

The Porthole

September 2024



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

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

<https://www.usps.org/>

<https://d9-usps.org/>

Ann Arbor Sail and Power Squadron

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



Boating Education since 1965

59 YEARS SERVING
THE BOATING PUBLIC



CONTACTS

Cdr. Ron Schwartz, SN, Life Education officer, Porthole publisher	734-769-3476	schwartzr348@aol.com
Executive Officer: Lt/C Peggy Moller Porthole proofreader, Web designer	517-937-9817	mmoller@umich.edu
Secretary: Lt/C John Barr Jr.	734-961-0025	jmbarrjr@gmail.com
Treasurer: Lt/C Marlene Barr	734-483-0839	mjb_120022535@hotmail.com
Assistant Treasurer: P/C John Barr, AP, Life Public Relations Officer, Chaplain, Law officer	734-483-0839	jbarrsr@gmail.com
Membership Chair: P/C Carolyn Knaggs, P	734-645-3503	carolynknaggs@me.com
Webmaster: Lt. Evrard (Freddy) Ohou	734-834-7176	oevfred@umich.edu

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

To see the District 9 Calendar. <https://d9-usps.org/> click on dates on the calendar in the upper right side corner.

D9 Squadrons that have dissolved: Grosse Ile, Grand Rapids, Irish Hills, Kalamazoo, Muskegon, Rogers City, Sable Point, South Bend, Tip of The Mitt, Warren, Wyandotte.

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

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





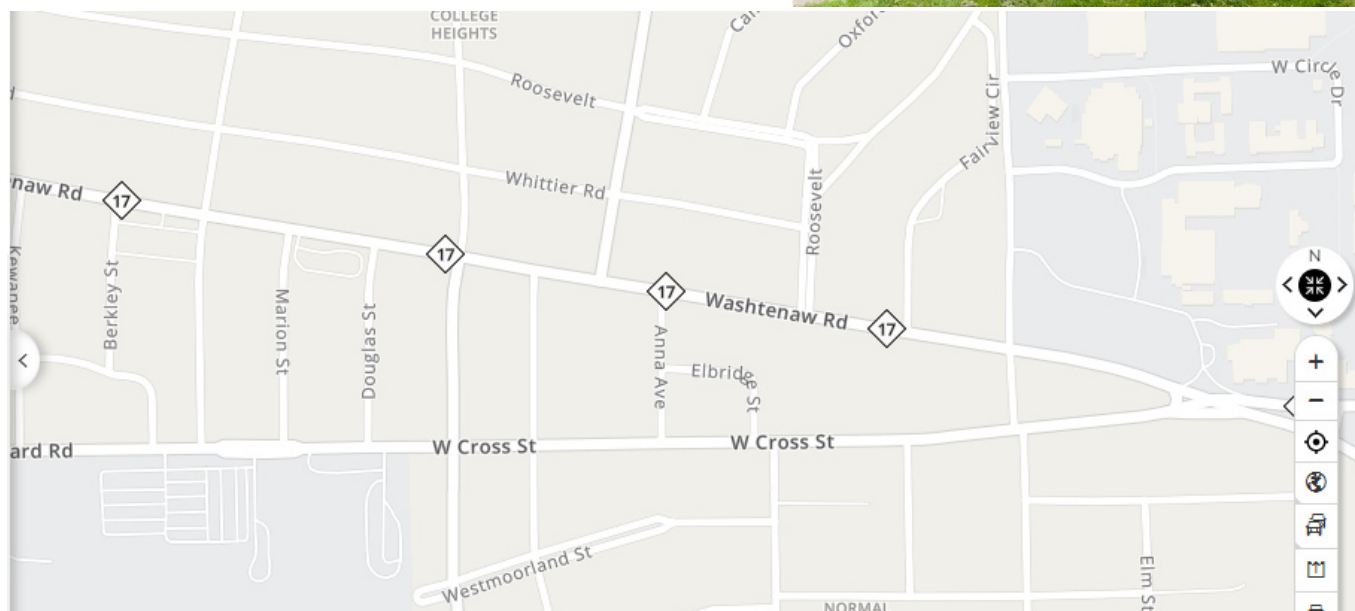
Sail and Power Boating Education

<https://www.aaspsq.org>

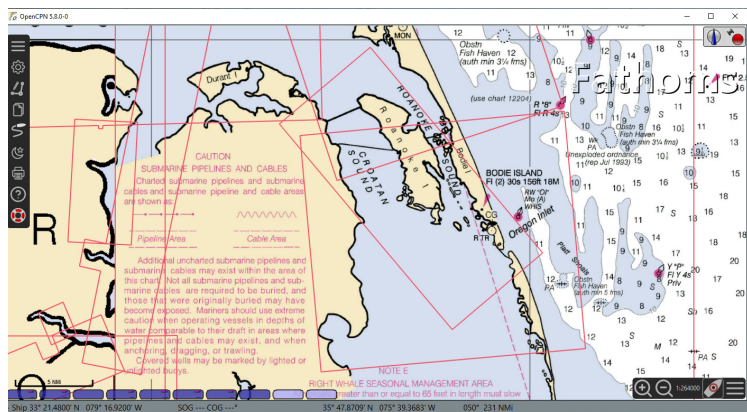
Ann Arbor Sail and Power Squadron
Meeting Monday, 16 Sept. 2024
5 P.M at John and Marlene Barr's house
1200 Whittier Rd. Ypsilanti 734-483-0839
Corner of Whittier Rd. and Roosevelt St.
42° 14.86' N, 83° 37.63' W

All are welcome

Potluck. We will meet at 5 P.M. at John and Marlene Barr's house. Please bring your own drinks and a dish to pass. Please consult with Marlene about food to bring. RSVP to Marlene **734-483-0839** by Friday Sept. 13 2024.



Program: Ron Schwartz; History and navigation to Roanoke Island



America's Boating Channel™

Tips for Towed Sports Safety from P/C Debra Allen, AP Communications Liaison America's Boating Channel™ Phone 803-960-8887

The summer is in full swing, which makes the topic of our safety message today even more urgent – Towed Sports Safety. As our waterways become crowded during this time of year, it is vital to identify and implement important measures for safely water skiing, wake boarding, knee boarding, wake surfing, and tubing. See video at bit.ly/USPSABC.

Videos like this one underscore the need for safety considerations when participating in towed sports. Did you know that according to the Coast Guard, towed water sports account for over 400 boating incidents per year. And let's not forget your life jacket when you're out having fun on the water. In addition to a properly fitted life jacket, get one designed for the type of towed sport you are enjoying.

These measures are presented in the "Towed Sports Safety" video where viewers learn about proper equipment selection and preparing to tow a person. For instance, tube ropes should be around 60 feet long and heavier than water ski and wake board ropes that should be about 75 feet long. Also, ski ropes should have more give than wake board ropes. Additionally, the video features tips for operating under-way.

Follow the video link above or visit <https://www.youtube.com/@AmericasBoatingChannel> to find this and other safe boating videos, which are an excellent tool to help recruit participants to our educational program and to membership. Invite your friends and neighbors to watch, like and subscribe to America's Boating Channel to introduce them to what our organization has to offer.

In addition to YouTube, these professionally produced high-definition safe boating and boater education videos are available via the America's Boating Channel free, on-demand app on Apple TV, Roku or FireTV. America's Boating Channel™ is produced by the United States Power Squadrons® (USPS) under a grant from the Sport Fish Restoration and Boating Trust Fund administered by the U.S. Coast Guard.



America's Boating Channel™ Fire Extinguisher Regulations

In 2022, the Coast Guard amended portable fire extinguisher rules for recreational vessels in the U.S., making it easier and less costly for millions of boat owners to maintain the onboard fire protection equipment that they need.

The rules do not change the number or types of extinguishers required on board but do simplify inspection and record-keeping requirements. The simplified rules also are now published with other recreational boating rules, making it easier to identify them.



America's Boating Channel video [“Fire Extinguisher Regulations”](#) offers an overview of the rules that separates commercial and recreational vessel fire protection requirements. It will help you learn how to ensure that all required portable fire extinguishers comply. Also featured are tips for preventing onboard fires in the first place.

If you need a refresher on classifications and carriage requirements for marine fire extinguishers, the channel offers a second video titled [“Fire Extinguisher Standards.”](#) It offers tips for placing and servicing fire extinguishers, and explains the acronym PASS. Above all, ensure that the proper number of functional fire extinguishers are on board, readily accessible and that all responsible adults on board know to pull, aim, squeeze, and sweep.

U.S. Coast Guard approved marine-type fire extinguishers fully charged and in good and serviceable condition are required on recreational boats where the engines or fuel system could pose a fire hazard. Good and serviceable means that a fire extinguisher aboard a recreational vessel is properly charged and reads charged if it has a pressure gauge reading or charge indicator, that the extinguisher has a pin lock that is firmly in place, that it does not show visible signs of significant corrosion or damage and has a discharge nozzle that is clean and free from obstructions. Disposable dry chemical extinguishers expire 12 years after their date of manufacture, and rechargeable extinguishers expire annually unless maintained by a certified technician.



Disaster Averted

by Robert A. Buchanan, M.D.

In July of 2024 both Chicago Yacht Club's 333 mile 115th annual Chicago to Mackinaw, and Bayview Yacht Club's 205 mile 100th annual Port Huron to Mackinaw races were sailed a week apart, but with different outcomes. These are the Grand Prix of sailboat racing. Both are the world's most arduous sailboat races because Lakes' Michigan and Huron lay north to south but Great Lakes weather moves west to east. A few boats sail the Chicago race, cross the finish line, then head south to Port Huron for the next race. *Maverick* set a historic record of 22 hours from Chicago to Mackinaw, then continued to Port Huron for the next race. A horrible, unthinkable tragedy was avoided in the Chicago race by a combination of satellite technology, superb seamanship, and a well-schooled, tautly disciplined crew. In the dark stormy hours of Saturday night with winds up to 40 knots, a crewman on *Callisto* went forward to bring down the spinnaker sail. Heavy winds can rip a spinnaker or worse, if the spinnaker goes under water, the scooped-up weight of the water can lay the boat flat on it's side. A huge wind gust jolted the boat and knocked the untethered crewman overboard into the violent night Lake Michigan waters.

Each crewman is required to wear a self-inflating life jacket with a waist pack containing an Automatic Identification System or GPS satellite system just like the map on an iPhone. This water-activated satellite system instantly transmits a Man Overboard signal visible on the receiving screen of every other boat. The pack also has a water-proof radio, whistle, and lights. A crewman on 52' Santa Cruz, *Mapcap* saw the Man Overboard signal on their receiver, was closest and in the best position to approach the crewman in the water. One shouted "Man Overboard" so the crew leapt into action. Finding the victim was easy, his lights "shined like a Christmas tree". Sails were dropped, the diesel started, and *Madcap* circled back to throw a lifesling into the water with a line attached. *Madcap* then circled so that the man in the water was "lassoed". Each knew their job, the spotter who kept his eyes on the crewman, the search light operator, the lifesling crewman. The most experienced helmsman took the wheel.

Bringing a person aboard by way of a swim platform can be extremely dangerous due to the sharp rudder and propellor. A propellor strike on the leg is usually fatal if an artery is severed. The safest way is using a bosun's chair to hoist the person up over the side using a halyard and winch. Once the crewman was safely on board *Madcap*, The *Callisto* and *Madcap* skippers decided that returning the crewman back to *Callisto* was too dangerous so he continued on as a guest on *Madcap* as both boats finished the race. As a result of crew training, discipline, and technology the entire rescue took 20 minutes from activation of the Man Overboard alert to safely aboard the rescuing boat.

Three other boats lost their masts in the horrific Lake Michigan weather conditions. This could be tragic if the carbon fiber loose mast should penetrate a fiberglass hull.

The Port Huron to Mackinaw race a week later was completely different. Sailing conditions were almost champagne-like: clear skies, gentle breezes, calm waters. In fact, some of the racers were becalmed while making passage south of Bois Blanc Island before turning toward the finish line between Mackinaw Island and Round Island Light. Poor *Maverick* was close to the finish line when a mast malfunction developed in spite of calm weather, requiring *Maverick* to drop out and head to port at Roger's City. Some folks think that watching a sailboat race is as exciting as watching grass grow. This was not true of the Chicago to Mackinaw race.

(Note: the writer has sailed offshore for years, and always holds a Man Overboard briefing prior to getting under way.)



Man overboard picture

Michigan inland lakes information

<https://www.michigan.gov/dnr/things-to-do/fishing/where/inland-lake-maps-list>

Click on County name, then Lake name

Boating Education

The new Marine Navigation Course teaches the use of OpenCPN digital charts and has practice cruises, a computer Bowditch Bay chart cruise and a Bowditch Bay paper chart cruise. They are fun.

Nautical words can be found at <https://boatingbeast.com/nautical-terms/>

Please reply to schwartzr348@aol.com and list courses and seminars you would like to take. See a list of all courses and seminars, below.

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

USPS offers some very interesting courses. Weather, AP, JN, and N are fun courses even if you don't go boating. I've taken Weather three times between 1970 and 2012 because scientists are learning new things about the weather every year.

Courses and seminars can be found on the USPS web site usps.org

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), Marine Navigation (MN), 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 Radar for Boaters (RA)

List of Events

DATE	SPONSOR	EVENT
Sept. 16	AASPS	5 PM General Meeting at Barr's house. See page 3.
Oct. 11/12	D9 conference	D9 Conference in Flint see page 9.



2024 D9 FALL CONFERENCE REGISTRATION FORM

11-12 OCTOBER 2024

Theme: Walk the Decks of a Ship

Hosted by Flint Sail and Power Squadron

Gateway Hotel 5353 Gateway Centre Blvd. Flint, MI 48507

810-232-5300

Gateway Hotel & Convention Center Grand Blanc | Flint Airport Michigan (gatewayhotelflint.com).

Room Rate is \$119 plus taxes and fees = \$132.09 total

(Room rate good for both Friday and Saturday nights) Reservations must be made by September 10th, 2024 to receive USPS rate.

Click the link above to make your reservations or call 810-232-5300

Please join America's Boating Club of Flint (Flint Sail and Power Squadron) for a "Traditional" Friday night Hospitality Room Event.

- Registration begins at 1500 - 1800 hours.
- 2 Hospitality rooms and an atrium with food provided by individual squadrons.
- D9 will be providing a bar; wristbands will be required.
- Must sign up for Friday night event with this registration form even if you will not be attending on Saturday.
- Hospitality rooms are open from 1800-2200 hours.