

FURTHER YOUR  
BOATING  
EDUCATION!

"ST. NICK"





# Channel Chatter

Published by The Duluth Power Squadron

Vol. 5

Duluth, Minnesota

Dec. 1, 1966.

No. 6

## COMMANDER'S MESSAGE

The boats are out of the water, in their cradles, tucked away for the winter! Now our thoughts are on Education. Our S.E.O. has a well-rounded program. Seamanship and Weather are under way. Piloting will begin Tuesday, 10 January, at Washington Jr. High School at 1930.

### WHO ARE YOU GOING TO BRING TO PILOTING CLASS?

Advanced Piloting will start 7 February 1967, Room 227, Industrial Education Building, U.M.D. Promotion of Piloting will be "kicked-off" the second week of December, with a full page ad in the Evening Herald and the Morning Tribune. Our P.R.O. will have on the air and on television--C/C Hutchings' and Bill Cullen's tapes and films.

Looking back at the summer activities, my gratitude goes out to the entire squadron for the wonderful cooperation I have received. The great turnouts for the: Fitting-out party; the 0500 arising for 14 boats to escort the passenger SS South American into port; the 42 boats traveling 85 miles down the South Shore to the Bayfield Rendezvous; the fine work and publicity for SAFE BOATING WEEK; the 19 boats that escorted the Coast Guard Ice Breaker MACKINAW into port; the boats, skippers and help given for tours of the Harbor for the Lighthouse of the Blind, Physically Handicapped, Cook Home, and the Mental Hygiene Clinic; the 32 boats that were dressed and turned out for the Portorama Parade and Commander's Review (in a driving rain and the "howl" of a Northeaster); the turnout for our Predicted Log (in dense fog); the well-planned Treasure Hunt; and lastly, the unequalled success of the Corn Roast.

All of these activities were not a one-two-or three man effort, we needed the help of many more. This thought brings to mind the following poem:

We hear about the clever men, the men who lead the line,  
But seldom do we hear about, the other ninety-nine;  
The men who bravely battle in a world of enterprise,  
Who form the stepping stones on which the clever men may rise.  
Cooperation is the word that's worthy of a thought;  
By that alone can all men gain the brotherhood long sought;  
Each man has got his part to play, each man can hope to shine,  
But those who lead, most surely need, the other ninety-nine.

Author unknown

May I take this opportunity to wish you and your families a very Merry Christmas and a Happy and prosperous New Year.

FLY YOUR ENSIGN PROUDLY!

*E. A. Bartle AP*

E. A. Bartle, AP  
S/Cmdr.



ELECTED OFFICERS-----Commander-----E. A. Bartle, AP  
Executive Officer---Lt/C. M. Goldfine, AP  
Educational Officer-Lt/C. C. B. Nimmo, Jr., AP  
Administrative Officer-----Lt/C. S. D. Anderson, S  
Secretary-----1st/Lt. D. R. Schafer, S  
Treasurer-----1st/Lt. R. Jordan, AP

Executive Committee-----Ralph M. Jerome  
Conrad B. Robertson  
Robert E. Stokes, AP

APPOINTED OFFICERS

EDITOR OF CHANNEL CHATTER---John W. Soetebier, S

Communications Officer-----William C. Call, S  
Safety Officer-----Wayne Youngren, S  
Chairman  
Admission Committee-----D/Lt./C. Lawrence Cowan, AP  
Public Relations Officer----P/C O. A. Burghdorf, AP

EDUCATIONAL DEPARTMENT

Educational Officer-----P/C. C. Bruce Nimmo, AP  
CH/LB/AG-----Ray Rouse, AP  
Asst.-----P/C Wilfred A. George, AP  
SEAMANSHIP-----Chmn., Roger E. Drill, AP  
ADVANCED PILOTING-----Chmn., Walter H. Rauschenfels, AP  
JUNIOR NAVIGATOR-----Chmn., P/C Arthur J. Huderle, JN

CH/LB/EC-----John Harrison, AP  
ENGINE MAINTENANCE-----George W. Laughton, S  
MARINE ELECTRONICS-----Rudolph T. Luukinen, AP  
WEATHER-----P/C Arthur Bero, AP

CH/LB/P-----Bruce Rapp

LB/I-----P/C Allan B. Christiansen, AP

MEMBERS APPOINTED TO SERVE ON DISTRICT COMMITTEES

Military Affairs-----Robert Stokes, AP  
Public Relations-----P/C O. A. Burghdorf, AP  
Radio Technical-----John Harrison, AP  
Safety-----Wayne Youngren, S  
Admission-----D/Lt./C. Lawrence Cowan, AP  
Visual Aids-----Jack Hann  
Cruise & Rendezvous-----P/C Arthur Bero, AP  
Legal & Legislative Advisory  
George Cruikshank, AP  
Nominating-----P/C Arthur Huderle, JN

# DULUTH POWER SQUADRON

31 October 1966

TREASURER'S REPORT FOR SEPTEMBER, OCTOBER 1966-----\$835.09  
 Cash in checking account August 31, 1966-----30.00  
 Error correction-----\$805.09

## Receipts:

Dues-----\$ 16.50  
 Corn Roast-----724.51  
 741.01  
\$ 1546.10

## Disbursements:

Dues-----10.00  
 E. O. Expense-----52.36  
 Commodore P. C. Flags-----42.13  
 Treasurer Expense-----13.50  
 Office Supplies-----82.31  
 Corn Roast Expense-----169.46  
 Treasure Hunt Expense-----11.19  
 Meeting Room-----12.50  
 Comm. Expense-----14.00  
 Security Jewelers-----20.00  
 Weather Courses-----52.50  
 Seamanship Courses-----75.00  
 Fidelity Bond-----3.50  
 Bank Charges-----.31  
 558.76

Balance in checking account--31 October 1966-----\$ 987.34

## Savings Certificates:

D05721-----707.88  
 D05521-----511.31  
 1219.19

TOTAL FUNDS-----\$2,206.53

Respectfully submitted,

Ronald B. Jordan, AP  
 S/Treasurer



# "THE YEAR THAT WAS"

CHANGE OF WATCH-----5 March 1966  
Athletic Club  
Chairman-----William Call, S  
MC-----Ralph Jerome  
Installation of Officers: D/C James M. Phinney, N

FITTING-OUT PARTY-----14 May 1966  
White Elephant Auction  
New member--Henry Paffel--Auctioneer  
Net profit--approximately \$600

ESCORTING SS SOUTH AMERICAN  
22 June 1966--0700  
14 boats  
Al Bartle in command

ESCORTING C.G.ICE BREAKER MACKINAW  
19 boats  
11 August 0800  
Monty Goldfine in command

PREDICTED LOG RACE-----28 August 1966  
Chairman: Manley Grover, AP  
Winners:  
Shangrila, Doral, Blackhawk, Muriel II,  
\$OOT\$ U\$

TREASURE HUNT-----11 September 1966  
Chairman: P/Cmdr. Howard Boynton, AP  
Winners:  
Blackhawk, Parka IV, Shangrila, Driftwood

CORN ROAST-----17 September 1966  
Chairman: Ed Katzmarek  
Chefs--"Doc & Burghy"  
INDIANS--INDIANS--UGH! UGH!  
Best Dressed: Squaw-----Lucille Jerome  
Chief-----Art Bero  
Net profit--approximately \$575

PORTORAMA PARADE-----13 August 1966  
Cmdr. Bartle, in command  
32 boats  
Judges: Lt. Cmdr. Robert Farmer, USCG  
P/C Bruce Nimmo, AP  
P/C Al Christiansen, AP  
WINNER: \$OOT\$ U\$----Bruce and Grace Michaud

"HELLO WORLD"-----4-11 August 1966  
President---"OUR VERY OWN LT. COMMANDER"--Monty Goldfine

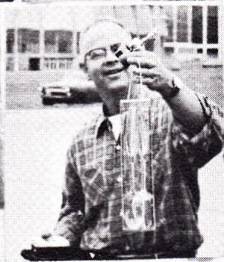
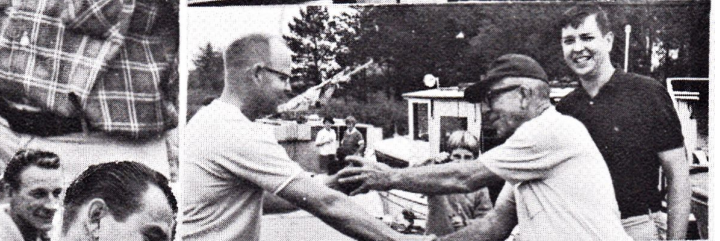
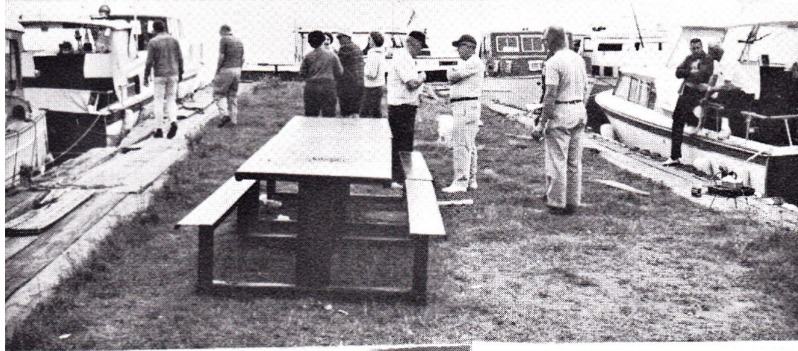
CONGRATULATIONS!

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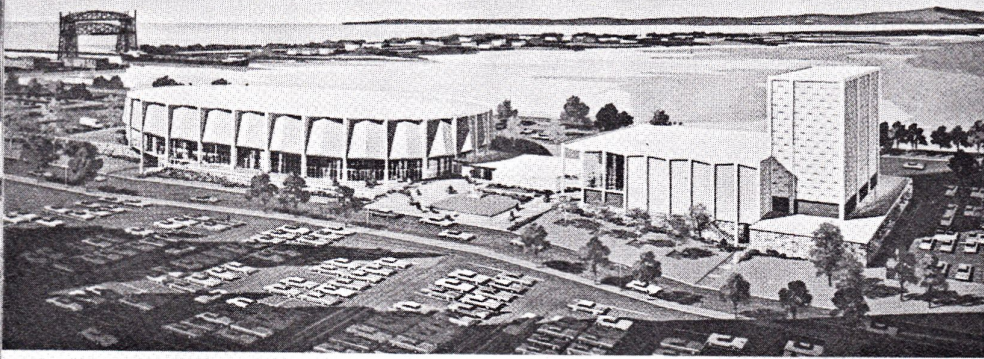




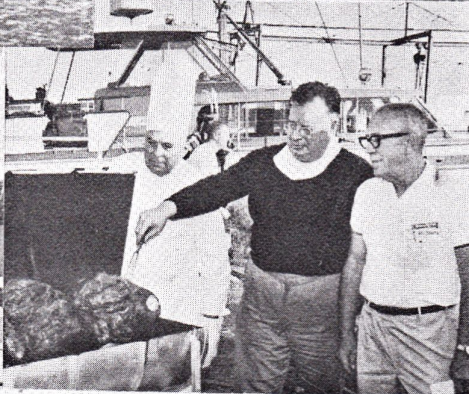
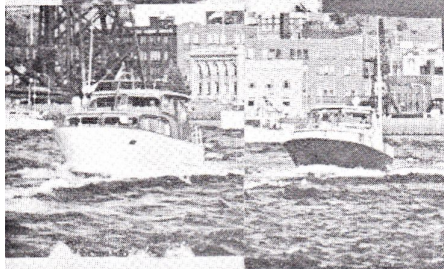
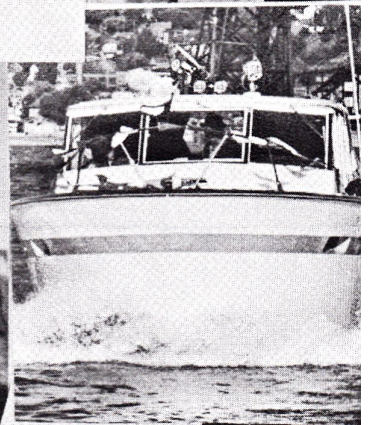
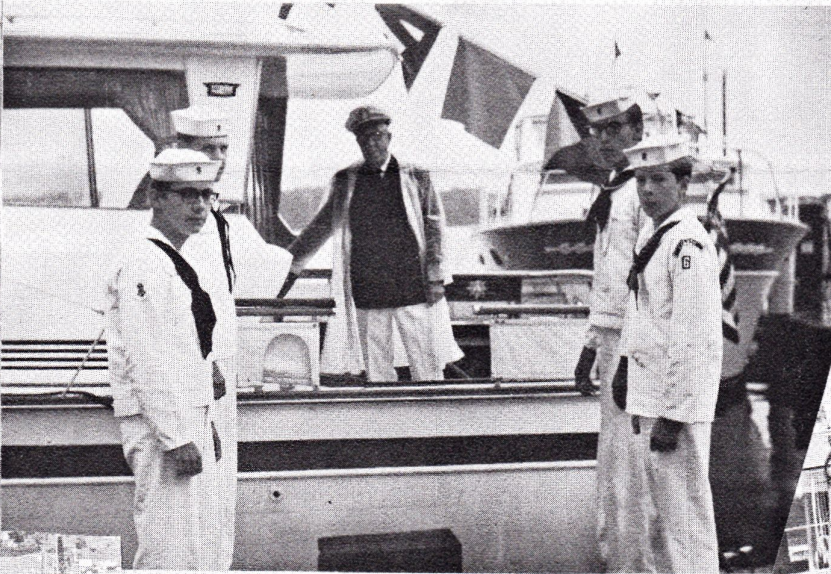
# FINCH WORLD



**Manley Goldfine**  
*President*



*Arena - Auditorium in Duluth, Minnesota*





Pictures-----"thanks to"-----Manley Grover  
Larry Cowan  
Bruce and Grace Michaud  
Warren Williams

WHO AM I ?

"MY BOATING HIGHLIGHTS TO DATE--or LEARNING THE HARD WAY"

Born April 13, 1911, I had my first boat, an ice boat, in 1920. In the winter of 1930, I could be found riding in a dish pan on the end of a 200 foot rope, behind an iceboat doing 60 MPH. On the turns the pan was doing over 70 MPH until the rope broke. We would coast over half a mile to shore. With a NW wind blowing at 55 MPH, we sailed across the bay and back in less than one minute, which is somewhat over 120 MPH.

In 1937, the first week in May, I took my first trip from Detroit to Duluth in a forty footer without a compass. The unusual part was that I had only a chart of all the Lakes. The boat was semi-enclosed and there was enough ice in the Lake to hold over 30 ore boats, stuck in the ice outside the Duluth entry. Towing two cruisers across Lake Huron at night in a strong NW wind, will be long remembered. I boated over 5,000 miles that season.

Having a 31 footer broach in a northeaster twice, in one afternoon is something I won't forget. Having the spar snap on my 38' pancake (scow) and cruising Lake Superior for 3 weeks on Dr. Huderle's 35' schooner were memorals in 1941.

Dunking my iceboat in the channel was different.

P.S. I didn't even get wet that time!

I had a few experiences water sampling in a 23' almost open boat. I was able to break out of the ice in the Two Harbors harbor and get my samples on all but two weekends, one winter. The Lake stayed more or less open all that winter. The motor wouldn't start at 20 degrees or more below. It used to take more chart work to go to Fon du Lac before we had sonar and no buoys past Interlake Iron where the wide channel ends. Harbor patrolling from harbor breakup to freezeup during World War II, mostly at night, with the decks and windshield all iced up were trying times.

My many cruises on the Woodrush, ice breaking and fitting out the lighthouses at the beginning of each season was very educational. Isle Royale surely looks different in March.

I will always remember going to Rossport and back in a fog in a 40' cruiser. Don't try it! Sailboat racing between Duluth, Bayfield, Isle Royale and Port Arthur have added to my variety.

Sailing in Ed Courtney's 16' catamaran, in a northeaster, was exciting, two C clamps holding the broken rudder together, finally breaking it downwind on a big wave.

continued n



Ice boating on a real dark night with no lights and several other iceboats out there, too, sometimes going in opposite directions at 60 MPH, is like playing Russian Roulette, but lots of fun. (If you live to tell the tale, Ed). Jumping the 3 to 4 foot high ice heaves with an iceboat at 50 MPH is fun, too, if you don't make a mistake and hit a place where the ice went down on the other side.

These are some of the reasons why I look forward to both winter and summer, and am looking forward to learning more. Speaking of learning, I haven't MISSED A SQUADRON MEETING IN NEARLY 28 YEARS.

If you haven't guessed, as yet, who this OUTSTANDING SQUADRON MEMBER is--turn to page 7 for the answer.

# SAFER

BY JACK WOLISTON  
New York (UPI)

# BOATING

What is the formula for making pleasure boating a safer sport?

Here is one put forward recently by Fred B. Lifton, executive director of the Outboard Boating Club of America, in a speech to the National Water Safety Congress:

"Boating accidents will dwindle if the product is designed and built to rigid standards, the sport is sensibly regulated and policed and the boatman learns and practices the right procedures."

He went on to say that a good start had been made in each of these areas.

In connection with building safer products, Lifton cited the engineering program of the Boating Industry Association.

"Standards covering an ever wider array of marine products are being added to BIA's Engineering Manual each year, and existing standards are subject to continual revision to keep pace with technological advances," he pointed out.

"The U.S. Coast Guard's most recent study of boating accidents is a fine example of the strides being made in enforcement. It places new emphasis on the causes of boating accidents. Once identified, these causes can be countered."

One of these causes, Lifton said, was overloading, and this problem is now being attacked on a wide front with the increasing practice of placing weight and horsepower capacity plates aboard new boats. These tags are now required by law in four states.

Lifton said the Coast Guard report showed an almost exact parallel between sound enforcement programs and safety. "New York and Michigan both have many more boats registered than California, yet they had 29 and 42 per cent fewer boating fatalities, respectively, last year than California," he said. "Both have extensive enforcement and education programs; California does not." An estimated half million persons a year now are receiving boating instructions from the states and such organizations as the Coast Guard Auxiliary and the U.S. Power Squadrons, he said, compared with less than 200,000 three years ago. "This total represents only those boatmen taking some sort of formal instruction," Lifton said. "Safe boating films and pamphlets reach additional millions."



# EDUCATION

The Seamanship Class is well under way with Chairman Roger Drill at the helm. About 20 to 25 students are enrolled in this Advanced Grade class at U.M.D. on Wednesday nights. Roger has a good crew of instructors working with him.

Wally Rauschenfels has written his Part 1 re-examination on J.N. and is holding his breath until the results come back.

The Weather Class meets on Monday nights at the Air National Guard Base Ready-Room. This room must be seen to be appreciated. Plush arm chairs, ash trays, soundproof, coffee machines, etc., all for the comforts of the students. Now, when it comes to training aids, we have sound-on-film projector, slide projector, overhead projector, baloptican projector and to add the whipped cream on the desert, A DIRECT TV CLOSED CIRCUIT TO THE SAGE WEATHER ROOM for the latest weather information. Col. Jerome has arranged for pilots and navigators under his command, to carry out the instructors' duties. Every one of his officers is an instructor in either the Duluth or Superior school system and they are doing a tremendous job for us.

Our Chairman/Piloting, Bruce Rapp, informs me that everything is in readiness for the Piloting Class which starts Tuesday, 10 January 1967, in the Cafeteria of Washington Jr. High School. Please inform your non-squadron boating friends about this class, and then bring them to the first class on January tenth.

The AP Class will start on Tuesday night the 7th of February 1967. It will be held in Room 227 of the Industrial Education Building at U.M.D. Wally Rauschenfels will head up this class and it looks like this one should be filled up from the amount of interest shown.

P/C C. Bruce Nimmo, AP  
S/EO



WHO ELSE BUT STAN

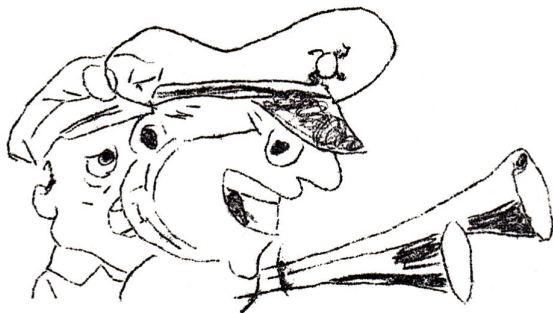
JACOBS ! AP  
P/Cmdr.

CONGRATULATIONS

STAN !

WE'RE PROUD OF YOU!





"TO BLOW  
OR NOT TO  
BLOW"

When we joined the Power Squadron  
we took an oath to help promote  
SAFE BOATING.

I am certain that intelligent use of the  
Aerial Bridge would come under the  
heading of Safe Boating.

I recently had the pleasure of  
interviewing four of the ten-man team  
that run the famous Aerial Bridge. I  
had just begun to interview the two men  
that were on duty, when two that were  
going on duty arrived. I want you to  
know that the men, who were now off duty,  
stayed on and talked with me for at  
least 45 minutes, on their own time.  
Why did they do this? They did it be-  
cause they each felt that with the ever-  
increasing number of pleasure craft in  
our Duluth area, it is time that the  
boaters and bridge operators have a  
better understanding of--when the bridge  
should be raised for a small craft--and  
how to make your intentions of wanting  
the bridge to open, clear to the operat-  
ors.

It was felt that during periods of good weather, if the only reason you can  
find to open the bridge is because your antenna won't clear, then you should be a  
considerate enough person to lower your antenna and not interrupt the flow of  
traffic over the bridge. The bridge does have an obligation to the pedestrian,  
the motoring public, and the emergency vehicles. On the other hand, they felt  
that if weather conditions are such that you, as captain of your boat, decide you  
would be endangering your crew and boat, by attempting to lower your antenna,  
THEY WANT IT CRYSTAL CLEAR, that they stand ready to serve you.

I found these men that put eighteen ton of steel and concrete into motion  
to allow marine traffic to pass below to be seriously dedicated to running a safe  
and sane operation. We can be proud of the fine safety record they maintain.  
We must also realize that keeping this record isn't an easy matter. Listed  
below you will find a few reasons why it isn't easy to keep this record a good  
record:

1. when the bridge is in motion they can't hear whistle signals
2. heavy car traffic on the bridge drowns out the whistle signals
3. in an unfavorable wind they can't hear the whistle signals
4. most of the pleasure boats do not have adequate horns, so once again  
they do not hear the signal.

As if this isn't enough of a problem, they then have to contend with a  
great number of pleasure boats that approach the bridge from the bay side and  
just as the operator is convinced that he didn't hear this craft signal, and he  
prepares to raise the bridge, the craft suddenly changes course, and darts away.  
A similar situation exists on the Lake side of the entry. Boats mill about the  
entrance for a considerable time, and then blow a horn that sometimes can't be  
heard, and expect the bridge to open.



In view of the difficulties, the operators have to overcome to do a good job, I would say they are giving excellent service. I further believe, that the time has come for the Power Squadron to have a committee look into this subject with the thought in mind of establishing some grounds between the boaters, and Aerial Bridge operators that will make getting in and out of the Duluth entry a little safer, and a little more pleasant for all concerned.

The aerial bridge has a marine band receiver, and does monitor Channel 51. A committee might recommend that we put this modern Miracle of Communication to some good use, and suggest that we use a security call to the bridge telling them that we want the bridge to open. This half-way communication would undoubtedly be an improvement over the beefed up duck caller that Jack Soetebier uses for a horn.

The Squadron could make an effort to cooperate with the City of Duluth, in getting the FCC regulations amended to allow the bridge to have and use a transmitter. I realize we may be a little premature in wanting to establish two-way communications with the bridge, so that when you're coming in with a pretty good tail wind, you can be sure that your arrival at the bridge won't be a surprise. However, if we start now, we may accomplish our objective by the time they PUT A MAN ON THE MOON!

The Squadron, also, could start a campaign to educate us to the fact that the bridge operators are not mind readers. If we don't use our radios, and if our signals are not always heard, then we must let them know of our intentions, by the course we use to approach the bridge. If a boater has been skylarking in the vicinity of one end or the other of the Duluth entry, and then decides to pass through the Channel, the operators say it would help immensely, if you would move out approximately eight blocks--then set your course for the middle of the channel, and give the proper signals.

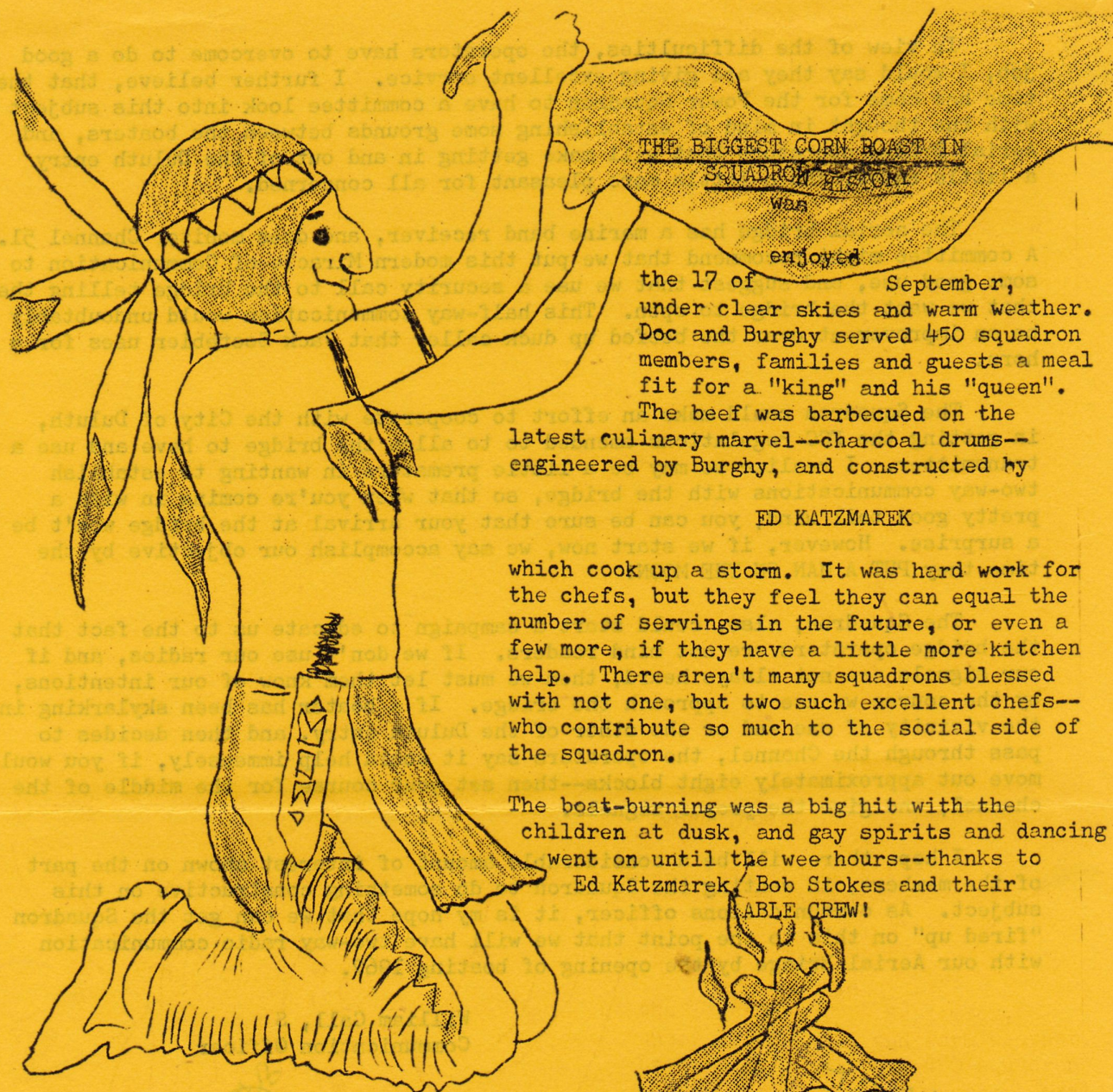
I hope there will be a considerable amount of interest shown on the part of the members, in wanting the Squadron to do something constructive on this subject. As communications officer, it is my hope that we can get the Squadron "fired up" on this to the point that we will have two-way radio communication with our Aerial Bridge by the opening of boating 1967.

William Call, S  
Communication Officer

"THESE  
ARE  
THE  
FACTS"







## THE BIGGEST CORN ROAST IN SQUADRON HISTORY

was

enjoyed

the 17 of September, under clear skies and warm weather. Doc and Burghy served 450 squadron members, families and guests a meal fit for a "king" and his "queen".

The beef was barbecued on the latest culinary marvel--charcoal drums--engineered by Burghy, and constructed by

ED KATZMAREK

which cook up a storm. It was hard work for the chefs, but they feel they can equal the number of servings in the future, or even a few more, if they have a little more kitchen help. There aren't many squadrons blessed with not one, but two such excellent chefs--who contribute so much to the social side of the squadron.

The boat-burning was a big hit with the children at dusk, and gay spirits and dancing went on until the wee hours--thanks to Ed Katzmarek, Bob Stokes and their

ABLE CREW!

The Treasure Hunt, held September 11, revealed some interesting blank spots in Squadron members' harbor knowledge, which could hardly be charge off to the misty day.

It began in the Arena-Auditorium slip with a half-dollar being held up. This directed participants to the next clue at the 50¢ sign on the shore. Monty Goldfine, is so completely engrossed in the thousands and millions of dollars of the AA, that he didn't seem to be aware of the 50¢ parking fee on the premises.

After a speedy start, Commander Bartle, ahead of all others, began looking for the Corps of Engineers castle up the river. This enabled Art Bero to steam up to the finish line, back at the A-A slip first, but Al Christiansen docked first to be declared the winner. This exciting photo finish also included some fancy dockside footwork by Bruce Nimmo. Speed in the water was not as important a factor in winning, as was correct deciphering of the pictorial clues, mainly of navigational aids. All 8 participating boats shared prizes and all agreed it was an interesting event.

P/Cmdr. Howard Boynton AP



Recent appointments are: Wayne Youngren as Safety Officer; Al Christiansen is the new skipper of the Sea Scouts, while Dick Hallberg is on Sea Scout committee and Stan Jacobs is chairman of the Sea Scout Committee.

Ed Katzmarek and a committee have been looking into the possibility of the Squadron acquiring a piece of property for the members to use as a docking and recreational area. Nothing definite yet!

## PREDICTIONS - 1967

Art Bero is dickering with John Blatnik for a "small" destroyer escort. We predict the deal will be completed as soon as the War Department can release the latest top secret navigational aids.

Larry Cowan will receive delivery on a 45-footer and will name it MURIEL AGAIN.

We predict that Doc Thorene will put another plank in his sailboat.

We predict that Jesse Schafer will add a new 33' Cavalier to the Squadron.

We predict that those boaters who haven't ordered needed work to be done on their boats this winter, won't get into the water until the 4th of July.

We predict that Monty Goldfine will be reduced from Captain to Executive officer by No. 1 son, Andy.

Another fearless prediction, is that Ray Ignatius will carry a spare shaft and wheel on his boat during the '67 summer.

Con Robertson will win the predicted log race, again (in the fog).

A. O. Burghdorf (Is there any other?) will sail his Flying Durchman once this year.

Bruce Michaud will get out of the Coast Guard in time to outfit \$OOT\$ U\$.

Ralph Jerome will entertain the Squadron royally at the annual meeting with his Calabash presentation.

Ralph and Lu Jerome will accompany the Marshall Reinings this winter on a sailboat cruise of the Bahamas.

Jolly old St. Nicholas, turn your ear this way,  
Don't you tell a single soul, what I'm going to say.  
Christmas Eve is coming soon, and you dear old man,  
Here is what to bring to mates, help us if you can.  
For FiFi Burghdorf, water wings, or wet suit would be nice,  
Pre-fer-a-bly fur-lined, if there should be ice.  
For Lu Jerome, a granny gown, all made of flannelette,  
in a gay and nautical pattern, if such you can get.  
Dr. Spock in hard cover, and waterproof it, dear,  
For Liz Jordan, Diane Schafer, Gin and Mary Soetebier.  
As for me, dear Santa Claus, what you think is best,  
A lil ole forty foot sailboat from "way out there in the West".

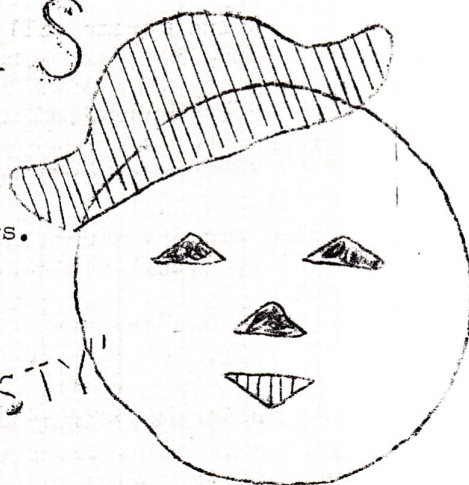


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# BILGE BREEZES

Now, that the boats are high and dry and the sound of Ski-doo's fills the air, it is the time to think of the many fine Squadron Educational programs. The Weather class at the National Guard base is certainly the finest available with real "pros" as teachers. Ralph "Calabash" Jerome and his crew deserve a "well done" for their efforts. Rog Drill has a Seamanship class at UMD with such fine teachers as Jack Soetebier, Mac Fifield and Ed Drill. Let's see everyone work on an advanced grade.



A new store is opening in downtown Duluth to be known as "Burghfine's By the Bay". The owners are Burgy "Get the cash, forget the credit" Burghdorf and "Soft Touch Irv Goldfine and Monty "Beach Boy" Goldfine.

It will soon be Calabash time, so just to remind a few happy boaters to be prepared, we talked with the Calabash Committee to get a few little rumors. They are (no names mentioned--you all know who you are) as follows:

The boater who launched his boat and put the engines in gear and did not move--no props.

An owner of a large Roamer who forgot about his spring lines and claimed he was just testing the "springs" in the lines.

An owner of a new 42' boat that left one child at the Engineers' dock by mistake.

One happy boater left the dock and forgot to remove the bow lines so off went the bow rails.

Another boater ran aground twenty five miles from shore and needed skin divers to repair the damage.

How about the "Jolly Baker" Jack Soetebier showing his stern to every sailboat this past season. He won 9 out of 10 races. A job well done. We hear some of his fellow rag pickers are looking for bigger faster boats.

Who would sell a boat in the middle of the season? No one but Larry "No boat" Cowan. He is coming along well after recent surgery.

The crew from Drill's Marina, Ed and Ray and first mates are off to Florida for two weeks of sunshine and Chris Craft.

Well, back to dreaming of Ski-doo's and sail boats. Beware! Big Brother Calabash has many more tales of reckless seamanship.

MERRY CHRISTMAS AND A JOYOUS NEW YEAR OF BOATING TO ALL!

## THE SNOWMAN