

The Porthole

October 2015



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



**50th
Anniversary**

1965 - 2015

Boating Education since 1965

50 YEARS SERVING
THE BOATING PUBLIC



Visit our web site
www.aaspsq.org/

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

Volunteers are welcome and needed for the following opportunities:

Photographer needed to take pictures at our meetings and e-mail them to our Porthole publisher.

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



**Ann Arbor Sail and Power Squadron
Meeting 6 P. M. Monday 19 October 2015
Carlyle Grill 3660 Jackson Rd.
Ann Arbor Michigan 48103
Lat. 42° 17.1' N, Long. 83° 48.2' W**



Sail and Power Boating Education

www.aaspsq.org/

We will meet at the Carlyle Grill west of the Lighthouse Car Wash. Order from the menu and pay your own bill. Please call Sharon Pinsak, 734-973-0441, so we can have enough tables set up. Visit Carlyle Grill web site to see their menu.

<http://www.carlylegrill.com/>



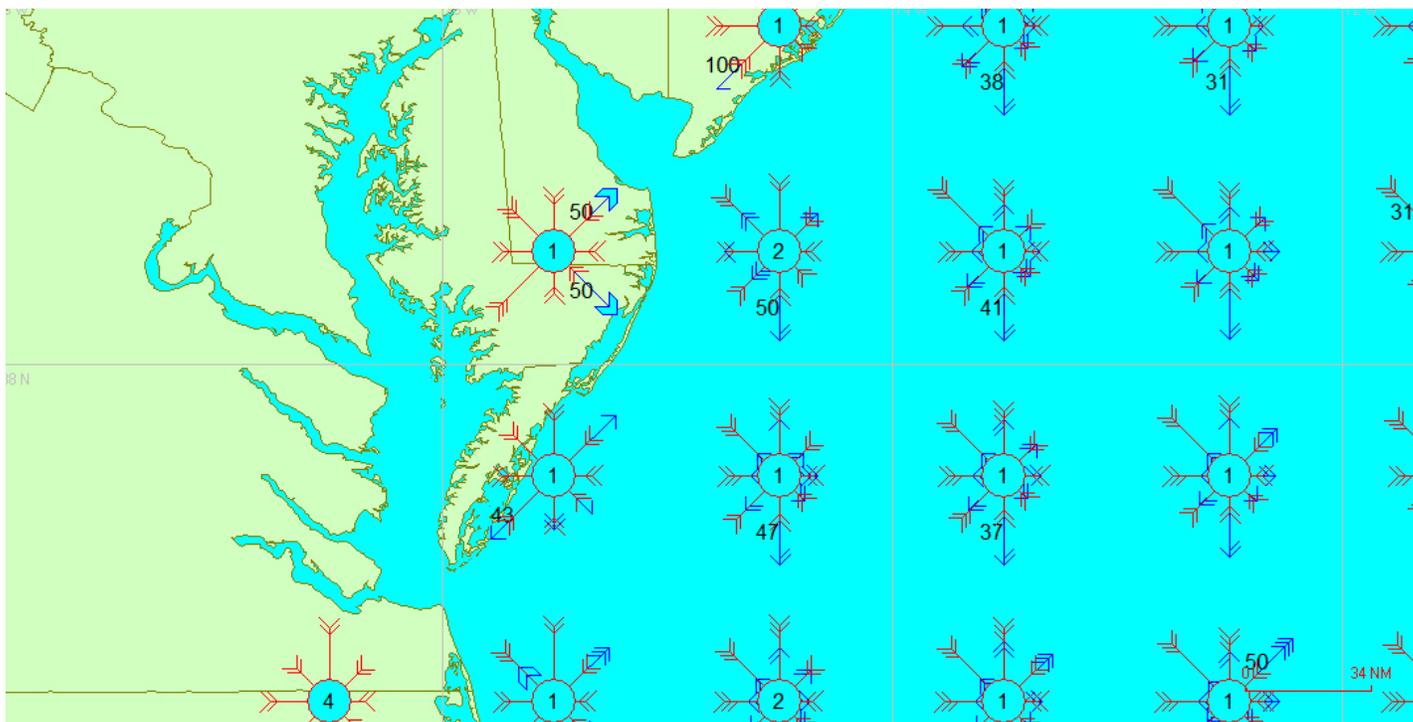
Cdr. Ron Schwartz, SN

Cdr. Ron Schwartz, SN, our presenter for October's program, will describe the Visual Passage Planner/Digital Pilot Charts software (VPP2) that comes with the USPS N2009 course, and apply it to some historic passages; the Spanish voyages from Mexico to the Philippines in 1564, and the voyages in the infamous Mutiny on the Bounty of 1789. Pilot charts show average winds and currents in each square degree of ocean for the month as reported by ships.

It is fun to watch the program go thru several iterations and generate 9 waypoints to define your route to optimize either wave height or total time for the voyage.

I recommend that you read the story of the Mutiny on the Bounty at https://en.wikipedia.org/wiki/Mutiny_on_the_Bounty. It is a true and fastinating story.

Pilot chart near Chesapeake Bay for January



Secretary's Message

Lt/C Jeannine Buchanan



Secretary's Comments

At the September squadron meeting, both of us (Jeannine and Bob) talked about the Norwegian fjords following our one week cruise. Norway has had 3 important events in recent times. First, Norway gained independence from Sweden in 1906 to become an independent democracy. However, Norway has a king, presently Harald V, who lives in Oslo. Next, Norway tried to stay neutral at the start of World War II but Germany invaded anyhow in 1940. Germany built a "heavy water" facility in Norway in an attempt to develop a nuclear weapon but it was destroyed by Norwegian saboteurs thereby ending any nuclear weapons effort. You know the rest of the story. Lastly, Phillips Petroleum discovered oil off the Norwegian coast in 1969. Today this accounts for about 30% of the Norwegian gross domestic product, a potentially significant issue in view of the traumatic changes in the world oil markets.

The definition of a fjord is that it is formed by a glacier and connected to the sea. This characterizes the west coast of Norway. Some fjords are deeper than the adjacent ocean floor and have a tidal flow because the water at the end of the fjord is about half sea water. They contain neither buoys, perhaps due to the extreme depth, nor range markers, perhaps due to the convoluted shoreline. Travel to the few villages along the fjords is generally by small intra-fjord ferry because very few roads exist through the torturous terrain. The Great Lakes have 2 real fjords; one is Baie Fine in the North Channel east from Little Current. We have sailed into Baie Fine twice, found that it comes to a very abrupt end but with a good anchorage.

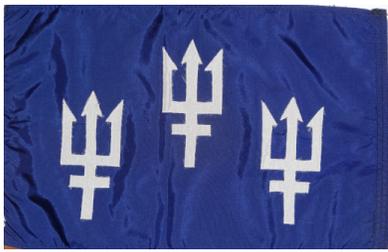
The first picture shows our cruise boat, the Ryndam anchored at the end of Geisanger Fjord. Embarkation required the ship's launches because Ryndam could not be docked. We were informed that July and August become congested because 3 cruise boats may arrive at the same time. Notice the switchbacks on the road up the mountain. The next pictures illustrates the depth with a small ferry enroute to an isolated location. P/C Frank Hoy told us that VHF radio communication would be extremely difficult unless relay stations are available. The final picture (p. 6) is a more open view with the snow-capped mountains, even in September.



Rydam in Geisanger Fjord



Ferry in a fjord



Commander's Message

Cdr. Ron Schwartz, SN



We thank Bob and Jeannine Buchanan for their inspiring talk and pictures of the Norwegian Fjords at our September meeting. If you want a similar experience, but closer to home, and meet very friendly natives that speak English, cruise around the island of Newfoundland. Ben Zartman and his family did that and wrote an article about it in the May 2015 issue of *Cruising World Magazine*, page 36. See more pictures from Newfoundland on page 7.



Iceberg in Blackhead, Newfoundland. By KarenNfld

From *Cruising World* magazine

SPECIAL NOTICE

Ann Arbor Sail and Power Squadron Members: Have you earned a Merit Mark in 2015? USPS is an organization founded in part on the principle of voluntary service to the boating community. Those individuals who make a contribution of their time and talents are greatly appreciated and their service is recognized with a Merit Mark awarded by USPS. There is no specific number of hours to be worked, but it is generally accepted that 12-14 hours or work in 2 different activities shows an on-going contribution to the work of the squadron. ONE Merit Mark can be earned by a member each year regardless of the number of hours volunteered. After you have earned 25 merit marks you are awarded Life Membership. If you have contributed time to squadron activities over this past year, please document how many hours you have worked, and on what activities, and email the information to me at aapsclasses@aol.com.

I hope to see you at our October meeting -- see page 3. I will be describing the Visual Passage Planner and digital Pilot Charts that are taught in our 2009 Navigation course, and apply them to historic ocean passages: Mutiny on the *Bounty* in 1789, and Spanish trips between Mexico and The Philippines in 1564.

We need several people to take over teaching our Basic Boating course. It is fun to interact with the students, and promote safe boating. Teaching is easy with the excellent PowerPoint, text book and DVDs from USPS.



Secretary's Message

Lt/C Jeannine Buchanan



September meeting attendees



1st/Lt Arthur Pinsak, SN and Sharon Pinsak



Lt/C Jeannine and
1st/Lt Bob Buchanan, S



Lt/C Frank Hoy, JN Lt Carolyn , Knaggs, P



Cdr. Ron Schwartz, SN Lt John Barr, AP John Barr Jr. Lt/C Marlene Barr



Scott Chaiken Lt/C Karen Snyder, P Peter Hinman, P



Fjord with
snow in
mountains in
September



Education Officer's Message
Cdr. Ron Schwartz, SN



Congratulations to Peter Hinman for passing the USPS JN course.

Our basic boating course - ABC (Americas Boating Course) is a 16 hour course that covers Michigan boating laws, required equipment, charts and navigation. We need someone to be the chairman of our ABC course. Bob Buchanan has done a super job as chairman but feels he needs to pass that job to someone younger.

Recently, the State of Michigan has changed their law and no longer require a proctored exam for boaters to get their certification -- boaters can study the laws and take the exam on the BoatU.S. web site, and, for \$30 dollars, get their certification. The local county sheriffs Departments still offer a free 8 hour course/exam in their offices to get the certification. This is tough competition that takes students from our ABC course. Our advantage is offering charting along with the basics. Call 1-800-367-8777 or 734-769-3476 for information.

On-Line seminars are now available -- developed by USPS and BoatU.S. Weather for Boaters, Partner in Command, Boating on Rivers, Locks and Lakes, and Crossing Borders. <http://www.usps.org/national/eddept/promos/quimby-ad-finals.jpg> or <http://www.boatus.org/course-preview/pic/index.html>

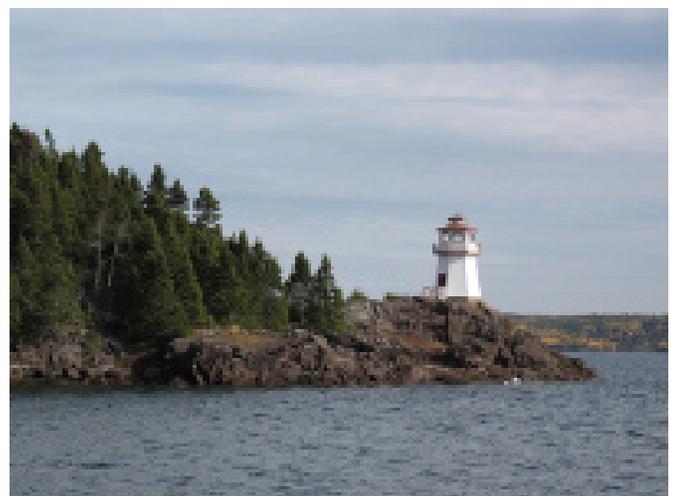
We have a variety of **2 hour seminars** to choose from with no exams, just pure pleasure. We will offer some of these if we have students interested. See http://www.usps.org/e_stuff/seminars.htm

Please look at the variety of boating topics we offer at United States Power Squadron's web site, 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. Please send (aapsclasses@aol.com) a list of the USPS courses and seminars that you want to study during the next 5 years, so we can plan and advertise these and attract more students. USPS offers On-the-water training, and certification for Inland and Coastal Navigation. If you are interested in this, please call me 734-769-3476.

Even though this year's boating season is coming to a close, you can continue your boating education at home. On line courses are available from our national web site <http://www.usps.org/edonline/> and you can preview classes before signing up. A few topics are Weather for Boaters, All About Marine Radios, and Boating on Rivers, Locks and Lakes. Treat your family and friends to the Partner in Command course, which means all of your crew will be safer on the water next year. The cost of an on-line course is \$24.95, but members of the United States Power Squadrons get a 20% discount.



'FRANCOIS' SOUTHCOAST , NEWFOUNDLAND
By BILL HARRIS



Near Musgravetown Marina, Newfoundland.
By Geoff Smith

A Partial List of Events

DATE	SPONSOR	EVENT AND LOCATION
Oct. 16-18	D9	Fall Conference at Auburn Hills Marriott at Centerpoint. See page 9
Oct. 19	AASPS	General Meeting at Carlyle Grill. See page 3.

From Waterspout, the September 2015 newsletter of the Grand Rapids Sail and Power Squadron

McMURDO AIS MOB DEVICE

McMurdo, a leading manufacturer of marine electronics, recently announced the introduction of their new S-10 AIS Man Overboard (MOB) device. About the size of a tiny flashlight, this device transmits an Automatic Identification System (AIS) signal with identification and a GPS position for mariners that fall overboard. The transmission can be detected by all AIS equipped vessels within range. The device has a range of about 4 miles, it is waterproof, buoyant, and has a strobe light. Price of the S-10 is about \$400.

The information can be viewed on a radar, chart plotter, or AIS equipped VHF receiver. AIS can operate on the VHF band or by satellite. The US Coast Guard recently announced that it is now required on all commercial vessels. For use by vessels, AIS transmits the vessel name, course, speed, and current navigation status. Vessels can be tracked on special computer web sites. AIS was developed as a technology to avoid collisions by large vessels at sea.



Bob and Jeannine Buchanan on the fjord cruise

