



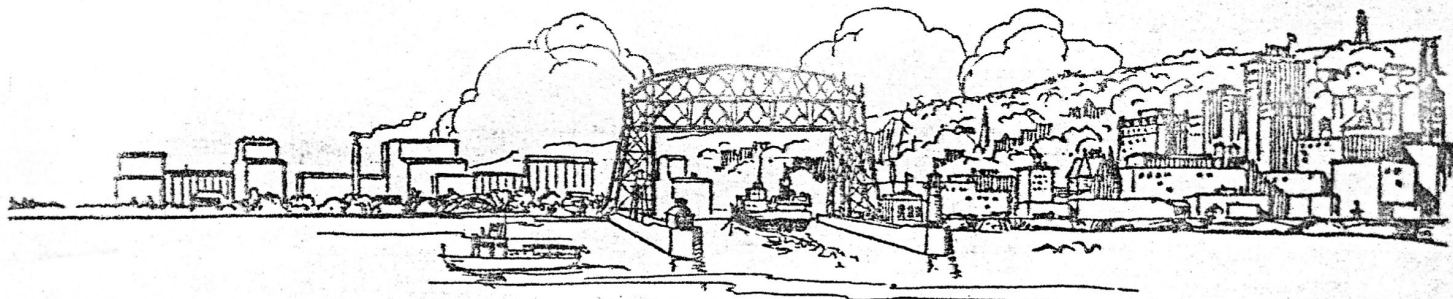
Our Ensign Proudly

Channel Chatter

Published by The Duluth Power Squadron



Fly Your Ensign Proudly



COMMANDER'S MESSAGE

Boating for 1972 is over for most of us here in the North Country and I know the majority of the Skippers and First Mates must feel they have missed the better part of the season. However, that's all in the wake of our Squadron's Boat and now we must roll up our sleeves and proceed to help our Educational Program swing into high gear.

Classes now underway are Seamanship, Engine Maintenance, I.T. and Weather. After January 1, AP, Sail, ME, and the Boating Class will be offered.

Your Executive Board met the last week of October, with the main topic of the evening the 1973 Spring Conference, to be held here in Duluth on April 28. We'll need the help of all squadron members to assist in this very important project.

The next General Meeting will be Thursday, November 30, 1972. This, I guarantee will be one of the most exciting meetings ever. It will be held at the Planetarium on the UMD Campus and will astonish each and every one who will view the program. In addition, we'll be shown pictures of a cruise down the Mississippi by Donald Jackson of the staff at UMD. There will be more to follow on this at a later date.

I've just completed the list of recommendations for Merit Marks. This is a rewarding time for a Squadron Commander, as he sees the names of the men who were called and who answered that call with many hours of work. On behalf of the rest of the Squadron, I thank you.

Our Roster now totals 225 members. This speaks well of our continued advance in the education of boaters and proof that we are operating a "Working Squadron".

Sincerely,

Wayne A. Youngren
Squadron Commander

UNITED STATES POWER SQUADRONS

GENERAL SAFETY COMMITTEE

BOATING STATISTICS

The latest edition of the Coast Guard's Annual Report on Boating accidents should go far in dispelling some of the complacency among the less experienced boatmen in regard to Boating Safety.

This publication reported that in 1972, 1,582 people lost their lives in boating accidents on United States waters. This represents an increase in deaths of 164 over those occurring in 1970. Injuries also increased from 780 in 1970 to 897 in 1971, while property damage increased by almost one million dollars.

Although boating deaths do not compare with the wholesale slaughter taking place on the highways, the boating fatality rate is relatively high in terms of death per mile of travel.

Also according to a recent Coast Guard study of statistics, it was found that during the summer of 1971, on each Saturday afternoon, there was an average of 1 boating accident fatality every hour.

Coast Guard Commandant, Admiral C. R. Bender remarked that many people who lost their lives in boating accidents last year could have been saved had they been more aware of basic Safety practices. The Coast Guard is hopeful of reversing the trend of increasing accidents with new, broadly expanded educational programs and the new regulations which are coming into force.

OPERATOR LICENSING????

The controversial question of operator licensing and related problems of voluntary versus mandatory boating safety education will be the subject of a progress report by a special 3 member committee appointed by the Boating Safety Council last spring, with further comments by the Coast Guard's Office of Boating Safety, which has been making its own intensive review of these problems.

In a recent speech before the Boating Industry Association, Admiral Bender challenged those who believe that voluntary education is better than mandatory education and licensing to "prove it with surveys and statistics" showing how many people have actually taken Safety Courses, such as those offered by the U.S. Power Squadron and the Coast Guard Auxiliary.

"We are willing to give voluntary education one last chance." he said, "but we cannot wait until we are up to our ears in new boats and boatmen who know nothing about who has the right-away on the water, and more importantly, do not know the hazards involved in boating."

TENTH DISTRICT CONFERENCE

It's not too early to start planning to be a part of the Tenth District Conference to be held in Duluth on April 27, 28, 29, 1973.

We expect a very large turnout from the St. Paul and Minnetonka Squadrons, a bus or two at least, plus all of those from the rest of the district and possibly our Canadian friends of Lakehead Squadron, Thunder Bay, Canada.

Your Commander and governing board have already had one meeting to lay plans and form committees specifically for this conference. This will be the BIG event of the spring, as we will not have a separate Change of Watch and dinner dance next year, but will combine our ceremonies with the Saturday noon luncheon. Our Sacred Calabash Award will be a special part of the evening's entertainment. Quen Youngren and her steering committee are formulating plans for the ladies luncheon, and you can expect some new and unusual ideas from that group.

As a final note at this time, this conference will only be a success if every member gets in there and works, so call the Commander and offer your help and he will find a place for your special talents.

C. Bruce Nimmo, PRO

A hearty welcome to the hose new members who have joined the Squadron since our roster was published. Attach this section to your Roster and it will be up to date.

Daniel L. Swenson
306 So. 3rd Ave.
Virginia, Minnesota 55792

Russell C. Wester
1328 E. 8th St.
Superior, Wisconsin 54880

John O. Baumgarten
2107 Vermilion Road
Duluth, Minnesota 55803

James F. Bodin
2723 East First St.
Duluth, Minnesota 55812

John B. Devinck
18 Maple Avenue
Superior, Wisconsin 54880

Robert W. O'Hara
3905 W. 7th St.
Duluth, Minnesota 55807

Thorwald O. Quale
325 Howtz Street
Duluth, Minnesota 55811

Malcolm C. Scott
806 E. 8th St.
Superior, Wisconsin 54880

Anthony G. Woodruff
311 Norman Avenue
Eveleth, Minnesota 55734

Stuart S. Sivertson
4016 E. Superior St.
Duluth, Minnesota 55804

Apprentices:

Don Larsien
2116 E. 3rd St.
Duluth, Minnesota 55812

Woman Affiliates:

Eileen L. Sage
7244 Brighton St.
Duluth, Minn.

Donna M. Larsien
2116 E. Third St.
Duluth, Minn. 55812

P/C Allan Christiansen, AP
Ch/Mem/Comm.

* * * * *

This year's Corn Roast was one of the biggest ever. Squadron members and their guests consumed 660 hot dogs and coney sauce, 8 gallons of beans, 500 ears of corn, and 2 of Jack's famous sheet cakes. Much of the success of the party goes to the cooperation of the many committee members. George Norman and his corn machine was a side show in itself. With help like Jim and Jan Bujold cooking hot dogs, Jack Pharis serving beans, George Norman dunking corn, Chris Bujold serving cake, and Bob Stokes keeping the beer cold, how could we go wrong!!! Thanks also to Sandra and Donde Gooder for serving and taking the tickets. Special mention of our illustrious judges in the corn-eating contest for their unbiased opinions should not go unnoticed. Thanks to Ray Ignatius, Skip Waterhouse, and Jim Howe. Also, a thank you to Jim Bodin and all his faithful corn huskers.

Lt. Bill Gooder, Chairman
George Norman, Ass't. Chairman

The following is a clipping from NEWSWEEK of October 2, 1972:

"In 1942, the Navy requisitioned a yacht, and after it was hastily converted into a convoy frigate, I assumed command. Alongside my bunk (the former owner's stateroom) was a panel of push buttons newly marked: bridge, engine room, radio room and gunnery officer. There was one unmarked button, and on our first night at sea while lying in my bed I pushed it, wondering who would answer. To my utter amazement, my bed began to travel slowly across the room to the opposite bulkhead and the bulkhead began to recede slowly into the deck. Upon reaching the opposite bulkhead, which then rapidly dropped into the deck, my bed tilted and slid me into the bed in the adjoining stateroom. I found myself lying on top of the chief engineer.

I just wonder, can Mr. Levitt push a button and dump Mrs. Levitt into the sea?"

Phillip Mohun, Capt USNR (Ret).
Cowlesville, N.Y.

* * * * *

The Boating Class for 1973 is scheduled to start Wednesday, January 10 at the Duluth Area Institute of Technology.

The plans are going along smoothly for another successful class.

We all know the success of this venture is dependent on the help of all the Squadron Members, so remember, - Wednesday evenings!!!

One area I would like help for this year is to set up and operate the visual aid equipment.

Any member interested in the fabrication of training aids, please call me at 879-8786.

Alvin M. Landon
Chairman of Piloting

NATIONAL ADMINISTRATIVE OFFICER'S REPORT

V/C Robert L. Woods, N, Administrative Officer, reported that a survey conducted by R/C William M. Lebo, AP, Chairman of the Membership Committee, reveals that in recent years the rate of recovery of non-renewals during the first three months after the delinquent date was as follows:

1970 - 3.29%

1971 - 6.11%

1972 - 7.57%

V/C Woods discussed the data compiled from the survey conducted by THE ENSIGN. He offered the following statistics for the edification of the members:

DISCUSSION OF THE FINDINGS

USPS members are boat owners. Ninety-four percent of the respondents participating in this survey said they own a boat. Seventy percent of the USPS members own a power boat and sail boats are owned by slightly more than one out of every five ----22%. Eighty-four percent of respondents own a boat with some type of power - either a power boat or a sail boat with power.

Boat Ownership and Type of Boat Owned.

<u>Said they:</u>	<u>This % of the USPS members</u>
	<u>%</u>
Own a Boat	94
Power Boat	70
Sail Boat	22
Without Power	8
With power	14
No Answer as to Type	2
Do not Own a Boat	6
(Number of Respondents)	(986)

A profile of the boating characteristics clearly indicates the preference for various types of boats. Among the boat owners, 50% have a boat with a fiberglass hull. Approximately half of the boat owners purchased their boat new (49%), while 48% purchased it used. New boat purchases are important and occur regularly among USPS members.

Over half of the boats (54%) have been purchased during the three years 1969 - 1971, indicating that USPS members are frequently purchasing boats.

While a substantial proportion of boat owners have large boats, the majority are twenty-five feet or less (51%), although 5% of USPS boat owners have a boat that is over forty-one feet in length. Looking at the cost of their owned boat, 42% reported they paid less than \$5,000, while 15% paid over \$20,000. The affluency of USPS boat owners is indicated by the fact that 68% paid cash for their boat without financing.

USPS members are also mobile in their boating habits with 46% of the boats being trailerable. In the majority of cases, boats owned by USPS boat owners are large enough to have overnight cruises as 76% provide sleeping accommodations. Among the boat owners, 54% can provide sleeping quarters for three to six persons.

Many projects were completed this past summer on the Squadron Dock. Listed below are the members who worked so very hard on these new facilities and also maintained the dock throughout the summer:

P.S. Dock Committee - Chairmen

Robert Eaton	-	June
Gene Rock	-	July
Jack Hann	-	August
Dick Sundberg	-	September

Members who worked on dock - painting - April 1972

Bill Wold	Emmett Thorson	Ed Katzmarek
Al Christiansen	Dave Paulin	Manley Grover
Tom Lyle	Rudy Luukinen	

May 19, 1972

Duluth Power Squadron Dock

Erling Hansen and his men installed the barbecue. Wayne Youngren furnished the grate for the barbecue.

The following members were present to measure the dock and make plans for the year.

Erling Hansen	Wayne Youngren	Don Schafer
Bill Hanke	Lyle Ostman	Ed Katzmarek

A meeting will be held Thursday night, May 25, at 5:00 P.M.

May 25, 1972

The following members worked on the P.S. Dock, raking, planting grass seed, and painting.

Scotty Anderson	Lyle Ostman	Ed Katzmarek
Bill Hanke	Bill Gooder	Wayne Youngren
Bob Stokes	Gene Rock	Don Currie
Ron Waterhouse	Don Schafer	Jim Bujold

(Cont'd next page)

(Continued)

Scotty Anderson furnished grass seed. Hollis Graves (Capital Elevator) furnished rye for Dock. Four ring buoys, mounted on light poles, furnished by Ed Katzmarek.

July 31, 1972

Al Christiansen and Ed Katzmarek sprayed weed killer at Power Squadron Dock. Project took seven hours. Al Christiansen furnished the weed killer.

August 26, 1972

Jack and Gary cut the grass at the Power Squadron Dock.

September 7, 1972

Stuart Anderson painted the swing set at the Power Squadron Dock. Ed Katzmarek repaired the swing set and filled a 25 ft. hole with dirt and rock.

September 14, 1972

Dick Sundberg and Jack Pharis cut the grass at the Power Squadron Dock.

Respectfully submitted,

Ed Katzmarek, S
Dockmaster

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PREDICTED LOG RACE

This was the beginning of a three-event weekend. The race was held on September 16, 1972 under the Chairmanship of Administrative Officer, John Harrison, AP. The race took the boats down the bay on any chosen course. The trick was to be back at the Squadron Dock in exactly one hour. The following boats placed in the event:

GEE GEE	SCOTTY ANDERSON
SHERI-SUE	BOB STOKES
KRISTEN LEIGH	JIM BUJOLD
VENUS	JIM HOWE
NIGHTHAWK	BRUCE NIMMO
CILESA	WAYNE YOUNGREN

The first three places were awarded keeper trophies plus the Squadron traveling trophy to the winner Scotty Anderson. Congratulations Scotty! Other prizes for this event were donated by Tom Bradseth. Thanks Tom.....

DO IT NOW! DON'T DELAY! HELP YOUR SQUADRON OFFICERS MAKE THEIR JOBS A LITTLE EASIER BY PAYING YOUR SQUADRON DUES NOW. PLEASE REMEMBER TO FILL IN THE COMPLETE INFORMATION ON THE NOTICE. THIS INFORMATION IS NEEDED BY NATIONAL AND YOUR LOCAL SQUADRON.

THANK YOU.

ROGER E DRILL
SQUADRON SECRETARY

NOTICE

NOTICE

NOTICE

SHOULD THERE BE ANY CHANGES, ADDITIONS, OR CORRECTIONS FOR THE SQUADRON ROSTER, PLEASE FILL IN THE FOLLOWING FORM AND MAIL IMMEDIATELY TO SQUADRON SECRETARY, LYLE OSTMAN SO IT WILL BE INCLUDED IN NEXT YEAR'S ROSTER.

PLEASE PRINT OR TYPE

NAME: _____

ADDRESS: _____
(Include street address, city, state and zip code)

TELEPHONE NUMBER: _____

WIFE's NAME (if married): _____

NAME OF BOAT: _____

TYPE OF BOAT: _____

SIZE OF BOAT: _____

PLEASE MAIL TO: Lyle D. Ostman
Squadron Secretary
719 Lake Avenue So.
Duluth, Minn. 55802

OR PHONE: 722-0600

"KEEL KLUB KORNER"

THE 1972 RACING SEASON IS NOW HISTORY FOR ALL SQUADRON AND KEEL CLUB RAGMEN.

LISTED BELOW ARE THE END OF THE SEASON STANDINGS

Wednesday Night Series - Final - Best 6 places

1. Robin X	2-1-1-1-3-4	31.5 total points
2. Anitra	3-3-1-4-1-1	30.5
3. Aquarius	3-2-2-1-2-4	28.5
4. Hussar	3-2-2-1-4-5	25.5
5. Charette	5-2-4-1-3-3	24.5
6. Aeolus	4-2-5-2-2-3	24.0
7. Bikini	4-5-4-3-5-2	19.0
8. Ranger	1-1	13.0
9. Sequel	3	4.0
10. Windward	4-6	4.0
11. Waub-ojeeg	4	3.0
12. Kismet	6	1.0
13. Allegro	6	1.0

Class B Races - Best 4 of 5

1. Thermopylae	1-1-2-2	23 pt.
2. Sonnet	1-1-2-2	23 pt.
3. Doray	1-2-3-3	19-1/2 pt.
4. J. Eaton	3-4-5	9
5. Skak	4-4-5	8
6. American Pie	5-5-6	5
7. Sundance	4-6	4
8. Umlat	6	1
9. D. Carr	6	1

Season Total - Best 13 races considered

<u>Place</u>	<u>Boat</u>	<u>Type</u>	<u>Skipper</u>	<u>Total Points</u>
1.	Anitra	Scampi	Sivertson	69.5
2.	Hussar	Eric .35	Soetebier	68.0
3.	Aquarius	Isl.36	Baumgarten	64.5
4.	Charette	Cal2-30	Shaw	42.0
5.	Robin X	Eric.29	Robinson, Jordan & Lorix	33.0
6.	Waub-9-jeeg	Eric.32	Arnold	23.0
7.	Aeolus	Cal 25	Poulin	19.5
8.	Snark	Cal 40	Pierpont	17.0
9.	Bikini	Isl. 30	Sola	14.0
10.	Chemara	Eric .39	Wilkie	8.0
11.	Windward	Cal 2-24	Zimbinski	3.0
12.	Keel Joy	Morg.34	Larson	3.0
13.	Boomerang I	Van.32	Johnson	2.5
14.	Shingebis	Mor.34	Jacobs	2.5
15.	Sequel	Morg.30	Sherman	2.5

Submitted by Bill Gooder

RAGTIME

Genoa, Halyard, Come About, Jib, Jibe, Shrouds - unfamiliar terms to a group of seasoned Power Boat Skippers, however after this day, they will be understood -

This is the Past Commanders Cup Race where sailboats will be Captained by Sailboaters and crewed by Power boaters.

The prospective crewmembers listened intently for their assignments to boats. I heard mine listed for the Hussar and promptly reported for duty to Captain Jack Soetebier.

The first action taken was a familiarization period where we were introduced to the boat, terminology, and given our assignments. The clock was fast approaching the "Race Time" and we were issued our lather gloves, complete rain gear and extra heavy clothing. We now prepare to leave the dock and a feeling of security is evident on the faces of the crew, the reassuring sound of an engine within this craft of sails has given confidence to the Novice Sailors.

The Committee Boat is in position, our jobs are clear, the sails are set, the starting horns are sounding and the RACE IS ON. Then a strange incident takes place; we hear the order to "Come About", which we do; then again, and for the 2nd time we are on course for the 1st leg of the race. Some of us doubted the wisdom of that manuever as we are now the last boat and trailing the leader by several hundred yards; however, we have complete faith in our Skipper's wealth of knowledge. We now hear him exclaim, "We were over the line too early". There were a few other choice words which let us to believe that a mistake had been made.

The boat is now moving along at a fair clip and the silence of this sailing with the water on the hull the only sound to be heard, gives one an eerie feeling of serenity. There are new excitements to come - Right- of-ways, stealing his wind, handicaps and the seriousness of running a race. These Sailboaters are out to win and an actual collision which occurred proved the point to those of us aboard the Hussar. We've rounded the Committee Boat and are now on the last leg of the race. The second position belongs to us, but we're close to the Lead Boat "Aquarius". We pass the finish line in the same position.

No absolute winner can yet be defined as each boat's time handicap must be computed to place them in their proper ranking.

The iced bottles of Champagne on the table, along with the winners Cups, made a rather impressive sight for all "would be champions".

At long last the decision was final, First Place to the "Hussar"; 2nd to the "Aquarius"; 3rd to the "Anitra".

I know I speak for all the Power Boaters who were aboard these slim, sleek, noiseless craft in this, our first sailing race; we thoroughly enjoyed this afternoon and will be standing first in line in the coming year to again participate in our Squadron's Past Commanders Cup Race.

Thanks Again, RagMen --
A Powerboater
Not Chaning to Sail,
But Appreciating it
When he Can.