

## Upcoming Events

Every Wednesday  
4-7  
is MHYC happy  
hour at the MSL

### JULY

16-17-Party at Reefpoint  
Marina  
23-26- Cross Lake  
Michigan

### AUGUST

6- Cruise to Port  
13 - Dinky cruise on  
River  
19-22- Cruise to Sturgeon  
Bay & Door Co.  
27- Klode Park Raft-off

### SEPTEMBER

3-4- Cruise to Racine  
24- End of season party  
@ MSL

## MHYC CREW

**Commodore**  
Mike Schultz

**Vice-Commodore**  
Dave Erbstoeszser

**Secretary**  
Karen Erbstoeszser

**Treasurer**  
Robert Wolf

**Membership**  
Charlie Brown

**Member at Large**  
Andrew Baugher  
Steve Shaw

**Communications**  
Ellen Baugher

**Safety**  
Tom Young

**Newsletter**  
Mike Bauman

**Home Port**  
Milwaukee Sail Loft  
649 E Erie St  
Milwaukee, WI.  
53202  
414-223-0100  
Prop: Jeffrey  
Reinbold,  
Club member

# Milwaukee Harbor Yacht Club *Fore & Aft*

July, 2011



Our website address is: <http://www.mhyc.org>

## Commodore's Log – Comments by Mike Schultz:

Hi Everyone,

We have endured through another of Wisconsin's long snowy winters and now we are in the mood for boating once again. There certainly has been a number of events affecting our club since the last Fore & Aft was sent out in November 2010. The sudden closure of the Rip Tide certainly an un welcomed surprise to all of us who had just gotten used to having our home port there. We had to do a last minute change for a place to have our Christmas party, and we all wondered where we would call home in the future. Well, I am happy to announce that we now have an understanding with the Milwaukee Sail Loft at the same remodeled location for us to be able to use that great new restaurant as our home port. Jeffery Reinbold, the owner of the MSL is being very generous in his sponsorship of the MHYC, and of course has joined the club as a new member. Hopefully he will be able to find some time off work to join us for an event or two :-). I will not go into details of the agreement here, but will just say that there will be some discounts offered to the members of the MHYC, and we will again be having the Wednesday evening MHYC happy hour from 4 to 7 PM. There will be new signs going up at the MSL announcing that it is the home port of the Milwaukee Harbor Yacht Club, and there will be cross advertising on the MSL and the MHYC websites for each of us. The employees at the MSL will help us get new members from their customer base, and we will continue to work hard to gain new members from the boating public. This summer we have a goal to double our club membership, so all of us need to step forward to help us achieve that goal. If you have not had the chance to dine at the MSL, you will be very happy with the new decor, great service and delicious food they serve. So far we have eleven more events scheduled for this year, and there can be more, all it takes is an idea for something fun to do from one of you to get the planning started. Please take a few minutes to look at our website and make a list of the remaining events for 2011. These events have been posted on the website since January of this year, so there is no excuse for anyone to miss an event because they don't know about it enough in advance. The website is there for you to keep up with the club event schedule, review the fore & Aft's, and to check out who your club officers and all the members are. I hope to see most of you at the next event on July 16th at Racine.



## Vice-Commodore's Log - Comments by Dave Erbstoeszler:

Last summer, Dave and Karen took a fantastic trip around Lake Michigan, and Dave wrote a novel telling the whole story. Because it is rather long, I have broken it into several parts and will be posting sections of it here and in the future issues of the Fore & Aft, so enjoy.

### Destination: Mackinac Island

**By: David Erbstoeszler** © Copyright 2010 Dave Erbstoeszler

#### **Day 3 – Mackinac Island, sort of**

We pulled out of Manistique late Monday morning to the smoothest water conditions of the trip. The lake was glassy, with occasional patches of wind ripple, and perhaps a six-inch residual swell. At this point, I made a mistake, and compounded it with another. I thought we had enough gas to get to Mackinac, so I did not fill up before leaving Manistique. In retrospect, there is a slight possibility that, at optimal fuel efficiency, we might have had enough gas to make Mackinac running on fumes. But we don't know what speed produces optimal fuel economy, and we don't have a fuel flow gauge, so we probably never will.

I was still trying to run at different speeds in accordance with the engine's break-in instructions, and the smooth water afforded the chance to run at faster speeds. Accordingly, we went blasting across northern Lake Michigan at speeds between 35 and 42 mph, which is definitely not optimal fuel economy. We even did a short stretch at wide open throttle, which produced a speed of 44.5 mph even with all our gear and supplies aboard. At some point after we had passed Garden Island and were off the north tip of Hog Island, I realized we did not have enough gas to get to Mackinac, or anyplace else on our line of travel. *Richardsons'* does not list any fuel facilities for the ports along the north shore of the lake – Port Inland, Naubinway, and Epoufette. Our only option was to divert to Beaver Island.

At first glance, it looked like a straight run down between Hog and Garden Islands to St. James Harbor on Beaver Island. But a closer look at the charts shows continuous shoals between Hog and Garden Islands and for many miles east of Hog Island as well. There are numerous notations of 1', 3', and 5' depths. Chances are good that with the GPS we could have picked our way through these shoals, but I preferred to backtrack and go around the west side of Garden Island, adding at least a dozen miles to the direct route from Manistique to Beaver Island. When we got into the very shallow harbor and made our way to the gas dock, we took 77.5 gallons of gas, the most we have ever taken. As might be expected, since the gas has to be shipped to the island, it was also the most expensive gas of the trip, at more than \$4.00 per gallon. It was nice to see Beaver Island again, as we had not been there since 1993; but under the circumstances, I wish I had filled up in Manistique.

Leaving Beaver Island for Mackinac, it is best to head straight east to keep south of the shoals to the east of Hog Island, then swing north through the narrow passage between Gray's Reef on the west and a series of shoals on the east, and finally turn east again north of the shoals and proceed to the Straits of Mackinac. In addition to the usual buoys to mark the shoals, there are a number of tall lighthouses on tiny rock islands to mark this important

passage. These lighthouses can be seen from a considerable distance, and make it much easier to hold a steady course when out of sight of land.

I started seeing some tall marks that I couldn't associate with anything on the charts, and I finally realized they were sails. As we got closer, I saw more sails beyond them, and eventually dozens of more sails in the distance. With a sinking feeling, I told Karen "This is the worst possible week to go to Mackinac. It's the Chicago-Mackinac race, and the whole harbor will be full of sailboats." We passed a steady stream of sails all the way north through the passage and east to the Straits. Of course these were the smaller, slower boats finishing the race on Monday; the big, fast, expensive boats had been in the harbor since Saturday night. As it turns out, it didn't matter how many boats we passed, we weren't going to get a slip. We learned later that the Chicago Yacht Club rents the entire marina for four days each summer; if you're not part of the race, you're out of luck.



*The Mackinac Bridge seen from the waters just off Mackinaw City, Michigan.*

The Mackinac Bridge is visible from many miles away; the towers can be seen long before the rest of the bridge structure becomes visible. We watched the bridge fade into visibility, and then grow steadily larger for at least half an hour, until we finally went under it and into Lake Huron. As you come under the bridge, Mackinac Island is about six miles straight ahead. When we were halfway to the island, a helicopter did a fly-by at about 100 feet of altitude. It had the word "BoatPix" painted on the side. We didn't think too much about it at the time, figuring their mission was to take pictures of the sailboats in the Chicago-Mackinac race. We entered the harbor, and tried to raise the marina on VHF. It took about ten minutes before they answered, and confirmed that there was no possibility of a slip before Wednesday night. They recommended we try Mackinaw City on the lower Michigan mainland.

We went the eight miles to Mackinaw City, near the south end of the Mackinac Bridge, and then a couple of additional miles looking for the well-concealed entrance to the marina. We hailed the marina on VHF channel 9, gave them our dimensions, and were assigned a transient slip for two nights. Our distance covered for day 3 was 110 miles, and the slip fees were \$34.00 per night. The marina staff recommended a restaurant within a couple of blocks that served Cornish pasties, a favorite of Karen's. They are common in northern Michigan, but not so easy to come by in Milwaukee. After dinner, we stopped for a drink at the American Legion post right across from the marina. It has a nice bar with a terrific view of the harbor, but only serves Legion members and guests.

The Municipal Marina in Mackinaw City is one of the nicest we have encountered. The facilities are new, comprehensive, and well maintained. The staff is attentive and helpful. The only drawback from our perspective is the tall fixed docks, but these work better for some boats than they do for ours. There is a well-stocked marine supply store right next to the marina, and the Shepler's Ferry dock shares the same basin.

Look for the next chapter in the next Fore & Aft.



### Member Profile: Mike & Lynn Bauman

**We joined MHYC last year with encouragement from Hans Weisgerber and his great Riptide discounts. Interesting story on how Hans & I met. Ask me sometime. Because I have a problem with saying no, I'm now your newsletter editor. My boating life started when I was 18 and bought my first boat, a 14' runabout. I upgraded to a 17', then an 18' and then to our current boat a 21' Glastron open bow. I've always stayed with smaller boats due to my love of water skiing. We have also enjoyed taking the kids skiing, tubing and putting around. Over the past 40 years I've skied competitively throughout Wisconsin and the Midwest and still continue to ski competitive type skiing with a group on the Milwaukee River in Thiensville. I was also involved with the Water Bugs Ski Club which put on the ski shows at Summerfest back in the 70's & 80's before the island was put in and when the main stage was on the north end.**

**During the past 40 years we've spent a bunch of time cruising the Mississippi not only with our boat but also living the easy life of house boating. We've visited many of the area lakes as well as spending as much time as we can on Lake Michigan, cruising the river and hanging out in Discovery Cove. Lynn & I usually take the kids to Pewaukee Lake during the week and then come downtown on the weekend, usually bringing along some friends or neighbors. I've done a couple of Lake Michigan cruises with a friend to Door County as well as some sailing with a friend out of Milwaukee. We've also spent time sailing a 14' Hobie on the Gulf as well as cruising the Intercoastal near Sarasota. I also remember cruising the Milwaukee River back in the 70's where the only two places on the river to stop were The Harp and a Nino's Steak House, which was below water level in a building on SW corner of the River and either Clybourn or Michigan.**

**Lynn spent a number of years in Seattle before moving to Menomonee Falls and getting wrangled by me. She also spent some time living on a boat out there. I guess that must have put the boating bug in her. For a birthday present before we were married, she surprised me with an afternoon of sailing on Lake Michigan. I think that sealed the deal. Our goal is to move up to a larger boat, and as my 15 year old daughter coined the phrase a few years ago, "a boat with a basement". I'd love to get my Captains license so Lynn & I can**

shuttle boats from here, down south and back. We also have a goal of having a boat in Seattle and another in Sarasota, FL.

I have two kids from my first marriage, Kristen 30 & Corey 25. Lynn & I have two kids together, Laura 17 and Katie 15. We're both in the real estate business. Lynn primarily works with existing real estate and new condos, while I concentrate on building new homes and remodeling. While not real lucrative the past few years, it does allow us the flexibility to boat whenever the weather cooperates, assuming we can afford the gas. If you see us paddling, you'll know why.

We enjoy our new boating friends and look forward to getting to know everyone.



### *Hints from HEL(m)OISE*

A good day was had on Sunday, July 3<sup>rd</sup> by Linda and Charlie, when Ruth and Harold Buenger (long time former members of MHYC) were personally escorted to OUR PLEASURE by the Reefpoint Marina manager, which was a very pleasant surprise. ...After a bit of chit-chat, and coming up to date on things, what does one do when on a boat, but go on a cruise. SO, a short run out to the lake, and up to the Wind point lighthouse for a close look, then circling out and back to the base of the old Racine Reef lighthouse, and back to the slip in time to join the birthday party for Woody Wilson. . This was a jovial gathering of Mary & Woody Wilson, Marge & Al Walz, and Ellen & Andy Baugher to celebrate Woody's (39<sup>th</sup>---/courtesy Jack Benny), plus Linda and I (as last minute-add-ons.) All in all, just a great day "messing around in a boat".

Other news concerns the report at Reefpoint that a 56' boat ran across the stern of a 29' fishing boat. . Confusing??? Well Andy Baugher saw one of the boats that was involved tied up in the Racine harbor, so something certainly did happen, BUT WHAT?...One version I got was that both boats were on autopilot, so it was an "accident", and no one could be held responsible.(???) On the other hand, I was told that both boats were on autopilot no one was at the helm, and two persons were in the hospital in serious condition I have not been able to find any reference to this in the newspaper, but we should see something in upcoming Coast Guard "Op-Sums".

We heard that the Schmid's have bought a pontoon boat, so sounds like they just couldn't stay away from the water for very long. At least now Dick will have something beside his Lincoln to maintain!!!

Andy and Ellen now have their boat in the water at last. But, sounds like they have a bit more work to do before it is ready for the "Great Circle cruise"...

A few events around Lake Michigan that might be of interest;

May be able to catch the APBA Gold Cup unlimited Hydroplane race July 8-0 on TV...

July 16-17, may be able to see some of the boats going North on the Chicago to Mackinac race, and possibly on the Speed Channel

July 16, ---Might also be able to enjoy the Port Washington Fish Day ([www. portfishday.com](http://www.portfishday.com))

And, don't forget that a tour is possible of the Milwaukee North point Lighthouse ... need to hear if there is any general interest, so let Mike Schultz know...

I would also like to mention that Linda and I will be joining Skipper-Buds "Captains' led Cruise July 20 to 24 to Sturgeon Bay. If anyone is planning to be in that area on those dates, let us know if you would like to join us.

#### SOME INTERSTING INFO:

I have wondered what is the function of the "SPECIAL ANCHORAGE" designation that I see on charts. There are several in the Milwaukee area, at McKinley, and near South Shore Yacht Club.

So, I contacted the Coast Guard, and the first person I spoke with also did not know what is meant by thus designation. However, he dug out the "Coastal Navigator", tracked down the reference, and we both learned that these are anchorage areas that have local or special regulations, usually requiring a boater to obtain permission from the harbormaster, the local police, or similar organizations.

They are definitely NOT to be used for casual overnight anchoring without permission.

#### **The Kevich light,** (for those who do not know of it)

For any of you light-house lovers, Wisconsin has something quite unusual in the "Kevich Light", which is Wisconsin's youngest lighthouse. This privately-owned lighthouse is one of the very few to be certified by the U.S. Coast Guard as an operational private, but Official Aid to Navigation and is listed as light # 20765.

I had read of this light several times, and so during one of the INSPIRATION'S runs to Port Washington for lunch, Linda and I determined to photograph the light from the lake-side.

Charts locate this light at N43D 19.399M, W87D 53.300M (Loran coordinates), and it can be approached from off-shore. BUT the charts show a shallow, irregular bottom, so caution is the word. After finding it with binoculars, we threaded our way in for a better look.

One approach is from the South East on a bearing of 130 degrees, to about 1 mile from light. This puts you in 30' of water. Or, on a bearing of 80 degrees, you can approach to 4000ft and still have 30' under the keel.

Or, if one is really gutsy the charts indicate you can approach to within 2400 Ft at bearing of 75 degrees and still be in 12' of water.

We closed in and spotted it up on the bluff, a bit back from the edge, and semi-observed by trees.

I found that the best photo-perspective is from well offshore, using a 400mm lens. This gives you a nice horizontal view of the house.



More notes on the lighthouse and the light.

The lighthouse is a 45 feet tall round tower, topped with a black lantern room. Illumination consists of 400 and 1000 watt bulbs and they are 163 feet above lake level, visible for 20 miles. The lamps are stationary, with a revolving shield to effect 4sec & 4sec isophase timing.

Not the least of the unique qualities of this light is that the builder was an ordained Serbian Orthodox priest and he also provided the hand-cut woodcarvings throughout the lighthouse structure.

For more information, go to [www.execpc.com/~portulao/](http://www.execpc.com/~portulao/)

Credit must be given for the building data to  
“Wisconsin Lighthouses, A Photographic & Historical Guide” by Ken & Barb Wardius



### “Scuttlebutt”

Here are a few boating web sites that I have found interesting:

[Marinalife.com](http://Marinalife.com)

[Boattest.com](http://Boattest.com) – Great newsletter

[Linkedin group](#) – Latitudes & Attitudes

[BoatUS.com](http://BoatUS.com) – A must. Many add-ons & you can customize the site to your needs. Cool phone app for I-phone and Android. Instant Lat & Long and you can text/e-mail location to anyone.

Firstboat.com – Interesting site. Lots of sailing stuff

#### SOME INTERESTING BOOKS:

Lake Michigan: A guide to Small Towns, Rural Areas, and Natural Attractions, by Donna Marchetti

Around the Shores of Lake Michigan: A Guide to Historic Sites, by Margaret Beattie Bogue

Let me know some of your favorite boating sites/books etc. to add to our list.



## *“All Aboard” - Membership Thoughts by Charlie Brown,*

Charlie Brown 414-881-9060 or Email, [boatercharlie@execpc.com](mailto:boatercharlie@execpc.com).

When meeting new people that have an interest in boating, remember to mention the MHYC and all of the fun we have during the year. The membership application is available on the web site.



## *“Party” – 2011 Commissioning Party*

A great time was had by all who attended the commissioning party at the Milwaukee Sail Loft. Lynn & I were able to meet more of the members and get to know others a bit better. As neophyte “Yacht Club” members, we had no idea what a commissioning party was. My initial thought was that someone was going to take a bottle of champagne, pour it all over Mike Schultz, push him into the water and once again name him commodore. Kind of like when you commission a ship. Well that didn’t happen. Instead a wreath was cast into the water in honor of those that did not come home from sea. After that a cannon was fired in their honor as well. Anyhow, the food was great, drinks cold and the socializing outstanding.





## *“Party” – 2011 Discovery Cove Raft-Off*

### *Welcome new members & friends on the DoVidjenja*

THE RAFT-OFF four boats made it, 10 people enjoyed it ..... First boat to arrive was the “Do Vidjenja” with Ann & Tom Malesevich aboard, followed shortly by “Our Pleasure”, with Linda and Charlie Brown. The hook was dropped, and soon “The Wolfs Den” with Bob Wolf and Mike Schultz and “Summer Session” with Karen & David Erbstoesz plus the grand children arrived (sorry, but I have a rotten memory for names)

This was soon followed by ducks with appetites. The day ended with dinner at the Sail Loft, and the circulating rumor was that “we should do this monthly”. And, we should!!!!

