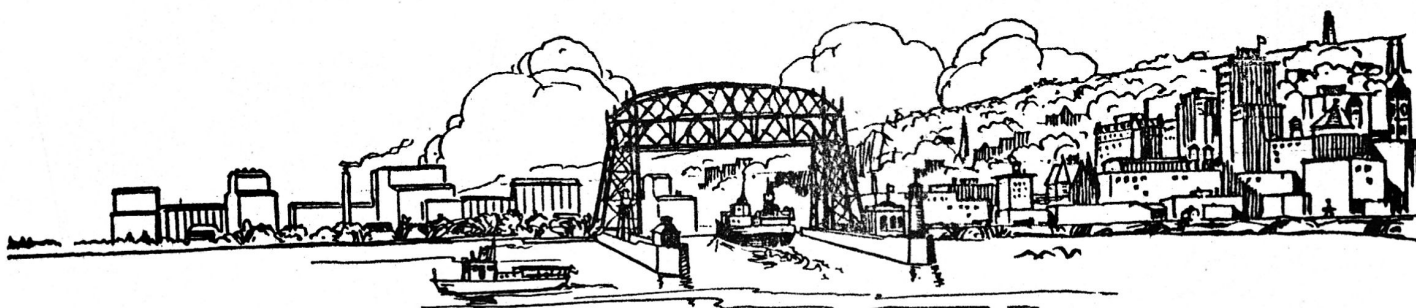




Channel Chatter

Published by The Duluth Power Squadron



COMMANDER'S MESSAGE

The Big weekend celebration honoring the "GOD OF CORN" is upon us. This is one of the highlights of our squadron activities and a good turn out will "turn on" this event.

The Predicted Log Race will start the two day celebration on Saturday, 16 September, with the Corn Roast to climax that same evening. Sunday morning begins the Sailboat Race instruction period, with the actual race taking place in the early afternoon. The crews will be composed of power boaters and you'll be the loser if you miss this opportunity to compete.

The "Treasure Hunt" was a ball. A bit sneaky, I thought as I returned from a wayward trip to a wrong clue interpretation, but all that ran the course had a fun time.

Education, That's the name of the game for all power squadrons. In our last "Channel Chatter" was a complete listing of the courses we will offer this year. It is absolutely imperative that you fill out the tear out sheet and mail as per instructions to assure that enough interest is shown to warrant holding the class.

The next General Meeting will be held on Thursday, the 28th of September. Our own 148th Fighter Group of the Air Guard will present the program so hold that date open. Additional information will be sent out in a flyer.

Wayne A. Youngren, AP
Squadron Commander

PREDICTED LOG RACE

TIME: 1300 Hours

WHEN: Saturday, September 16, 1972

PLACE: Power Squadron Dock

ATTENTION: This is a rain or shine event.

The race is to be the initial part of a gala weekend!

Plaques and Prizes for participants.

Refreshments for all participants.

NOTE: Squadron members who wish to act as "time keeper" will go aboard and make the race with the boats.

All Boat Skippers and time keepers will report to John Harrison at 1300 hours for briefing.

This will be the final weekend for Squadron Boating Activities.

LET'S LIVE IT UP.

John Harrison, AP

Chairman: Predicted Log Race.

ANNUAL SQUADRON CORN ROAST

Saturday, September 16, 1700 to ???????

(After Predicted Log Race) at the Squadron Dock

Free Beer-Free Pop

MENU

Beans

Wieners

All the corn on the cob you can eat.

Serving 1700 to 1900 Hours. Price \$1.50 per person, 75¢ for children under 12.

Come by boat or by car. Relax with your squadron friends at the last squadron outing of the boating season.

FUN!!!!

GAMES!!!

FOOD!!!

Chairmen:

Bill Gooder

George Norman

NOTICE NOTICE NOTICE

DULUTH POWER SQUADRON SAILBOATS

SECOND ANNUAL SQUADRON SPONSORED SAILBOAT RACE

WHEN: 17 September 1972

TIME: 10:00 A.M. Shakedown Race

12:30 RACE (approximately 2 hours)

AWARDS: PAST COMMANDERS CUP FOR WINNER, PLUS CHAMPAGNE FOR WINNING CREW!!! KEEPER TROPHIES FOR FIRST, SECOND AND THIRD PLACE.

RULES: BOATS MUST BE SKIPPED BY P.S. MEMBER.
75% OF CREW MUST BE P.S. MEMBERS

ALL P.S. MEMBERS URGED TO PARTICIPATE AS CREW. NAMES PLACED IN HAT AND WILL BE DRAWN FOR CREWS ON PARTICIPATING BOATS, SATURDAY EVENING AT THE CORN ROAST.

STINKPOTTERS AS RAGMEN??? WATCH OUT!!!

P.S. HUSSAR NOW HOLDS THE CUP.

P/C Ron Jordan, AP
Jack Soetebier, S
Chairmen

"KEEL KLUB KORNER"

Listed below are the unofficial season totals for the Keel Club races to date.

<u>Boat</u>	<u>Type</u>	<u>Points</u>
Anitra	Scampi	37
Hussar	Eric 35	34-1/2
Aquarius	Isl. 36	24-1/2
Charette	Cal 2-30	23
Robin X	Eric 29	19-1/2
Snark	Cal 40	17
Waub-o-jeeg	Eric 32	9-1/2
Aeolus	Cal 25	9
Yankee Spy	Cal 25	6
Boomerang	Vang 32	2-1/2
Sequel	Morg. 30	2-1/2
Shingebis	Morg. 34	2-1/2
Windward	Cal 2-24	2
Quest	Cal 25	1

ANNUAL TREASURE HUNT

This year's Squadron Treasure Hunt was held 19 August 1972. The weather was not too favorable but an enthusiastic group left the dock and searched the bay for clues. Upon finding each clue, the participant picked up a playing card in a sealed envelope. After accumulating five cards at various points, the boats then returned to the dock for the lucky hand to be shown. Listed below are the participants with the winning hands.

- | | |
|------------------------|------------------|
| 1. Dick Wehseler | 5. Ken Holmgren |
| 2. Ed Katzmarek | 6. Erling Hansen |
| 3. Cdr. Wayne Youngren | 7. Bill Wold |
| 4. P/C Bruce Nimmo | 8. John Harrison |

Everyone took home a prize and free beer was served all afternoon. Special thanks to Dick Gajewski, Bob Stokes, and Ron Waterhouse for putting up the clues. Also, thanks to Ken Holmgren and Erling Hansen for purchasing prizes and taking care of the cards.

* * * * *

1972 INTERNATIONAL SAILBOAT RACE

On August 5th, 23 beautiful sailboats gathered at Grand Marais for the 11th International Sailboat race. Eleven of the boats were from Canada, three from the Apostle Islands Yacht Club and nine from the Duluth Keel Club.

The race would be 80 miles long, from Grand Marais, northeast up the shore to Spar Island Channel to Mink Point and thence to Thunder Bay Canada, some of the most dangerous waters of Lake Superior.

(continued)

1972 International Sailboat Race (Continued)

We brought "Hussar" our "Ericson 35" to Grand Marais on Saturday, July 29th - we wanted to get her up a week early so we wouldn't have to take time during the week. The whole trip was run in the fog and really was no fun except for the navigation which seemed right on.

We tied the boat at the public dock in Grand Marais and went home to work another week.

On August 5th we returned to find the harbor crowded with 23 yachts. At least six were rafted up to us and everyone must have made a hundred trips across our boat, leaving it a mess to say the least.

The race was to start at 4 P.M. but was delayed an hour when the Coast Guard informed us that a squall with 60 mile winds was reported at Tofte. The consensus was that we should leave the dock and start the race anyway as those winds would make a mess of 23 rafted boats. The race was started at 5 P.M. in the fog - one of the strangest starts I've ever seen because we couldn't see the starting line, the starting boat or any of the rest of the boats. No one knew where they were when we started - it was quite informal.

The sky was black, the sea was calm and foggy. Most started with Spinnakers, but with conditions the way they were, I would have nothing to do with a spinnaker as I feel they're very dangerous in a squall. The boats with spinnakers took off and we were beginning to think we had made a mistake, but in just a few minutes the wind quickly switched and blew the spinnakers up against the mast - at least one was torn to pieces. All this time we had our Genoa up and were doing well anyway. A real squall never materialized. An hour later the fog lifted and we were well out in front with the lead boats.

The night was long and cold and we arrived at Spar Channel at 0700 - having sighted at least two other boats ahead. Sailing through these rocky islands was really work because the winds picked up to 25 MPH out of the East. Right on the nose! As the boat was quite hard to handle, we reefed the main and should have put up a smaller jib for this windward beat. Not changing that jib probably cost us a second or third place.

We finished at 12:32"14, the third boat to finish. "SNARK" - Dr. Pierpont's Cal 40 had finished 2 hours and 21 minutes before and "AQUARIUS" had finished 38 minutes ahead for a second place. "ANITRA", Stu Sievertson's 30 footer, finished a half hour behind us to take 3rd place.

We were sorry to have taken only a fourth place, but were glad to have it over with and get some sleep. The other boats had done a really fine job and that's what racing is all about.

The last boat was Canadian Ron Thomson in "WINDWARD" who finished 22 hours and 41 minutes after us. They really had it rough because being smaller and farther behind, they had much farther to go in high seas and East winds than the rest of us who were in comparative shelter when the winds came.

(continued)

1972 International Sailboat Race (Continued)

Because he was the last boat in, Ron Thomson received the beautiful silver tray sponsored by Dick Syvertson of the Duluth Power Squadron. Dick gives this trophy because if it were not for the last boat, there would be no race.

The winner's trophy went to Dr. Pierpont in SNARK, an Apostle Island boat.

Standings for Duluth boats are as follows:

"AQUARIUS"	Baumgarten Brothers	2nd
"ANITRA"	Stuart Sievertson	3rd
"HUSSAR"	John Soetebier	4th
"CHARRETT"	Don Shaw	6th
"ROBIN X"	Jim Robinson	8th
"WAU-BE-GEEG"	John Arnold III	9th
"SEQUEL"	Fred Sherman	10th
"BOOMERANG I"	Iver Johnson	14th

Due to bad weather before the race, Dave Paulin and Dale Sala were unable to get their boats to Grand Marais in time for the race.

* * * * *

THE COAST GUARD REMINDS US that Search and Rescue aircraft and surface craft use radar to assist in locating disabled vessels, and that wooden vessels are often poor radar targets. Operators of disabled wooden craft that are the object of a search are requested to hoist, as high above the waterline as possible, a radar reflecting device. If no special radar reflecting device is aboard, an improvised device can be used. This should consist of metallic objects of irregular shape. The more irregular the shape, the better will be the radar reflective quality. This release recalls at least one instance in which an improvised radar reflecting device was used by a sail boat operator that needed assistance and helped the Coast Guard find him by using aluminum foil from the galley. He wrapped a large quantity of the foil as high as he could on the mast, which enabled the searching teams to locate him. There are radar passive reflectors on the market of various shapes and sizes, but their efficiency is questionable. It could be the practice of all boat operators, regardless of the size of their craft, to carry a roll of heavy duty aluminum foil on board for use when necessary, not only when being sought by the S&R craft, but also in the event of being overtaken by fog in an area of a busy fairway. The foil would be used according to the size of the vessel and its construction. It should be placed or held as high as possible, around the fly bridge or cabin, wrapped around a bucket that is held as high as possible on an oar, paddle or boat hook, and if conditions permit, it can be allowed to trail out in the wind because the heavy duty foil is pretty rugged. Your ingenuity and the contours and size of your craft will be your guide.

* * * * *

EDUCATIONAL DEPARTMENT

One more reminder that fall classes will start shortly. If you are interested in taking any of these classes, please phone the class chairman for the particular class you are interested in. He is listed in the blue section of your roster.

DO NOT DELAY! CALL NOW! WITHOUT STUDENTS, WE CANNOT HOLD A CLASS.

For your convenience, the classes and the starting dates are listed below:

Boating	January 10 thru April 11
Seamanship	October 3 thru December 12
Advanced Piloting	January 9 thru April 24
Engine Maintenance	October 4 thru December 20
Sail	February 6, thru May 12
Marine Electronics	February 5 thru April 30
Weather	November 2 thru February 15
Instructor Training	October 2 thru November 27

* * * * *

DATES TO RECORD-----AND PLAN TO ATTEND

22, 23 September	District 10 Fall Conference, Wausau, Wisconsin.
11, 12, 13, 14 January	Annual Meeting, Miami Beach, Florida
27, 28, 29 April	District 10 Spring Conference, Duluth, Minnesota.

* * * * *

NOTICE

Reminder to all Officer, Class Chairmen, and Committee Members.
Deadline for Merit Mark Recommendations is 15 November. Get your recommendations in to the Squadron Commander immediately!!!!

DULUTH POWER SQUADRON TREASURER'S REPORT

Balance 2/19/72 \$2,837.95

Receipts:

Dues	\$ 885.00
Rendezvous	3,339.50
School Supplies	558.50
Change of Watch	1,192.50
Brunch	66.15
Classes	130.00
Misc.	46.50
	\$6,218.15

Disbursements:

Rendezvous	\$2,482.65
Stationery and Postage	218.89
Meetings	213.97
Dues	863.25
Courses	424.61
Plants, Prizes, Plaques & Flags	565.60
Insurance-Equipment Floater	120.00
Power Squadron Dock	36.60
Dock Lease	100.00
Sea Scouts	30.00
Bill Board	34.13
Misc. Exp.	101.00
	\$5,190.70

Gross \$1,027.45

Balance 9/4/72 \$3,865.40

Savings Certificates

Value as of 9/4/72

#0D07863	\$1,266.21
#0D05721	940.83
#0D05521	679.60

Interest Earned

Year to Date

\$31.07
23.09
16.68

NAUTICAL NONSENSE

Rudy's mufflers were so quiet that the rocks at Isle Royale couldn't hear him coming.

The Baumgarten's Aquarius has been aground so many times this year it has been suggested they get wheels for it.

Jim Howe has spent a year trying to improve his radio telephone performance. His latest effort involved reduction of antenna dimensions. The method used --- the aerial bridge, seems somewhat crude, but was certainly effective. He's keeping the results to himself.

Dale Sola's new sailboat (The Bikini) has been seen naked! Get the sails on her, Dale.....

Answer to March issue's Mystery Question. Katz painted his dock in February to allow proper drying time before August installation of security gate.

The crew of the Robin X is so bad they are thinking of changing the name to Rated X.

The barge Hussar appears to have the pollution solution.

Ask the Captain of cruiser Donna how to choke a light plant.

E.O. Mosiniak apparently has some difficulty teaching boats how to circumvent logs --- or has he acquired a special affinity for timber since he started camping?

The Waub-o-jeeg is well named. By coincidence, the Captain's war cries begin each Wednesday night at 7 p.m.

Word has it that Jack Soetebier is going soft. He cancelled a Wednesday night RACE because of a tornado.

This time Secretary Ostman left out the Commander's boat. Next time the Commander? The road to the top is not paved with omissions!!!

A long time squadron member and officer, ran a lady out of gas in Lake Superior. We won't tell, if you neveraskus.

Erling, do you recognize any of the above situations?

The only cement unscathed by the storm is now on its way to the Soo. Congratulations Captains' Grimsrud and Currie.

When calling the Kristen Leigh, use any channel.

AMPLIFYING THE FEDERAL BOAT SAFETY ACT OF 1971.

Coast Guard boarding officer who observe recreational boats being used under certain specific unsafe conditions, will be authorized to order immediate correction of those conditions when new regulations become effective on August 7, 1972. Included in the new regulations is authority for boarding officers to order an unsafe boat back to the nearest mooring, pier, or anchorage if on-the-scene corrections cannot be made and continued operation would create an especially hazardous condition.

In Section 13 of the Act, three unsafe conditions are already spelled out: Lack of sufficient fire fighting devices, lack of sufficient life saving devices and overloading. The new regulations establish additional unsafe condition for which the boarding officer may order immediate corrective action. These apply to boats that: 1. do not display the prescribed navigational lights between sunset and sunrise; 2. have fuel leakage from either the fuel system or engine; 3. have an accumulation of fuel in the bilges or compartment other than a fuel tank; 4. do not meet prescribed ventilation requirements; and 5. do not meet the backfire flame control. You are urged to make special note of the above and be prepared for compliance thereto prior to the effective date.

THE UNITED STATES COAST GUARD

This Organization has jurisdiction over all territorial waters of the United States. This is the three mile limit you know about. Three miles was as far as a cannon ball would travel when fired from the biggest cannon the United States had, at the time the law was passed.

The Coast Guard gets it's authority to board from the United States Code, Article 14, Section 89 which states they may board, search, examine, arrest, seize and inquire. Refusal to let him board or speeding away from him will result in a \$100 fine. Assault on a boarding officer - \$1,000 fine. Assault with a deadly weapon, \$10,000. fine. All boats that are towed in by the Coast Guard will automatically be boarded for inspection.

Every year, more boats are on the water and more boats mean more problems for the Coast Guard. Statistics show that hour for hour, boats are three times more dangerous than automobiles. One of the ways to help cut down on accidents is to have the boat built to Coast Guard standards. There will be mandatory compliance to these standards and the manufacturer will be liable to a fine of \$2,000 for each faulty item, up to a maximum of \$100,000 altogether. (This only covers the first owner. Once the boat is sold, the manufacturer is no longer responsible.)

* * * * *

THE LATEST ON MARINE TOILETS

For those of you who may have missed it, in the August issue of Motor Boating and Sailing on page 20, there was a synopsis of the EPA of Title 40---Protection of Environment, Part 140-Marine Sanitation Device Standard:

"On Friday, June 23, 1972, after two years of consideration, the Environmental Protection Agency spoke, It said: "No overboard discharge."

(continued)

The Latest On Marine Toilets (Continued)

"Although the eventual national standards will be absolutely no discharge for all United States boats - the Navy aircraft carriers, U.S. commercial flag ships, Coast Guard Cutters, or recreational boats - the EPA has relaxed its previous position to the extent that this standard is to be attained gradually and temporary options will be given to existing boats in some states.

"The time table starts moving after the Coast Guard has set up final equipment certification and determined exact regulatory procedures. We will call that day (expected to be in about six months) E-Day.

"Thereafter, all new boats (those on which construction is started after E-Day will have two years to be fitted with a no-discharge device (holding tank or re-circulating toilet.) If, however, that new boat is being registered in a state which currently has a holding tank law, then it will have to comply immediately. State laws will hold for new boats until E-Day plus two years.

"Existing boats have until E-Day plus five years to fit out with a no discharge device, unless that existing boat is registered in a holding tank state, in which case the time, again, is now.

"However, owners of existing boats in all states which do not have this legislation on their books, have an option. If they install a chemical macerator (most frequently the macerator/chlorinator) before E-Day plus three years, they may use that machine as long as they keep it operating properly. Or, if they dilly-dally but still install a m/c between E-Day plus three years and E-Day plus five years, they may use it until E-Day plus eight years."

* * * * *

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

13 July 1972

Mr. C. Thomas Burke, Executive Director
Seaway Port Authority of Duluth
P. O. Box 310
Duluth, Minnesota 55801

Dear Mr. Burke:

In your letter of 5 July 1972 you discussed the possibility of the Coast Guard assuming the responsibility for cleaning up debris from the Duluth Harbor as a routine practice.

I have discussed your views with our people here in headquarters and they advise that cleaning up debris is a responsibility of the Corps of Engineers although Coast Guard floating units do pick up debris voluntarily. We are of course discussing debris other than that covered by the pollution control laws and regulations. It is suggested that you consult with the Corps of Engineers if the debris problem is of a continuing degree sufficient to warrant a permanent operation.

(continued)