

TONKANAUTS

AMERICA'S BOATING CLUB®
For Boaters, By Boaters™



Inside

- Commander's At the Helm
- Officer Reports
- Wake Surfing / ECOS Laws
- Documentation Renewal
- Why is it Called a Head?

At The Helm

P/Lt/C Kevin Shutes, AP-IN

Back in February, Dr. Don Duncan invited me to his home to collect the Squadron's historical archive. Dr. Don and his late wife Helen had been the stewards and curators of this nine-box archive for many years, and the carefully organized files are full of photos, past issues of TonkaNauts, original letters and carefully labeled meeting minutes spanning all six decades of our squadron's storied history. There are some real treasures here and our new ad hoc History Committee will be working to share this great content with you and our community as we celebrate our 60th Anniversary.



In a TonkaNauts message to new members way back in January of 1965, Commander Lloyd Smith noted: "The benefit and pleasure that you derive from your Squadron will be in direct proportion to the contribution you make to the organization by helping others as you have most recently been helped. Many of our finest achievements have resulted from a member having an idea and with the help, and cooperation of other members, developing it into a plan of action for the benefit of all. We don't wait to be asked to do something — if it needs to be done, get behind it and push." Commander Smith recognized decades ago something that still rings true today: The more we give of our talents and time, the more we will receive.

What sets us apart from other clubs around Lake Minnetonka is that we combine our love of boating with helping others. This is a powerful combination that creates lifelong friendships and a life with purpose and meaning. The pandemic of 2020 disrupted our ability to deliver on this mission and our urgent need - and theme for the year - is to get **"Back On Plane"** serving our local community on all three sides of the triangle.

Your Executive Committee is fired up and committed to creating opportunities for you to get more involved as we emerge on the other side of the pandemic. Record numbers of new boaters need education, our local communities need your civic engagement more than ever and we all feel the need to reconnect with each other. We have an inspiring legacy and an amazing group of volunteers ready to give back. Over the last sixty years we've collectively donated tens of thousands of hours in our classrooms, tens of thousands of hours serving our local communities and too many hours enjoying each other's company to count. You're officially invited to renew your commitment and join in the fun!



What is normal

And this year will be different...

You can say that again! I know we are all itching to do something, something normal. I'm sure we all had several adjustments we had to or chose to make last year. We also know others that needed some additional assistance. This is what I ask you to look at beginning this watch year. As I stated at the last General Meeting, the American Red Cross needs blood. I'm working to get something setup for our squadron in early spring. The challenge is to locate a facility capable of hosting such an event while allowing for proper social distance. If you have an idea, please reach out to me. We are also trying to find a date for Feed My Starving Children. Look for eBeacon updates about these two events soon.

One of the joys most of us find is giving back to others outside of our organization. Every time I drive up to the dock at Streater Cove someone is there to assist me with docking or at least give a chipper hello and a smile. I know all we need to do is establish some events and our squadron will be there to help out. The number of community service hours performed by our members each year is astonishing. Last watch year the Minnetonka Power Squadron submitted 1,025 hours of Civic Service.

Promoting our squadron and the services we provide throughout our local community is key. We are so much more than a bunch of friends cooking out on the island. Many of us give so much of our time and talents each and every year. This is what I would like to promote throughout the community around us.

Finally, please don't forget to get a Vessel Safety Check. You know Dr. Don will not let you dock too long without asking to perform this service. A big thank you to all of our members for everything you do.



Administration Officer

Lt Paul Lemmerman, S



Hello from the Admin Department. This year we have the dream team together. Kevin Shutes is doing an awesome job as Commander and helping me with ideas and watching over me in membership and party planning. Commander Shutes has great ideas and can tickle the keyboard of any computer he touches.

Kevin Cooper is the Assistant Admin Officer and Membership Chair. Without Cooper, I would be lost. His computer skills are over the top. Our website is one of the best, because

of him and Commander Shutes. They have great ideas to keep improving it to make it easier for members to use.

Dan Santini handed over the Administrative roll to me; I think he was like what the heck am I doing?! This guy Paul has no clue what he is doing. Dan also is a computer whiz. Dan had some great ideas that I will continue to use.

Then you have me. I'm lucky to know how to turn the computer on. I'm more like the Walmart Greeter, I enjoy talking with everyone and hanging out.

Membership will be fun this year, I believe we will continue to have a great year with new members and current members.

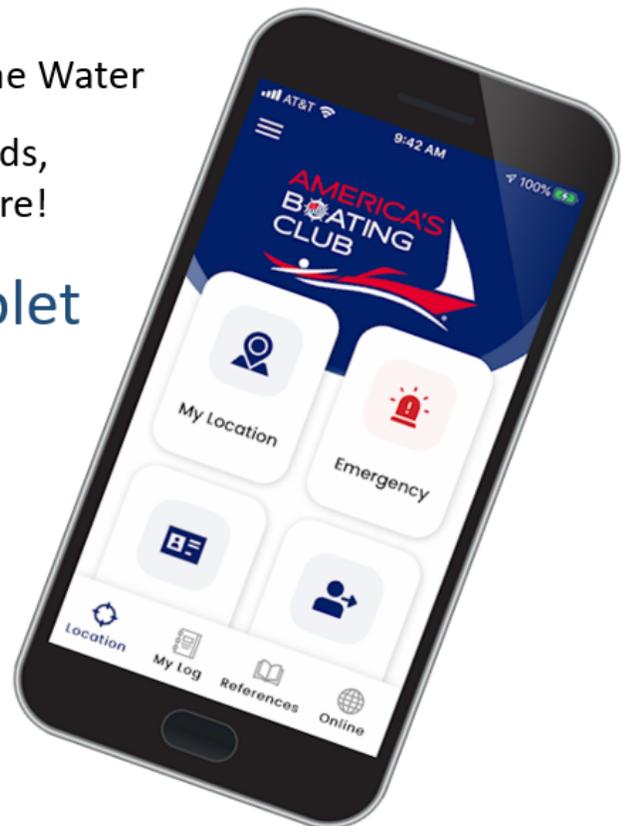
Now the fun part; social events. KC and I will plan a few events on the island plus maybe a few off the island. With the lifting of covid restrictions we should be able to have a PARTY!!!!

America's Boating Club Free Mobile App For your Phone or Tablet

Your Single Information Source for a Great Day on the Water

Nautical Reference Information, Maintenance Records,
Float Plans, Radar, Tides and Currents and much more!

Download with your phone or tablet



AMERICA'S BOATING CLUB®
For Boaters, By Boaters™



Education Officer

Lt/C Russ Straate, AP

Happy Spring Fellow MPS members!

Maybe it is me, but this hasn't been too bad of a winter! I seem to have survived the season and I hope you all are doing well. I'm looking forward to getting my vaccination and hope to get a notice soon.



The education group has been busy this winter. We completed an Advanced Piloting class late last year and we recently completed a Piloting class. Having taken both of those classes I can imagine the challenge that both the instructors and the students had in learning that material on-line. I certainly relied on the instructors in the class looking over my shoulder and helping me use the charting tools on the chart, making sure I was reading the directions and distances properly. So great job and a big accomplishment by our instructors and students. We also started a two-part Weather class early March. I'm a student in that class and I can tell you that it is a very interesting and informative course. Having some insight into the weather should help make the boating experience safer and more enjoyable.

2021-2022 Education Goals and Key Areas of Focus

Below are the goals and delivery strategies for our Squadron Education program for this new Change of Watch (CoW) year.

Boating Education	2021 Goal	Delivery
	Improve the boating knowledge of the general public	Use public social media platforms and other means to invite local, public boaters to join classes
	When possible, move all classes to a hybrid participation; face-to-face and on-line	Acquire the necessary equipment and train instructors in the delivery of face-to-face classes on the Zoom platform
	Help our members advance by offering Advanced Courses	Offer Boat Handling, Piloting, Advanced Piloting and Two Elective Courses

As you can see, we will be focusing our education strength on the local public. This should help build stronger awareness of the value of our organization in the local community and also work to strengthen our membership. I hope you will join me to help make this happen. Word of mouth promotion is probably one of the strongest ways to get the general public aware of these courses and interested in participating! So, in addition to each of you taking classes, please get out and tell your friends about these courses and send them to our website for more information and registration.

Another key goal for the year is to build on success we have had in delivering our education courses on-line. Our plan is to certainly return to in-class instruction but also enable all of those classes to stream the course to students that wish to take them on-line. We will need to strengthen our information technology (IT) capabilities with some new hardware, software and communication services but I think you will agree that the age of on-line has roared into reality via the pandemic. It is here to stay and is now part of what is expected.

Continued on page 5

What's Ahead for Education?

We have a strong Spring education schedule planned as we work to get our education program back to some type of more normal pace and approach. We have scheduled [Boat Handling](#) for this spring. The class will started Tuesday, March 23rd and will go through Tuesday, May 4th. Boat Handling, formerly Seamanship, is the most popular advanced course that members take to meet the requirement for [Island Privileges](#). You must complete an advanced course before the start of the *third summer* of your membership to qualify for an island use sticker.

For those new members or people considering membership who want to have Island Privileges we are offering America's Boating Class (ABC) this spring. This course starts Monday, May 10th and goes through Monday, June 7th. This course will be delivered on-line. This is a great class for the general public to take as it provides the fundamentals of boating and will lead to a safer and more enjoyable experience on the water. **WE NEED YOU TO TELL YOUR FRIENDS, NEIGHBORS AND ANY OTHER BOATING PEOPLE TO TAKE THIS COURSE!** Maybe other members of your family! I'm sure most of you have taken it and you know how valuable the information in this course is for boaters. Signup is on our website under the [Education tab](#). Scroll down to the title "**America's Boating Course - Online Squadron Led Course**"

Other education opportunities, including seminars and webinar workshops, are [available online](#). There is a nice selection of valuable boating topics to choose from that will certainly help you to enhance your boating experience and safety. Again, please go to the [Educational section](#) of our website for links to these opportunities as well.

Thank you! I look forward to seeing you all soon!

Connections:

Tonka Channels Education Information Link: [Education](#)

Email address for Russ Straate; rstraate@gmail.com



Legislative Officer

Lt. Dean Lindbloom, S

Under Minnesota law, the damage your wake causes is treated the same as damage caused by an actual collision. Personal watercraft (PWC) must stay at least 150 feet from shore. There is no required distance for boats, but by staying at least 200 feet from shore or other structures boaters can reduce the likelihood their wakes will cause damage. Boats that create an artificial wake may require more distance to lower the impact.

The Minnesota Legislature (and DNR) are considering putting in place a 200 foot setback for all wake-surfing activities.

There is much discussion that the setback for wake-surfing activities should be more than 200 feet. Stay tuned -

ECOS Law

Under a new federal law effective April 1, 2021, those piloting boats less than 26 feet in length are required to use their engine cut-off switches (ECOS). That means wearing a lanyard—aka ECOS link—while at the wheel.

Since December 2019, ECOS links have been US Coast Guard required equipment on recreational powerboats less than 26 feet. In reality, the vast majority of recreational powerboats of this size have for decades come with ECOS links to help prevent runaway vessels if the helmsman goes overboard.



The new law will be enforced by the Coast Guard in federal navigable waterways. It is expected most states that don't already have such laws on the books will amend their regulations to match federal law over the coming years. Currently Minnesota has not adopted this requirement. Stay tuned.

Secretary

1st/Lt Pat Laughlin, JN



I have been a member of the Minnetonka Squadron for eight years and I continue to discover more information about the Squadron and about America's Boating Club online. Now, as the Squadron Secretary overseeing documentation and communication, I thought I would share some of what I've learned. Many members may already be tuned into all these channels but maybe there is a nugget here that you were not aware of.

There are several places online that specifically have information about the local Minnetonka Squadron including; eBeacon emails, TonkaNAUTS newsletter, the Minnetonka Squadron website, and the Facebook page.

The **eBeacon** is our member email bulletin that goes out to all Minnetonka members twice per month. The goal of the eBeacon is to keep everybody informed of upcoming events and to be a venue for major announcements. Reading these is a great way to keep up with Squadron current events. These emails come from "mtkaps secretary" and the subject line always starts with "eBeacon". If you are not getting these, or would like them sent to additional email addresses just send an email request to secretary@minnetonkaps.org.

If you are reading this, you have found the **TonkaNAUTS** newsletter. In 2021 this will be a quarterly newsletter. It is a source of shared stories from other members and updates from the Bridge. We are always looking for story contributions from members. If you have a story about a boating experience, or something to share about another experience with America's Boating Club, please share it with us! Article submissions can be sent to jeffhoffman05@gmail.com. Published articles will provide credit towards your merit mark for this year.

www.minnetonkaps.org is our web site. In 2019 the Minnetonka Squadron web site was completely re-built under the direction of Commander Kevin Shutes when he was the director of the Marketing Committee. It is now a model web site for other Squadrons in District 10 and in the National organization. There is a lot of great information about educational, civic and fraternal opportunities and the site is frequently updated. Another way to stay on top of what is happening is the Calendar, which has a link to it on the home page. Needing to get in touch with somebody on the Bridge, or on a Committee? Go to the "ABOUT" section and you will find the 2021-22 Organizational Chart.

More information is provided in the Member's Only section once you Log In. The Island Policies and Procedures section provides all you need to know, or need to remember, about the Island. The ROSTER page is the place to go to learn all about your fellow members. There is a printable directory of all members, as well as a Boat Name Directory. Additionally, our IT Chair Kevin Cooper added an online directory where each member can provide a photo of themselves and provide some personal information to share with other members. This is a great resource for networking, staying in touch, and even just for remembering that person you met on the dock. If you haven't uploaded a photo or added some profile information, please take some time to do it when you can.

The Minnetonka Squadron also has a private group **Facebook Page** at, America's Boating Club – Minnetonka Squadron Members. <https://www.facebook.com/groups/MinnetonkaSquadron> If you are a Facebook user and have not joined the group be sure to go to the page and click on "Join Group". This is a great place to post pictures and to share with the rest of the group. Need a slip or looking to sell your boat? Who better to ask than the Squadron membership? Note that there is also a public page at America's Boating Club – Minnetonka Squadron. <https://www.facebook.com/MinnetonkaPowerSquadron> You will also want to "Like" this page to have it show up in your news feed.

You are now in-the-know regarding the Minnetonka Squadron. There is much more at the District and National levels of America's Boating Club. Check out the links to these and other places on the FAVORITE BOATING LINKS section of the Minnetonka Squadron web site.

Happy Surfing!



But Why Is It Called A "Head"?

The forward-most part of the ship was originally known as the "bows" or "beakhead" after the ram on the bow of a fighting galley (think beak as in bird of prey). During the Medieval period, the bows evolved into a raised castle-like structure from which archers (and later fighting musketeers) could fire down upon the enemy during battle, which is where the name forecastle (or fo'c'sle) is derived.

Over time, the forecastle devolved into basically a work platform covered with open grating. Due to the continuous flushing action of the sea and its location (which allowed the wind coming forward to carry the smell forward, too, away from the ship), this is where the lavatories or "seats of ease" came to be located, these being nothing more than benches built over holes cut into the grating.

Those who used them were fully exposed to both the elements and the ship's company with at least one Spanish traveler describing with mock sentiment the lovely views afforded the crew of the moon and planets, as well as the tarred ropes (which serve the same purpose as the corncob in rural America) and those impromptu washings provided by the waves. Thoughtful captains often had safety netting strung around the entire area, as it was not uncommon for patrons caught off guard to be washed overboard by larger seas. They could be busy places too, as a typical 18th century man-of-war possessed only six seats of ease for a crew of roughly 800.

The roots of many phrases and words we use every day can be traced to a life afloat. Here's a smattering of nautical sayings that have come ashore over the years.

A cup of Joe

The nickname for coffee came about due to the reforms initiated in 1913 by Josephus Daniels, then secretary of the United States Navy under President Woodrow Wilson. One such reform was the elimination of the officers' wine mess, a policy received less than enthusiastically by many. Since that time a cup of the strongest drink allowed on board U.S. naval ships has been referred to as "a cup of Joe."

Bigwigs

Strangely enough, this is one bit of seafaring lingo that pretty much means what it says. Senior officers of Britain's Royal Navy at one time actually did wear bodaciously large wigs after the style of the day.

Bootleg

This term for the smuggling of illegal liquor was derived from the sailors' ruse of bringing in contraband by hiding it in the tops of the sea boots.

Carry a bone in her teeth

Phrase used to describe a ship sailing fast enough to foam the water in front of her bow.

Crow's nest

Name for the highest lookout station aloft, a term most likely derived from the old Norse practice of bringing cages of ravens aboard to assist in navigation. If the navigator was in doubt as to the direction of the nearest landfall, the cage was hoisted aloft, and a raven released. The bird invariably headed for land, the navigator noted the direction of flight, and plotted accordingly. Best guess is the lookout stationed aloft likely shared his perch with the feathered members of the crew from time to time, thus the name!

Duffel

A sailor's personal belongings (normally referring to his clothing) as well as the sea bag of coarse woolen fabric used to carry and stow them in. The name probably originated from the Flemish town of Duffel (near Antwerp) where the cloth was made.

Footloose

Uninhibited or spontaneous. The bottom of a triangular sail is called the foot, and a "loose-footed sail" is one attached fore and aft, but unsecured along the boom itself and able to dance freely in the wind if the clew (aft end) is freed.



But Why Is It Called A "Head"?

Dungaree

Webster's Dictionary once defined dungaree as "a coarse kind of fabric worn by the poorer class of people and also used for tents and sail." While we probably couldn't picture our favorite pair of jeans hanging from the yardarm, discarded sailcloth (which was not dyed blue, nor was as well-woven as today's fabric) was often utilized by sailors to make items such as work clothes and hammocks. In fact, it was standard practice for captains in both the American and British navies to exaggerate the amount of sail lost during a battle in order to provide the crew with material. The cloth was called dungaree (from the Hindi word dungri), and the name became synonymous with the clothes themselves.

Gamming

A "gam" was a mutual visit between the crews of whaling ships when they happened to meet abroad. It was there the latest news and gossip was exchanged and yarns were spun amid plenty of song, dance, food, and drink. The word "gam" came from whaleman slang for a pod of whales.

Hard up

Destitute, fallen on hard or trying times, this is derived from "hard up the helm," an order to place the tiller as far to windward as possible during difficult weather, thus turning the ship's head away from the wind so she might ride easier.

Hunki dori

Commodore Matthew Perry's historic visit to Japan in July 1853 began an era of openness and commercial intercourse between east and west. Yokohama was one of Japan's busiest ports at the time, and the main street of the waterfront district, Honki-dori, became famous for its ability to provide an abundance of pleasures to sailors while in port. While Honki-dori was relatively straightforward and easy to navigate, the winding side streets and back roads were not only confusing but potentially dangerous to unwary sailors (particularly those of the inebriated persuasion) who often fell victim to robbery or worse. Advice was if you stayed on Honki-dori you could probably find everything you desired in relative safety, hence the street name association with everything being OK.

Know the ropes

One requirement of shipping aboard as an able seaman (versus an ordinary hand) was a thorough knowledge of all ropes pertaining to the vessel's operation, which on a square-rigger could equate to miles of cordage. Crew members achieving that level of skill were said to "know the ropes."

Lubber Line

A line marked on a ship's compass that's aligned with the vessel's centerline and used as a reference point showing the direction straight ahead. Even the greenest hand on board could be instructed on how to steer a course by simply keeping the lubber line on the correct heading.

Posh

The late 19th and early 20th centuries witnessed the birth of the golden age of travel. Huge, opulent luxury liners began crossing the globe, all constructed to provide the wealthy of the day a means of traveling about in style — meals equal to the world's finest hotels, orchestras for dancing, a small army of stewards to wait on passengers hand and foot. One perk available for those willing to shell out a little extra was found aboard the P&O steamship line, a major shipping company of the day serving China and India. Well-heeled travelers always requested the cooler cabins located on the shady side of the ship while crossing the Indian Ocean, cabins that P&O charged a premium for in addition to the already substantial fare.

As port was the shady side on the outbound leg (with starboard being the sought-after side on the return or inboard portion of the trip) passengers who requested such cabins had the letters POSH (port outward, starboard homeward) printed on their tickets, introducing a new word for elegant or fashionable into the English language.



But Why Is It Called A "Head"?

Scuttlebutt

The scuttlebutt was a small cask (called a "butt") of water placed on deck each day for members of the crew to drink from, normally by dipping a chained tin mug through a small hole, or scuttle, cut into the barrel's side. The men could drink as often as they liked but were allowed only one cup per trip to conserve water. Another conservation practice was doing away with the scuttle entirely, with the crew drinking from the cask via an old musket barrel shoved through the bung. As noise had to be kept to a minimum on deck (so commands and orders could be heard) and belowdecks as well (where off-watches were trying to sleep), the scuttlebutt was one of the few common areas where a sailor could relax while mulling over the day's events with fellow Tars. As such, the word itself eventually came to mean "rumors" or "gossip."

Square meal

A solid, hearty meal said to be derived from the square wooden platters hot meals were served upon aboard ship in good weather.

Toe the line

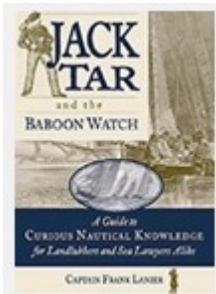
Sailors called to muster were told by the bosun to "toe the line," meaning they were to form up in a straight line, toes to one of the ship's deck seams.

Touch and go

Often used to describe a tricky or delicate situation, this phrase refers to a ship touching bottom with her keel but being able to continue without grounding solidly. It especially highlights those suspenseful few seconds all boat owners experience at some point — that period of alternating curses and prayers between touching bottom and reaching the safety of deeper water.

Windfall

Used to describe an unexpected stroke of good fortune, this is another popular term that has its roots in nautical language. During Britain's emergence as a growing naval power, the crown proclaimed all standing trees of a certain size located within His Majesty's realm belonged to the Admiralty to ensure an adequate supply of wood for shipbuilding. Landowners were forbidden to touch trees so designated. However if one was blown down via an act of God, the owner was free to claim and use this wind fall as he saw fit.



These snippets were excerpted with permission from "Jack Tar and the Baboon Watch: A Guide to Curious Nautical Knowledge for Landlubbers and Sea Lawyers Alike" by *BoatUS Magazine* contributing editor, Frank Lanier. [Click here to purchase a copy.](#)

Attention New Members!

We would like to welcome you to our squadron and feature you in our squadron newsletter. Please forward a high-resolution photo of you and your family to the [Editor](#); be sure to include everyone's name!

If you like, we would love to learn a little bit about you, why you joined Americas Boating Club—Minnetonka and what you love about boating. See you in the next issue!

Bulletin Board



Northern Lights Sailing Club

- * A Twin Cities MN based cruising club
- * Monthly social and educational meetings
- * Local and worldwide sailing opportunities
- * No experience? No boat? No problem!

www.nlsc.org nlsc_mail@nlsc.org

Bridge Officers

Cmdr: P/Lt/C Kevin Shutes, AP-IN
commander@minnetonkaps.org

Executive: D/Lt Dan Saniti, P
executive@minnetonkaps.org

Admin: Lt Paul Lemmerman, S
administrative@minnetonkaps.org

Educational: Lt/C Russ Straate, AP
education@minnetonkaps.org

Secretary: 1st/Lt Pat Laughlin, JN
secretary@minnetonkaps.org

Treas: Lt/C Charles Essig, S
treasurer@minnetonkaps.org

Assistant Bridge Officers

Assistant Admin: Kevin Cooper, AP
 Assistant Education: 1st/Lt Mitchell Anderson, AP-IN
 Assistant Secretary: Jason Rice
 Assistant Treasurer: Lt Shawn Wischmeier, S
 Flag Lieutenant: P/C John Raby, JN-ACN

Executive Committee

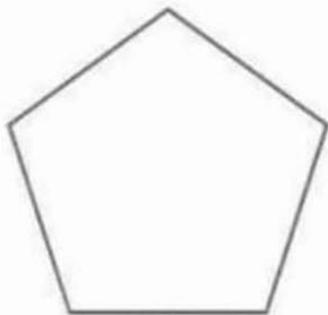
Member at Large: Lt Jim Clark, P
 Member at Large: Lt Kirk Lau, AP
 Member at Large: Lt Ian Villamil, S
 Member at Large: Lt Paul Morales, S
 Member at Large: Lt Tom Witchger
 Member at Large: Lt Dean Weiser, S
 Past Commander:* P/C Andy Lalim, AP
 Law Officer:* D/Lt Greg Korstad, JN-IN
 (*Non-Voting Member)

Endowment Committee

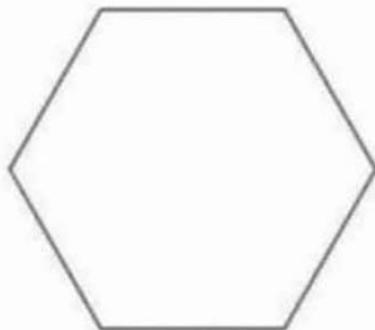
P/C Dan Goldman, P 2021
 D/Lt Greg Korstad, JN-IN 2021
 Lt Don Duncan, JN 2022
 Lt Tim Levens, AP-IN 2023
 Lt Shawn Wischmeier, S 2023

Nautical Humor

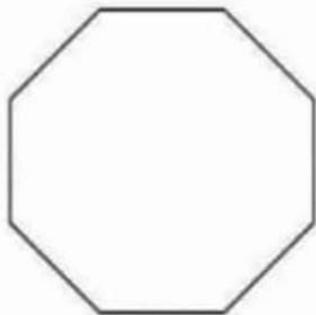
Bud Broekema



Pentagon



Hexagon



Octagon



Moneygon

Nominations Committee

D/Lt/C Tracy Gustafson, AP-IN 2021
 Lt Diana Straate, S 2021
 P/C John Raby, JN-ACN 2021
 Lt Steve Camp, S 2021
 P/C Andy Lalim, AP 2023

Rules Committee

Lt Donald Wilkenson, S 2021
 Lt Rob Wright, P 2021
 Lt Paul Vassar 2022
 Lt Marcus Krumpholz, S 2022
 Lt Pat Sutter, S 2023
 P/R/C Mike Skelley, JN-IN 2023

Audit Committee

D/Lt Bud Broekema, AP 2021
 Lt Laurie O'Melia 2022
 Lt Donald Wilkenson, S 2023