone and mail to attend squadron meetings but without success.

The future of AASPS depends on 1) finding a commander and 2) attracting new, younger members. Generally our Bridge and active members are past commanders. I could continue for a third and final year. However, I will turn 82 during 2014. USPS policy recommends against "legacy commanders" - commanders continuing for an open-ended duration. Regardless of whether I continue for the next year, no candidate for commander is visible beyond 2014.

Choices are to terminate AASPS after the 2013 Christmas party and return our charter. This would be unpleasant, perhaps hasty, not a happy Christmas but may be realistic. AASPS could continue on our present course through 2014. Another choice is to terminate AASPS at the end of 2014 if an incoming commander is not found for 2015. This would give time to identify a commander and provide time for orientation but is "kicking the can down the road." If this choice is selected, the squadron must understand that the 2014 Christmas Party will be the last if a candidate cannot be identified.

USPS policies state that if a squadron has a commander and 1 other bridge officer, teaches one course per year, they may continue as a USPS squadron. This would mean that the social function is lost. This does not seem to be a solution; AASPS will still need a commander and an ABC course director. Combining with another squadron would effectively terminate AASPS.

Equally important to the future of AASPS is recruiting new active members to participate in our squadron. This means recruiting new members to contribute to the educational function and enjoy the social part through meeting attendance. We have not been successful so needs a careful discussion

In summary, AASPS is now at a crossroad. I hope that every AASPS member who wants our squadron to continue, who loves the water, who is fascinated by a full sail or a turning propeller will attend the November 18th meeting to help the Bridge solve these problems. To encourage participation, the squadron approved a motion to pay the meal cost of active AASPS members up to \$20 for the November meeting. In other words, the November meeting is "freeboard."



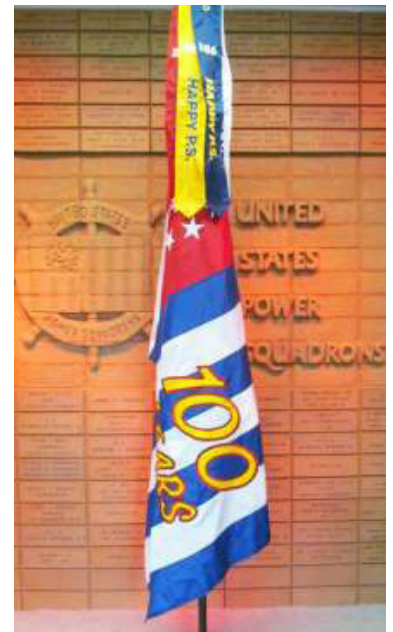
Commander Bob Buchanan, P



Ron Schwartz and Marlene Barr



P/Cdr. Art Pinsak, SN presents a Life Membership award to P/Cdr John Barr AP

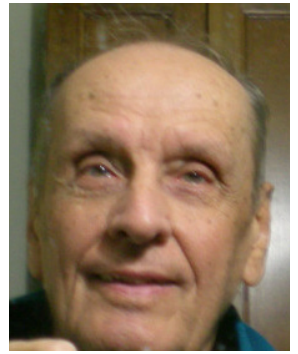


Internet sites for other Squadron activities. For quick access to any of the D-9 Squadrons, click on the Links section of our website www.aaspsq.org and select District 9 Squadrons. D-9 websites: <http://d9-usps.org/> Please check USPS website www.USPS.org and websites of squadrons near you for their activities that you might want to attend.



Education Officer's Message

Lt/C Ron Schwartz, SN, Life

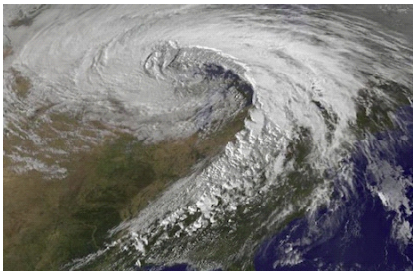


Congratulations to our ABC class for passing the required boating certification exam: Bruce Byers, Debra Byers, Sara Efta, Paul Kowalchik, Andrew McGuinness, Gary Mekjain, Judith Nolte, Cynthia Overmyer, Judy Saunders, Nancy Stock, James Todd, Jason Williams, Yun Yang.

Our Piloting class started Oct. 22 at St. Joes. Education Center, with 4 students and chairman P/C Art Pinsak, SN.

USPS Basic Boating Classes can be found at toll free 1-888-367-8777 (1-888-FOR-USPS) Or go to www.usps.org

We need more volunteers to serve as class chairpersons - those who organize, schedule, and teach a course or seminar - so that we can teach more of the subjects available through USPS. Please look at the variety of subjects we can choose from at United States Power Squadron's website, www.usps.org If you have a desire to enhance and share your knowledge in any boating subject, please let me know. We can probably get others to share the teaching responsibilities. It's fun to teach and learn.



Hurricane on East Coast

Weather Course About 8 to 10 weeks. Please contact Lt. Randy Stevenson, AP for details. 734-429-5099.

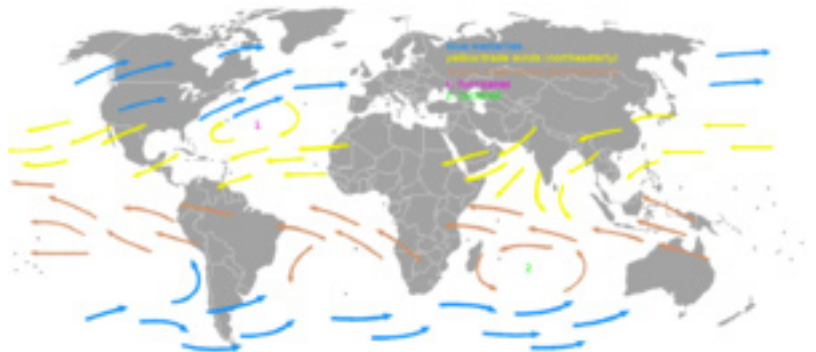
rstevenson@accioenergy.com

Cost is \$64 for members and \$144 for non-members.

Clouds, and the easterly and westerly trade winds, and jet streams - caused by the earth's rotation and uneven heating by the sun - are explained in our weather course.



What kind of clouds are these ?



Trade winds

Pam Horner, Environmental Branch US Army Core of Engineers - Detroit District www.lre.usace.army.mil
Water Levels <http://www.lre.usace.army.mil/Missions/GreatLakesInformation/GreatLakesWaterLevels.aspx>



Executive Officer's Message

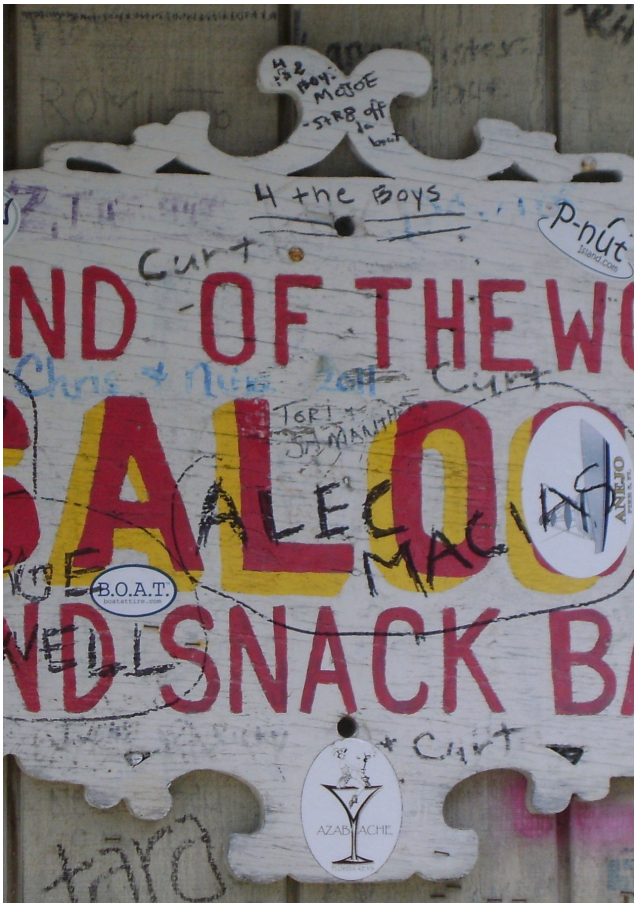
P/C Frank Hoy, JN



A Hoy Members!

It's hard to imagine that it is already November. I will be leaving for Florida soon, and want wish everyone a wonderful winter. I want to thank everyone in our squadron for all they do, and have done for our squadron. This is a critical time in our squadron's history. I am sure we will exist in one form or another in the future. I hope to meet up with Lt/C Curtis Hoff, and wife, Melanie, this winter down in Key West. Every winter there is a rendezvous of "Flemming" yacht owners in Port Charlotte, FL. They are planning on making it to this year's event. I have included some pictures from our April 2013 Bimini trip with this newsletter. Take care, Happy Holidays, God Bless.

End of The World Bar



Sea Plane



Bimini



Molly, Melanie and Curtis Hoff

More Pictures by John Barr Jr. from our October 2013 meeting



Andrew McGuinness and John Barr



Paul Kowalick and John Barr



Marlene Barr and Sharon Pinsak



John Barr and our speaker, William Warner



Carolyn Knaggs, Junko and Randy Stevenson



Ron and Shirley Schwartz, Jeannine and Bob Buchanan, Art and Sharon Pinsak



Download NOAA BookletCharts Free and treat yourself to a desktop cruise. Use google earth to see pictures from the area. www.nauticalcharts.noaa.gov/staff/BookletChart.html

There are many companies that give discounts to USPS members. To see this list go www.USPS.org and click on Index, then member benefits.

A Partial List of Events

<u>DATE</u>	<u>SPONSOR</u>	<u>EVENT AND LOCATION</u>
Nov.18	AASPS	General Meeting, 6 PM at Carlyle Grill. See page 3.

FOR SALE

MENS UNIFORM A, B
(Or multiple combinations)

MENS UNIFORM A

LADIES UNIFORM A

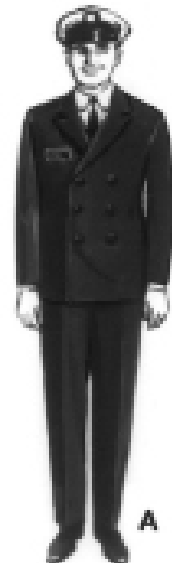
Jacket 46 Long Jacket 40 Reg
Trousers 38/32 Trousers 38/27
Shirt 17/34 Shirt 16/32
White Trousers 38/32 Cap 7 1/8

Jacket 22
Skirt 22
Shirt 42

INFORMAL ATTIRE

Blazer 46 Long
Grey Trousers 38/32

Insignia included. An opportunity to acquire necessary items for fall and winter business and social events.
Contact: Art Pinsak (734) 973-0441 or apnsharon@aol.com



Making sure Batteries Don't Go Boom

(*Seaworthy*, January 2013, page 4)

When the owner of a 27 ft. Wellcraft turned the key after a pleasant couple of hours ashore, he thought someone had sabotaged his boat. "I heard the starter click and then 'Kaboom!'" he told *Seaworthy*. The deep cycle battery was only a few months old and it had been installed and topped up by the boatyard. *Boat U.S.* referred the owner to the manufacturer, who refunded the purchase price.

Battery explosions like this involve two things: hydrogen gas and a spark. Hydrogen is the lightest of the elements, so it will disperse quickly if it is released into a ventilated space. In this case the case, the battery had been installed with plenty of ventilation. It was located in a spacious engine compartment with two air vents right above it. The couple of hours between turning off the engine and starting it again should have dissipated any hydrogen gas. The alternative is that hydrogen gas built inside the battery case and an internal spark caused the explosion. This could happen if the electrolyte levels got so low that the plates were no longer covered, or if the vent was clogged, allowing hydrogen to build up.

The battery had been kept on a shore charger when the boat was in the slip, the owner had not thought it was necessary to check the electrolyte because the battery was almost new. According to marine author Nigel Calder, "If the battery has not been topped up since the first installation, and if it had been overcharged repeatedly since then (maybe plugged into shore power with a charger that was malfunctioning or had too high a float setting), it may have been substantially boiled dry." Trojan, a manufacturer of deepcycle batteries for golf carts, recommends topping up a new battery monthly until you get a good idea how "thirsty" it is.

So make sure your deep-cycle batteries are in a well-ventilated space, check the electrolyte levels regularly, charge it using a marine charger with a regulator, keep grease and other contaminants away from the vents and watch out for bulges in the battery case which indicate a build up of hydrogen gas. If you prefer a lower maintenance solution, the next time you need to replace your batteries you might want to switch to AGM or gel technology as this owner did. But don't assume you don't have to do anything—even those batteries are not entirely maintenance free.

From November *BAY VIEWS*, Newsletter of Saginaw Bay Power Squadron

It is with great sadness that I report receiving the notice of the passing of P/C Dan Witt. Dan is a past commander and charter member of Ann Arbor Power Squadron. He and his lovely wife Barbara (Bonnie) were part of the bedrock of the formation of the Ann Arbor Power Squadron. Dan earned his living as a dentist, but lived his life as a husband, father and sailor. He and Bonnie owned the "Yellow Bird" a 30 foot, yellow hulled, sloop-rigged sail boat. Marlene and I still remember one late starry-night sail on Lake Erie with Dan and Bonnie on the Yellow Bird. We also remember many AAPS Georgian Bay and North Channel July rendezvous with 10 to 12 boats including the Yellow Bird. We also remember the many good times with Dan and Bonnie with AAPS meetings, many a Change of Watch and dinner-dance-Commander's Balls. Dan was an excellent sailor, teacher and leader. Dan was a wonderful, friendly, unflappable leader and went on to be a district officer.

Around his retirement, I helped with the legal work when Dan and Bonnie purchased a larger, 50 foot sail boat. Shortly after, they moved to the Fort Worth area of Florida and over the years we gradually lost touch.

Dan was an officer and a gentleman and I know that he has now sailed over the last bar on the breaking inlet of life and is at rest. God Speed!

P/C John Barr, AP