

The Porthole

Nov. 2020



United States Power Squadrons
Come for the Boating Education...Stay for the friends

Ann Arbor Sail and Power Squadron
A unit of United States Power Squadrons in District 9

<http://www.aaspsq.org/>

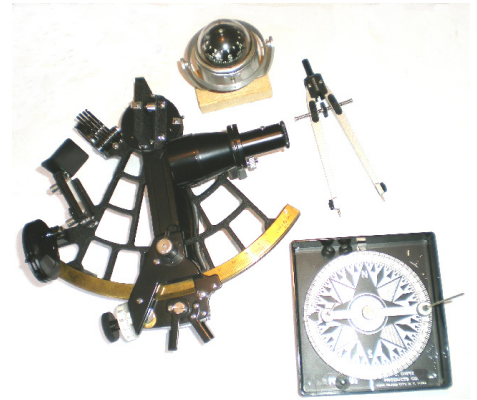
Ann Arbor Sail and Power Squadron

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



Boating Education since 1965

55 YEARS SERVING
THE BOATING PUBLIC



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Visit our web site
www.aaspsq.org/

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If you are not getting this Porthole by e-mail, in color, please send me your e-mail address. schwartzr348@aol.com

America's Boating Club is unable to provide DAN Boater travel safety benefits to members without their email address listed in the USPS database. Members can update their email address in one of two ways:

1. Go to the Information Center, www.usps.org/info and update your record.
2. Contact HQ Membership Staff by phone or email: Deliah Holloway, hollowayd@hq.usps.org, Phone 1-888- 367-8777 ext. 229 or Lynda Stevens, stevensl@hq.usps.org 1-888-367-8777 ext. 219.

We thank Bradley and George Schwartz and Evrard Ohou for help with computer consulting.





Ann Arbor Sail and Power Squadron Meetings canceled

Sail and Power Boating Education

www.aaspsq.org/



Mont Saint Michel in Normandy, France is 3 miles off the coast of France. 45' tides limit the access. Sheep grazing in the salt grass make good mutton. Construction started in 8 century.

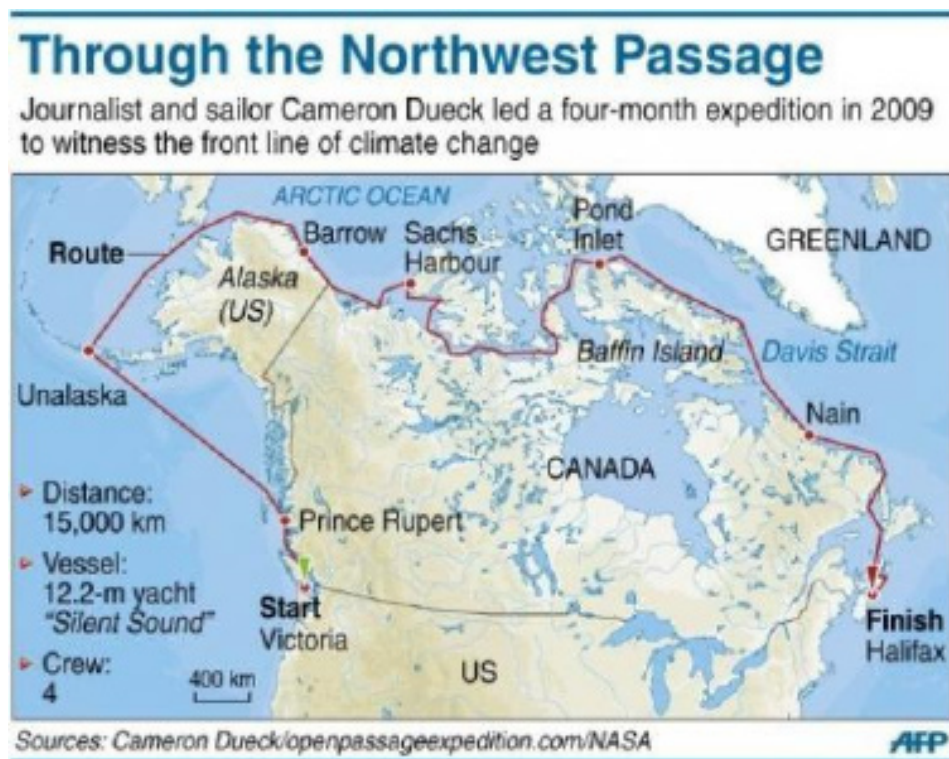


Send your favorite nautical photos to aapsclasses@aol.com

Cloister at Mont Saint Michel.



Book Report



<http://arctic.blogs.panda.org/default/open-passage-update-herschel-island/>

http://www.mhs.mb.ca/docs/mb_history/72/newnorthwestpassage.shtml

Our story starts when the early settlers to the Great Lakes region about 1830 discovered a land of abundant wealth; copper, iron ore, timber, superb fishing were just a few. But the only way to transport this wealth to developing market was by water routes, specifically sailing schooners. All of the Great Lakes have complex geography so lighthouses were required so that the masters could find their way, in fact the only way. Lights were necessary so that the schooners could keep moving continuously. In other words, lighthouse development paralleled navigation. Today travelers can view these magnificent structures from the past and wonder what tales lie inside.

Briefly, from 1818 to 1820 six lighthouses were constructed around the Lakes. Commerce grew rapidly so by the late 1860s, 369 steam-powered vessels and 1,207 sailing schooners sailed the Lakes, all requiring an expansion of navigational aids for both safety and efficiency. Newer construction of lighthouses employed a standardized design. Land-based construction was easy but lighthouse placement on an isolated, rocky shoal was much more difficult. In fact, lightships were introduced where placement on shoals was prohibitive.

Kerosene was introduced in 1877 because it vaporized on hot plates; then the kerosene vapor fueled a mantle to emit a brilliant light. However, the development of portable electric generators meant that lighthouses could be automated without the need for a "keeper" to light the mantle at sundown. Radio beacons came into use in the 1920's, followed by Very High Frequency radio, and finally radar about 1945. LORAN (long range navigation) was developed but has subsequently been taken out of operation. All these electronic navigation aids sharply decreased the need for the classic lighthouse resulting in automation or even abandonment. Today the magnificent structures stand but many have become lodgings or museums. So we can look up in wonder and only guess about their past.

But our lighthouse story continues. In 1978 the Global Positioning System (GPS) was introduced and became available for civilian use early in the 1980's. Very briefly, 4 satellites orbiting around the earth each transmit signals to the GPS receiver. The receiver can then interpret the electronic signal to display the receiver's location generally anywhere on earth accurate to 20' or less. Just like the navigational system in your car or on your smart phone, location can now be imposed on a map which moves just as your car moves. A marine chart plotter is exactly the same; a boat's GPS position can be accurately displayed on a nautical chart which moves as the boat moves. Go to marinetraffic.com to see just how this works.

In fact, excellent marine handheld GPS units are available for about \$200, chart plotters for about \$400. This means that today's mariner no longer has any need for the classic lighthouse that opened Great Lakes shipping and led to the industrial revolution that followed. Now every knowledgeable recreational boater who ventures out onto the open waters of the Lakes carries a GPS chart plotter.

Our story continues onward. Imagine that Captain Ernest McSorley, master of the huge ore carrier, Edmund Fitzgerald, had a simple chart plotter available on his bridge on November 10, 1975 when the Fitzgerald was caught in a horrific gale on Lake Superior. The Whitefish Point radio beacon had failed and his onboard radar was swept away. He lost 2 of his electronic eyes. Captain McSorley radioed back to Captain Jesse Cooper on the following ore carrier Arthur Anderson asking for radar assistance. McSorley's last words were a radio call to Cooper, "we are holding our own." Had Captain McSorley had today's GPS electronics available, he could have avoided passing over 6 fathom shoal. Although other causes are possible, the Lake Carrier's Association report attributes the sinking of the Fitzgerald to striking 6 fathom shoal and rupturing the Fitzgerald's hull. Other possibilities were loose hatch covers (US Coast Guard report) or a rogue wave (the late Professor Arthur Pinsak, University of Michigan Oceanography Dept.).

Now our story is finished. Look up at the glorious lighthouses around the majestic Great Lakes. Imagine the masters of sailing schooners seeking their way to harbors in every possible weather condition. The faithful light keepers insured that their beacons were always available. Now watch today's huge lake carriers silently threading the treacherous waters of the Lakes under precise electronic control. What is Captain McSorley thinking?



Commander's Message

Cdr. Ron Schwartz, SN



Valkyrie is on a world cruise. This is an excerpt of their log from 2015. Go to their web site for text and pictures of their cruise.

<https://psc37valkyrie.wordpress.com/2016/01/16/ensenada-to-turtle-bay-nov-dec-2015/>

Ensenada to Turtle Bay, Nov-Dec 2015 by psc37valkyrie

11-17-15 (last day for) Ensenada, Mexico Thursday 6:32am

John's 'cold' is at the two-week mark, mine at two days. Goody. I love having swollen glands and a cough-y, snotty feeling going on.

Trovita is on their way on their grand adventure down the Baja coast, and we'll be 3 hours behind them. If there's any wind at all, we'll put out the whisker pole and could make the (40 mi) trip in 6-7 hours. They'll leave their anchor light on and monitor channel 69 to let us know of anything unusual along the way and to help guide us in if we arrive after dark.

8:24am is when we backed out of our slip. I'm really bummed that I didn't get a chance to say goodbye to Bob & Jane and didn't give Bob a boat card. I left one on the dock - I hope he finds it. We were really lucky to have him as a dock-mate - truly golden, that man.

Saw dolphins this morning (got a picture) and saw sea lions on the green buoy as we exited the harbor - another great photo that I didn't get (although I did get one when we got fuel yesterday). There were two of them and they both kind of sat up and looked at us - almost dog-like. I would have wanted to pet them or feed them if we were much closer.

I don't know if I'll ever get tired of watching the sea life - even the stupid gulls are interesting - they'll glide in a group just above the water, or we'll come across one just floating, sitting right where we're heading. Then it'll fly indignantly off. One of my absolutely most-favorites are the pelicans. They're right up there with herons - a pre-historic throw-back. They're gawky and gangly and glide like nobody's business, until they see something to spear-gun themselves upon and splat-splash into the water.

There are holes in the bottom of the Gulf of Mexico. These holes could have an opening 100' in diameter and several hundred feet deep. Fishermen and divers have discovered them. Some have names like *Amberjack Hole* and *Green Banana Hole*. See BoatU.S. Magazine, November/December 2020 issue page 22 for a description of these holes.

Pneumonic plague - from Wikipedia

The pneumonic form of plague arises from infection of the lungs. It causes coughing and thereby produces airborne droplets that contain bacterial cells and are likely to infect anyone inhaling them. The incubation period for pneumonic plague is short, usually two to four days, but sometimes just a few hours. The initial signs are indistinguishable from several other respiratory illnesses; they include headache, weakness and spitting or vomiting of blood. The course of the disease is rapid; unless diagnosed and treated soon, typically within a few hours, death may follow in one to six days; in untreated cases mortality is nearly 100%. Some Vikings exploring Minnesota in 1362 died from this plague. See *The Kensington Runestone FAQ Book* by Michael A. Zalar, 2001, Greywacke Press, West St. Paul Minn.

Boating Education

Courses and seminars available from USPS are listed below. Courses take about 16 hours - 8 weeks .
Seminars are about 2 hours long.

Seminars

Advanced Powerboat Handling AIS Electronics for Boaters Anchoring Boating on Rivers, Locks and Lakes Crossing Border
Emergencies on Board Fuel and Boating Radar for Boaters (RA) Hands-On Training How to Use a Chart Hurricane Preparation for Boaters Introduction to Navigation Knots, Bends, and Hitches Man Overboard Marine Radar
Mariner's Compass Seminar Mastering the Rules of the Road Paddle Smart Propane Systems on Your Boat Partner in Command Sail Trim Tides and Currents Trailering Your Boat Using GPS Using VHF and VHF/DSC Marine Radio

Advanced courses

Seamanship (S) Piloting (P) Instructor Development (ID) Advanced Piloting (AP) Cruising and Cruise Planning (C and CP)
Engine Maintenance (EM) Electronic Navigation (ENCE) Marine Communication Systems (MCS)
Marine Electrical Systems (MES) Sail (Sa) 2009 Junior Navigation (JN) Navigation (N) Weather (Wx) 2012

Please reply to schwartzr348@aol.com and list courses and seminars you would like to take.

Courses being offered by all local Squadrons are advertised, at <http://www.usps.org/cgi-bin/nat/eddept/800/cfindx.cgi?C>

A Partial List of Events

DATE	SPONSOR	EVENT AND LOCATION
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All meetings are canceled until the
Coronavirus threat is controlled.

Great Loop presentation. Mike and Jonell Murphree's zoom presentation, at the Lansing Power Squadron meeting, of their 405 day Great Loop cruise was very good. Their web site is super and it has more detail and more pictures. <https://gettinlooped2017.com/blog/>

