

The Porthole

Nov./Dec.
2012



The official newsletter of the Ann Arbor Sail and Power Squadron
a unit of United States Power Squadrons
<http://www.annarborsailandpowersquadron.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 pages 3 and 9 for November and December meetings



Boating Education

47 YEARS SERVING
THE BOATING PUBLIC

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Chairman of Piloting: P/C Arthur Pinsak, SN, Life
Chairman of Adv. Piloting: P/C Arthur Pinsak, SN, Life
Chairman Elective Courses: P/C Bob Snider, SN, Life
Chairman Weather: P/C Bob Snider, SN, Life
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**Christmas
Party - see
page 9**

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

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, Calligraphy on certificates and wallet cards, Ch. of various seminars.
Misc. Staff - Ch. Member Involvement, Ch. Operations Training. Advertising Staff for public courses and programs.

We thank Bradley Schwartz, for help with computer set-up and consulting. The Porthole is sent in color via e-mail or via US mail in black and white.

The Porthole is published ten times a year, September through June, by the Ann Arbor Sail and Power Squadron. The articles and opinions expressed therein do not necessarily reflect USPS or AASPS policy. Articles may be reprinted without permission, if credit is given to the author and to the original source.





Sail and Power Boating Education
<http://www.aaspsq.org>

Ann Arbor Sail and Power Squadron
Monday, November 19, 2012
General Meeting
6 PM Damon's Grill
The Champion Room
3150 Boardwalk St., Ann Arbor
Lat. 42° 14.525'N, Long. 83° 44.168'W

6 PM: We will meet at the Damon's Grill. East of State St. South of Eisenhower Pkwy. Order from the menu. Please call Sharon Pinsak for reservations. 734-973-0441 Open wine bar. Visit their website to see the excellent menu.
<http://www.yelp.com/biz/damons-grill-ann-arbor>



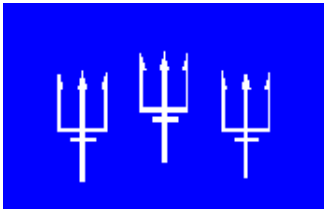
Speaker: Professor Charles Olson, retired U.S.Navy captain. Subject is

"U. S. S. Michigan and the Timber Wars"

Professor Charles Olson will speak on Michigan's Timber Wars. Chuck is a Michigan maritime historian; will talk about the role and politics of the sailing ships, the "lumber hookers", in the Michigan timber industry before the turn of the last century.

USS Michigan was the United States Navy's first iron-hulled warship and served during the American Civil War. She was renamed USS Wolverine in 1905





Commander's Message

Cdr. Robert Buchanan, P



Our next AASPS meeting on November 19th will be an important event in AASPS days. Our previous meeting location has provided good food and friendly service but has not met the needs of the squadron. Therefore, as will be described in ExO Frank Hoy's comment below, our new location will be Damon's Grill, 6:00 pm on November 19th. I want to thank Frank for finding this excellent new location and hope everyone shares my enthusiasm.

To celebrate our move, the Bridge invites everyone, AASPS members and guests, to join us for our social time together at an open wine bar and continue to enjoy a glass of wine with your dinner as guests of the Bridge.

Our speaker, Professor (also Captain, USN ret.) Chuck Olson is going to take us back in time to an interesting period in Michigan marine history when he talks to us about The Timber Wars. Chuck is a recognized authority on the maritime history of our state.

When teaching the ABC class, I have always told our students; "I have never had anyone fall overboard off my boat and never will." Well. . . this changed. Jeannine and I visited our son in Fort Walton Beach, Florida. He bought a Catalina 30 identical to the type that we have sailed for almost 20 years. My job was to transfer the boat from Eglin AFB to its new home at the Fort Walton Yacht Club. As the whole family was walking out the narrow dock to see **Miami Merger** in its new slip, our daughter-in-law took a big step backward to get a nice photo. She fell in! The water was warm, no injuries, and we were able to assist her back onto the dock, obviously thoroughly soaked.

The problem is that she had her cell phone, our grandson's Kindle reader, and an iPad in her purse along with car keys with a door remote. We learned that the car door remote is actually designed to withstand submersion. Remember that this was salt water. The cell phone was an instant total loss so had to be replaced. The Kindle people were very nice; after hearing about the event they shipped a replacement at no cost. The iPad is still a problem. Placing these items in a bag of rice really does not work.

The lesson learned is to think about carrying electronics onto your boat. I always put my cell phone, car keys, and wallet on the navigators table before starting to work on sails topside. We learned!



Secretary's Message

Lt/C Jeannine Buchanan



First, thanks to everyone for your support in preparing Merit Marks. All were approved by USPS so you should gradually be receiving notification from USPS.

The AASPS Christmas Party will be at our house on Sunday, December 9th. We will have time together for good conversation followed by dinner. Sharon Pinsak is recovering nicely and plans to coordinate the gift exchange. Everyone please bring one unwrapped gift item not to exceed \$10 value, then Sharon will conduct a drawing. I recall that last year a huge amount of wine changed hands.

As the time approaches, your RSVP will be important. Suppose that we plan on 20 but the entire squadron of 40 + arrives. Actually this would just wonderful because everyone is welcome but some logistical issues could result. We will send out maps with directions well in advance because we live in a slightly obscure location on the East side of Ann Arbor.

At the November 19th squadron meeting, I will ask what you might like to bring. The squadron may provide a delicious holiday ham and we will have drinks for everyone. Bob has a unique recipe named Power Squadron punch. We can plan the details at the November 19th squadron meeting.

I suggest that dress be informal. Cdr. Bob will likely wear a sweater and P/C John will probably wear his bright red Christmas sweater. We hope that this event will be one of the highlights of your holiday season



Bob Buchanan Karen Snyder Peter Hinman



John, Marlene and John Barr Jr.



Ron and Shirley Schwartz

Pictures from our October meeting



Frank Hoy and Sheriff's Deputies John Rapp and Jerry Orr

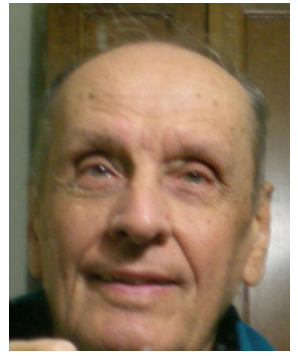


Jeannine Buchanan and Art Pinsak



Education Officer's Message

Lt/C Ron Schwartz, SN, Life



Future Classes: Weather and Seamanship classes start this month, Nov. 27 and 28.

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, <http://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.

KEEP ALL YOUR CHARTS UPDATED

Published by the Marketing/ PR Committee

United States Power Squadrons®

With permission of Boating Times Long Island

Contact Greg Scotten gscotten@comcast.net

Today, most, if not all, boaters rely heavily on GPS and chart plotters to assist them in navigating from point to point. And why not! Equipment costs are coming down and functionality is increasing. If your electronics fail, however, chances are you'll still be able to get to a safe port using your compass and your paper charts.

Many recreational boaters may not realize that their paper charts will sooner or later become out-of-date. In general, it's a good idea to get new charts every two years or so. The same holds true for your chart plotter cards.

Per the National Oceanic and Atmospheric Association (NOAA), there are around 6,400 U.S. recreational boating accidents each year.

In the past few years, 2,500 of these accidents resulted from vessels striking fixed objects and 1,400 resulting from going aground. How does that happen? Many boaters are simply not aware of changes that are taking place to the waterways that they navigate every day. The channel(s) that you successfully navigated last season may have a completely different bottom configuration this year because our waterways are ever-changing! Buoys move, shoaling takes place, and the facilities that may be available at marinas also change.

What about GPS and chart plotters? Many GPS/chart plotter manufacturers have a service to update these cards (at a cost, of course). The bottom line is, don't forget to update your GPS/chart plotter! When you do, you'll have to reenter all your waypoints and routes. (By the way, the same holds true for the GPS/navigators that you use in your cars.)

Some may wonder how NOAA and the electronic chart developers get the information to update paper and electronic charts. While about 75% of the data comes from the US Coast Guard and the other private agencies, 25% is reported by the United States Powers Squadrons® and the US Coast Guard Auxiliary.

Okay, now you're looking back on cruises that you've taken and you remember that some buoys seem to have moved and water depths aren't what they're listed and listed gas docks were closed! You've finished reading this article and are (hopefully) saying to yourself, "This writer is right! Any time is the right time for updating data cards. Contact your equipment manufacturer for the most convenient method.

At the same time why not update your knowledge of boating and our liquid environment by finding a USPS® course or convenient seminar that will help you understand how to run your boat more competently – and safely! Look in your local telephone book and newspaper, or contact your area's Power Squadron. Find it at the national website, www.USPS.org.

As its members remind us: "Boating is fun...We'll show you how!"

P/D/C Pete TenBrink

Feature Writer

Marketing/Public Relations Committee

United States Power Squadrons®



Executive Officer's Message P/C Frank Hoy, JN



Ahoy Squadron Members,

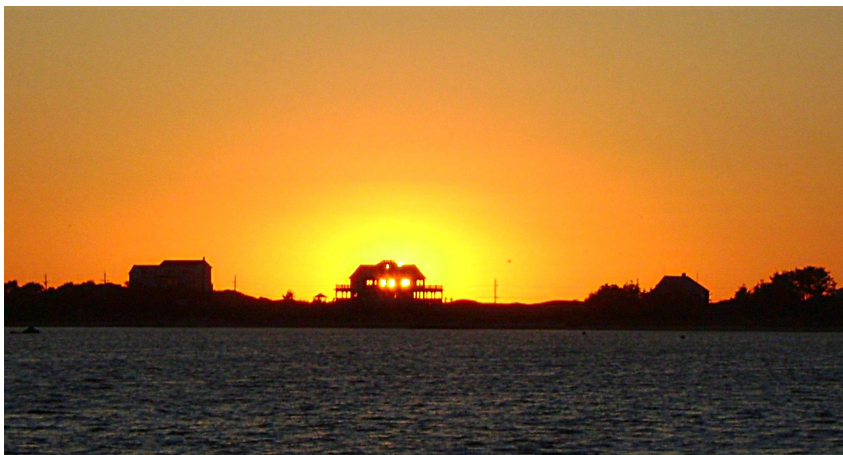
I am writing this as Curtis Hoff and I head south in the I.C.W. on the Adams River in N.C. , 10/30/2012, 10:50 AM. It has been a great trip since we left Warwick, R.I. The boat has performed very well under all conditions, and we have had quite a few experiences. We should be in Myrtle Beach late tomorrow. We were forced to sit for two days at a dock near Hobucken, N.C., and ride out hurricane Sandy. I have taken lots of pictures and will be glad to report this adventure to you in detail later. See Curtis's report on page 11.

As a result of reservation problems at our previous monthly meeting location, our Commander asked me to search for another location suitable for our monthly meetings. After visiting several locations, I recommended and the Bridge approved a move to Damon's Grill in Ann Arbor. Damon's is conveniently located just off of I-94 and has generous and well-lighted parking.

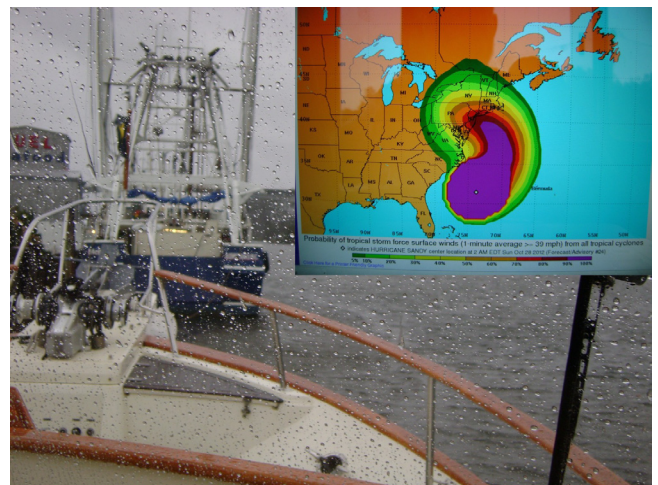
Our meeting room will be The Champions Room, decorated with an abundance of photographs tracing the history of Michigan football. The room will warm the hearts of football fans. The adjacent rooms have an excellent collection of colored drawings of railroad steam locomotives which span the development of steam power. Folks who are fans of American railroading need to see these drawings.

I reviewed the dinner menu. The prices are similar to our previous venue with a wide selection of choices for everyone. We can order individually from the menu with individual checks, just as we have done previously. I am pleased to see that the Bridge PS meeting for a taste of wine, good food, good friends, and interesting programs.

Sunset from our anchorage at
Block Island, R.I.



Hurricane Sandy and our
hurricane hole dock in
Hobucken, N.C.





Boating is fun... we'll show you how

A partial list of events

<u>DATE</u>	<u>SPONSOR</u>	<u>EVENT AND LOCATION</u>
Nov. 19	AASPS meeting.	'U.S.S. Michigan and the Timber Wars' by Professor Charles Olson, UM Department of Natural Resources.
Nov. 27	AASPS Weather Course starts	Nov. 27, 2012, for about 10 weeks. Please contact Lt. Randy Stevenson, AP 734-429-5099.
Nov. 28	AASPS Seamanship Course starts	Nov. 28, 2012, for about 10 weeks. Please contact P/C John Barr, AP 734-483-0839.
Dec. 9	AASPS Christmas Party at Buchanan's home	5 PM. See page 9.

AASPS Booster Club

Ann Arbor Sail and Power Squadron would like your support. \$25 lists your name and boat in the Porthole for one year. Please send a check to Marlene Barr, Treasurer, 1200 Whittier Road, Ypsilanti, MI 48197-2152

Name	Boat Name	Date
John and Marlene Barr		June 2012
Art and Sharon Pinsak	Calypso	June 2012
Bob Cox		May 2013

Internet sites for other Squadron activities.

For quick access to any of the D-9 Squadrons, click on the Links section of our website

<http://annarborsailandpowersquadron.org>

and select District 9 Squadrons. A map showing each squadron's location with a link to its website is at your disposal, or http://www.annarborsailandpowersquadron.org/district9_links.html

Or alternatively, for a list of D-9 websites visit: <http://www.usps.org/newpublic2/squadrons.html>

Please check USPS website (www.USPS.org),

D9 website (<http://d9-usps.org/app/HomeContact.aspx>),

and websites of squadrons near you for their activities that you might want to attend.



Sail and Power Boating Education

<http://www.aaspsq.org>

Ann Arbor Sail and Power Squadron

Christmas Party

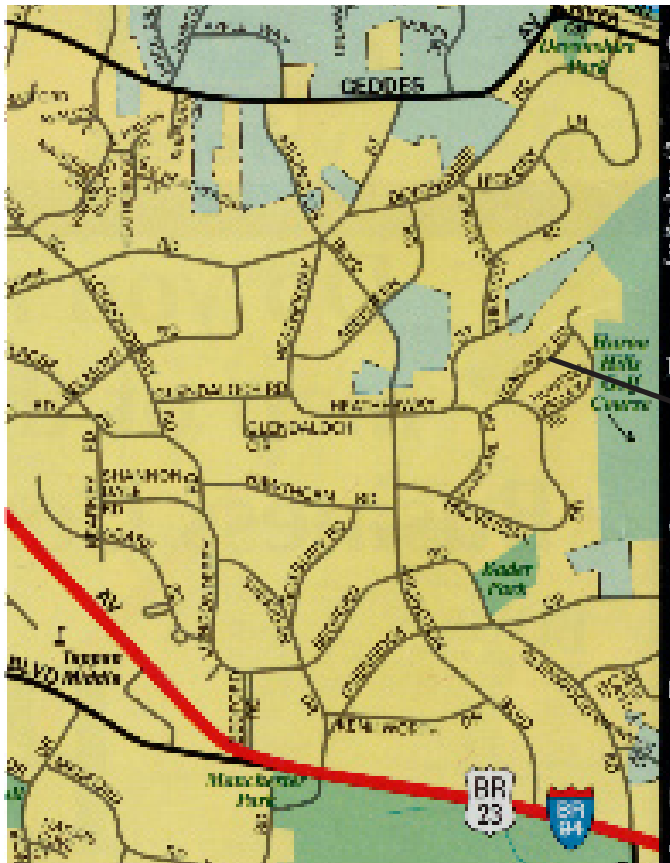
5 PM Monday, Dec. 9, 2012

Cdr. Robert Buchanan's home

3045 Foxcroft St., Ann Arbor

Lat. 42° 16.1' N, Long. 83° 42.2' W

Gift raffle. Please bring unwrapped gift items of value less than \$10. Raffle tickets will be sold - proceeds are donations to the Squadron. You put part of your raffle tickets into the bags next to the items you would like. A random drawing for each item will determine who gets it.



Buchanan's
3045 Foxcroft St.

Simplest directions -
Arlington to Provincial to
Foxcroft



Great Lakes Cruising Club webinars available. - <http://www.glccclub.com/>

USPS is pleased to announce an exciting new partnership arrangement with the Great Lakes Cruising Club (GLCC) in which all GLCC on-line cruising-related webinars are available to USPS members at reduced USPS registration rates. Over forty webinars are planned for the 2012-13 GLCC School curriculum year, which runs from October through April.

This year's topics include introductions to several new subjects such as Solar Power, Safety for Cruising Couples, Using (and when not to use) Weather GRIBs, Fiberglass and Epoxy Repair, Radar-Assisted Navigation, and more, along with a newly-extended complement of Great Lakes cruising webinars, marine weather, negotiating locks, boat and engine maintenance, energy management, provisioning, and refrigeration plus many more.

The GLCC School is a program of "webinar" tutorials conducted by knowledgeable boaters and industry experts discussing their subject in live on-screen presentations with visual aids. Students also have the ability to interact on-line with the instructor and each other—a virtual classroom. Sessions typically run for 60 to 90 minutes. Students also are given the opportunity to view a recording of the webinar for approximately six weeks after the live presentation, both for review purposes and in the case that participants were unable to attend the live presentation.

GLCC School participants need only a computer with speakers and a browser (no special software required), an Internet connection and a desire to learn. The Great Lakes Cruising Club School aims to provide the practical cruising pointers and insight recreational boaters need to cruise the Great Lakes and other waterways. There are no tests, only information from GLCC-accredited sail and power boaters, and other acknowledged experts having first-hand knowledge of their subject. Registration costs are low because of volunteer involvement and the school's goal of reaching as many cruising boaters as possible.

Go to www.usps.org/e_stuff/glccs-redir.html to learn more about upcoming scheduled webinars, review instructor backgrounds, and register for the GLCC School site and courses. Note that even though you are registered for the USPS website, you will need to register yourself for the GLCC School website. This is required since GLCC School courses are being made available to both USPS and GLCC members and the public alike. GLCC School website registration is free to all. To receive your USPS member-only discount for GLCC School webinars and webinar recordings, make sure to include the USPS member discount code on the course registration form where indicated. Note that discount codes are case sensitive. For single-session webinars and recordings, use the discount code "Basic1213Usps" (without the quotes). Note that this code is case sensitive, so be sure to copy the code EXACTLY as shown.

The above information was downloaded from the USPS website and the GLCC website.

Lt/C Jana Smith, JN
Education.Dearborn,Squadron@gmail.com



Administrative Officer's Report

Lt/C Curtis Hoff, P



An Encounter with Sandy

As some of you already know, Executive Officer Frank Hoy and I had an unexpected encounter with Hurricane Sandy recently. We were in the process of moving my boat down to Myrtle Beach, SC as the first phase of wintering in Florida and the Bahamas.

We left early afternoon on Sunday, Oct 21 from Warwick, RI. We knew Sandy was brewing down in the Bahamas but really didn't concern ourselves with her. Our first day was a four hour cruise to Block Island. The first few hours were calm and beautiful as we motored south down Narragansett Bay. Once we left the bay the winds picked up, and we began pounding against head seas, but safely arrived at our anchorage in the Great Salt Pond on Block Island. Sunday night the winds blew in the 30-35 knot range. On my AIS (Automatic Identification System) I watched the HMS Bounty pass a few miles away heading into Long Island Sound.

On Monday, we remained at anchor since the winds continued to howl and the seas were very rough. We had a couple of weather days in our schedule, so it seemed like a good time to use one.

Tuesday's, Oct. 23, weather prediction was very good with light wind and 2-3 foot seas for the next two days. We decided to begin a long 340 NM/40 hour run directly to Norfolk, VA. Our route took us 60-70 miles offshore at times so moderate to calm seas were an important consideration. We departed early and had an easy cruise until midnight. Then, the seas picked up, and we really got bounced around. Somewhere around 3 or 4 a.m. I decided to change course towards land and head to either Cape May, NJ or Ocean City, MD as potential rest harbors to recover from the beating we were taking. Either harbor was 6+ hours away so we continued to pound our way south.

By daylight, Wednesday, we were closer to shore, and the seas calmed to a bearable level, and later in the day became very calm. We were both pretty tired and beat, but decided to continue on to Norfolk, and arrived safely at 9 p.m. Wednesday evening. Continuing to Norfolk was the best decision we made during the entire trip. At this time Hurricane Sandy was still a somewhat distant storm and not actually a consideration in our calculations. If we would have stopped in either location, the winds and corresponding seas the following days would have probably prohibited us from making it to Norfolk prior to Sandy's arrival. We would have been caught very close to Sandy's path.

On Thursday, we departed Norfolk and headed down the ICW. (Intercoastal Waterway). After many bridges, one lock, and getting stuck behind a tug/barge, we made it to Coinjock, NC. We tried to pass the barge but "found the bottom", so decided to follow in her path at a painfully slow 4-5 knots. This was our first night at dock in 5 days, and we enjoyed a good meal at a restaurant.

(Continued on page 12)



Wind Meter

An Encounter with Sandy, continued

On Friday, the forecast was getting progressively worse due to Sandy, and we were in the tropical storm cone regardless of where we tried to hide. The radio traffic was heavy with boats discussing various “hurricane holes” to weather Sandy’s passing. I wasn’t thrilled with the idea of weathering a hurricane at anchor so we looked at different dock options. We wanted to get as far south as possible since Sandy’s path was predicted to turn inward. Our primary objective was a marina called River Dunes which is a great hurricane hole, one I am very familiar with and also a beautiful resort. If we couldn’t make it to River Dunes our backup was the RE Mayo commercial fishing dock near Hobucken, NC. As the day progressed, it became obvious we would not arrive at River Dunes until several hours after dark. Nighttime, and cruising the ICW should be mutually exclusive events, so our plan became the RE Mayo commercial fishing dock, but the risk was they do not take reservations – first come, first serve. As we arrived at the 1/4+ mile long dock we passed fishing boat after fishing boat along with a few pleasure boats without an empty spot. Finally at the very end we found a single opening on their smaller secondary dock, and we grabbed it only a few minutes prior to a sailboat with same plans (they ultimately took the fuel dock to weather Sandy). This was our home for the duration of Sandy – a fairly well protected dock in the middle of absolute nowhere. To put the “middle of nowhere” in perspective – 4.2 miles to the nearest restaurant, 12 miles to the nearest grocery store, 21 miles to the nearest beer store and no TV channels received. However, the price was right. When I asked the owner how much, he stated “he couldn’t charge me due to the storm!”. There are not many people like that left in this world – most would have increased their prices. They had fresh seafood from all the commercial boats also hiding out there, so we enjoyed wonderful fresh shrimp for dinner.

Saturday, it was blowing and raining, but really not that bad. Brief wind gusts in the 42 knot range, but mostly winds 25 to 35 knots.

Sunday morning was the same, so we thought we could move south to put some distance between us and Sandy. I called ahead to various marinas further south, but no one was allowing transients due to the storm. So, we spent our 2nd day and 3rd night safely in the middle of absolute nowhere.



R. E. Mayo's

(Continued on page 13)

An Encounter with Sandy, continued

Monday, the forecast was for Tropical Storm conditions with high winds (50-60 knots) and rough seas. I really didn't believe it since Sandy was already slightly north of us, and the conditions had not been that bad. We got up early to depart at 5:30 AM prior to first light. On the radio we started to hear the radio traffic that HMS Bounty was abandoning ship. It sent chills through our spines. It was so dark, and no one should travel the ICW in the dark, so we stayed at the dock until first light. As we entered the open water, the winds really picked up and the seas grew. We clocked 52 knot winds, but these were different – they were not gusts but very sustained winds. They just whipped the spray against the windshield, and we were taking a lot of water over the bow due to the steep waves. I now believed the weather forecast, but we were already committed. We were bounced around more than we had out in the open ocean, but after a few hours got back into more protected waters, and continued to Swansboro, NC. We only saw two other boats moving that day, and the radio was very quiet.

Tuesday, we departed Swansboro at 5:30 AM since we wanted to make a 7:00 AM bridge opening. We were violating the “don't travel the ICW in the dark” rule, but had already used up all our weather days. It was high tide, so we had a buffer for the shallow spots. Winds were still in the mid-30 knot range, and it was cold. We only saw a few other boats, and the radio traffic continued to be very quiet. We cruised along all day, and made it to a dock on the northern edge of Myrtle Beach at dusk.

Our flights back to Michigan were for Wednesday afternoon. We only had 17 miles to go, and we made it to the dock around 10:30 AM under sunny skies, and a light breeze. But it was a totally different ICW – boats were passing us, we were passing boats, the bridges had 2-3 boats waiting for openings, and the radio traffic was constant. The storm had passed, and life was back to normal for the boats heading south for winter along the ICW.

By the time you read this, I'll be back onboard after only two days in Ann Arbor. Melanie, Daisy (our dog) and I will finish the trip to Florida over the next two weeks – hopefully under less stressful circumstances.



Great Bridge