







## DULUTH POWER SQUADRON

A UNIT OF

UNITED STATES POWER SQUADRONS

DULUTH, MINNESOTA

### COMMANDER'S MESSAGE

With 1973 drawing to a close, I can't help but reflect on this past year's activities of our Squadron. Most important, of course, was our Spring District Conference. With the cooperation of many Squadron members on many committees, our Squadron hosted one of the best attended, most successful and most talked about Spring Conference ever held in our District.

Second, our Fitting Out Party was the most profitable and most successful one we have ever had, through the cooperation of many people.

Third, our annual winter boating classes last winter were the largest ever, over 200 enrollees with nearly 100 taking the exam. Another successful class due to the cooperation of many people.

This, plus all of the other Squadron activities, has shown that people cooperating with other people has made this Squadron successful. To borrow a phrase from the Constitution of the United States, "A Squadron of the people, for the people and by the people has to be successful."

I have just received the notice of awards from the Chief Commander of the merit mark recommendations I made to him. Fifty Duluth Squadron members will receive merit marks this year, each of whom have worked on one or more committees.

In a few weeks, we will start another winter boating class at the Duluth Area Institute of Technology. This year's class is expected to be as large - if not larger - as last winter's class. And with the cooperation of many Squadron members, this too can be successful.

Are you one of these people? It is not too late to volunteer your services for teaching or monitoring. Plan to attend the opening night class on Wednesday, January 9.

Let's all make a New Year's resolution to make our Duluth Squadron bigger and better next year and increase the merit mark awards of the Chief Commander to at least 100.

On behalf of the Executive Board and the officers of the bridge, I wish you a very joyous holiday and a happy and bright New Year.

S/C RAY IGNATIUS, AP

# MERIT MARKS

P/C S. Stanford Jacobs  
Stuart D. Anderson  
P/C Howard L. Boynton  
Tom E. Bradseth  
James D. Bujold  
Dewey W. Carlson  
John Chillman  
P/C Allan B. Christiansen  
John S. Cooper  
P/D/C Lawrence Cowan  
George Cruikshank  
P/C Edwin G. Drill  
Roger E. Drill  
Robert E. Eaton  
P/C Manley Goldfine  
William C. Gooder  
Manley R. Grover  
Erling R. Hansen  
John Harrison  
Alfred W. Hedenberg  
James B. Howe  
Archie C. Johnson  
P/C Ronald B. Jordan  
Edmund R. Katzmarek  
Enzo Krahle  
Alvin M. Landro  
John E. Larsien  
George W. Laughton  
Rudolph T. Luukinen  
Thomas J. Lyle  
H. Wayne Mosiniak  
Laurence A. Nadeau  
P/C C. Bruce Nimmo  
Carl G. Norman, Jr.  
LyleDwaine Ostman  
Edward E. Puntney

W. H. Rauschenfels  
James D. Robinson  
Eugene L. Rock  
P/C Donald R. Schafer  
Jesse L. Schafer  
Eugene H. Shabatura  
John W. Soetebier  
P/C Robert E. Stokes  
Richard E. Sundberg  
Peter Ullrich  
Ron E. Waterhouse  
Robert E. Wilson  
P/C Wayne A. Youngren



# BOATING SAFETY

"THE U.S. COAST GUARD REPORTED 1,437 BOATING FATALITIES IN 1972, with most of the deaths resulting from persons falling overboard or from boat capsizings and sinkings due to faulty handling of vessels by boat operators. Most of these fatalities could have been prevented with a bit of forethought. Eighty percent of these deaths resulted from drowning, and eighty per cent of the persons drowned were not using available lifesaving devices." This is quoted from a National Safety Council release, although the information came originally from the U.S. Coast Guard.

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## RUMOR HAS IT THAT FEDERAL LAW MAKES OVERPOWERING AN OUTBOARD BOAT ILLEGAL!

Wrong, it is merely foolish. "If someone wants to use 150 horses to drive a 15 foot boat, well, that's his business. Theres nothing we can do," says Captain James Durfee, Acting Chief of the Coast Guard's Office of Boating Safety.

The above is quoted from a release of the U.S. Coast Guard dated 12 July 1973. The rest of the release is important, and we quote as follows:

"It seems that people are confused by recent federal regulations that require manufacturers to specify the safe powering limitations of all monohull outboard boats under twenty feet. The fact is that safe powering information, printed on a boat's 'Capacity Plate', is merely a recommendation to the boat owner based on the size and construction of a boat. It is dangerous to exceed the safe powering maximum, but it is not against the law."

"However, there may be some very practical reasons to abide by the maximum horsepower recommendations," explained Captain Durfee. "First, of course, it is always smart to 'play it Safe'. But in addition, we have no way of knowing what effect overpowering might have on a law suit brought against a boatman by an injured party in event of an accident. Furthermore, while too much power is not illegal in the eyes of the Coast Guard, certain state boating authorities may equate overpowering with reckless operation."

"Boatmen will not be stopped by Coast Guard boarding officers just because a boat's engine is too powerful. On the other hand, if a boarding officer observes negligent or unsafe operation of the boat, and upon boarding finds that the stated capacity has been exceeded, he will issue a Notice of Violation for the actual violation observed and will note on the form that the stated capacity was exceeded and by how much.

For those boats built prior to November 1, 1972, there may be no capacity plate on board. In that case, boatmen should contact the manufacturer of their boat to determine maximum safe horsepower limits."



THE MOTIONS OF A BOAT TEND TO CAKE THE POWDER IN A DRY CHEMICAL FIRE EXTINGUISHER. It's good safety practice to remove the extinguisher from its holder occasionally and give it a good shake. It is recommended that the extinguisher be held upside down in one hand and hit smartly against the palm of the other hand several times, then given several vertical shakes before returning it to its holder. Some boatmen have added this maneuver to their check list so that it is done before leaving the dock on every trip.

SOME OF US WILL SOON BE HAULING OUR BOATS for a long winter's storage. Some craft will be left in the water and receive the benefit of a bubble bath to keep the ice from forming around the hull. In any event the uninformed sometimes close their boats up so tightly that there is no air circulation which is inviting the insidious condition known as dry rot. The owner of a fibreglass boat is not concerned with this of course, unless there is some wood framing or trim that must be considered. Dry rot can start and flourish in unsuspected places in wooden boats. A leak on the edge of a deck that is not evidenced because it's a small leak only when it rains real hard and because the dampness never shows on the ceiling can rot out a large portion of the sheer strake before it is noticed. When the damage is discovered it may be found that the shelf, clamp and adjacent frame is involved. The craft is dangerously weakened at this point, and if discovery of the condition is not effected in the yard, the first pounding in heavy seas can cause a real problem that might prove fatal. Careful inspection before launching in the Spring is the only preventive. Somebody has said, "Take care of your boat and your boat will take care of you."

PROPER CARE IN HANDLING GASOLINE IS ONE PRECAUTION we hear over and over again, and of course, with good reason. One unsafe Procedure we have observed at various times, performed because of thoughtlessness, is filling the dinghy's outboard tank with gas while the motor is in the cockpit of the cruiser. The person that does this is not thinking about the vapors that are seeping down into the bilges. The safest place to refuel the dinghy's outboard is with the motor in its place on the transom. It's a bit unhandy and there is some blue language on the part of the one that's doing the refueling if a thoughtless skipper makes a high wake while passing by at that time, but the spilled gas and gas vapor are where they will do no real harm.

A SWIMMING-BOARDING LADDER is one of the most important pieces of equipment that is required on boats of any size. Without one it is almost impossible to get back aboard from the water without a great deal of assistance from someone aboard, and also without suffering some abrasions from being slid over the gunwhale in the process of being hauled over the side. It reminds one of keel-hauling, which is somewhat out of date, especially among friends. One incident is called to mind in regard of having a ladder in place when leaving the boat to go ashore in the dinghy. This happened some years ago on a fourth of July week-end at Port Jefferson. Many boats were at anchor in the harbor and most of the occupants were enjoying the evening breeze when they suddenly heard a cry for help. It was hard to tell just where the call was coming from and everyone who heard it was concerned that assistance was needed by someone in desperate distress. The cries ceased, and word finally was passed around that a rescue had been made of two people, man and wife who were drowning within a few feet of their 32' cruiser. When leaving the cruiser to go ashore for supplies they had managed to get into the dinghy without using the boarding ladder that was left in the cabin because it was thought to be unnecessary. Upon return from shore both stood up in the dinghy and tried to hoist themselves aboard the cruiser. The dinghy skidded away from them they dropped into the water and found that the dinghy had drifted out of their reach and neither of them could swim. It was impossible to get aboard the cruiser or even to get a handhold for support. Luckily a skipper of a nearby cruiser effected a rescue, but this reminds us of the saying, "ACCIDENTS DON'T HAPPEN, THEY ARE CAUSED."



SOMETIMES SWIMMING PLATFORMS ARE INSTALLED just above the waterline on the transom of a cruiser, but the skipper must think of his crew and passengers and their possible inability to get from the water onto the swimming platform, and above all he must be sure that he is or would be agile enough under all circumstances to get aboard his boat with the use of the swimming platform. A ladder is the best means of getting aboard a boat with high freeboard and the ladder should be of rigid construction, ( not a rope ladder,) and extend well below the waterline, at least two steps of 12 inch height.

TRAILER BOATMEN HAVE MANY THINGS TO CONSIDER in regard to safety procedures that are not a problem for the skipper that has his boat in the water all the time he wants to use it. This subject has been covered many times in all its aspects, but one safety procedure that apparently gets little thought is the use of a chock under a rear wheel of the car after the trailer is backed into the water. We recall the accident that was caused when a trailer with its boat was backed down a ramp that led to the very deep water of a large lake. The car was not chocked and a small child was drowned before he could be rescued. A block of wood 4 inches in thickness will keep a car from rolling on a steep incline. A piece of 4 x 4 or two pieces of 2 x 6 nailed together make a satisfactory chock and a lanyard can be attached for easy handling. It should be carried somewhere in the car, if one leaves it in the boat it may be forgotten until the boat is in the water, then it's a case of hauling the trailer out again or getting wet feet in the process of retrieving the chock. Yes, it happened to us!

WHAT GOOD ARE PFD'S if they are not properly used? Also, what good are PFD'S if they are not put on well before the time a person has to abandon ship and enter a dinghy or the water? A dinghy or even a life raft is not the best craft in the world, they can swamp and capsize because of high seas or overloading or both. The time to don a PFD is well in advance of the time that it might be needed. One reason is that the proper time might not be known, and the other reason is that it takes some time and knowledge to put on a PFD so that it does the job it is designed for. We have a statement from a Commander of the U.S.Coast Guard that says that in the period 1969-1970 there were 16 fatalities by the improper use of buoyant cushions and 32 fatalities were caused by the improper use of life preservers and life vests. Those statistics are impressive enough to quote at this time although they are several years old, and we don't think present day figures would present a better picture. We do think that although to some people the donning of PFD's is an act of finality that should be put off to the last minute, common sense and a desire to survive should dictate the putting on of PFD's at the first sign of trouble. This act can be treated in an off-hand manner or suggested as a drill just in case it might be necessary later. Any chance of panic must be avoided, of course, but a good skipper can take care of the situation.

D/Lt/C Frank Parker, JN

# EDUCATION

CLASSES IN AP & SEAMANSHIP ARE CURRENTLY UNDERWAY WITH A GOOD TURNOUT OF STUDENTS.

"WEATHER" HAD A POOR RECEPTION AND WILL BE RESCHEDULED ABOUT THE MIDDLE OF JANUARY.

"MARINE ELECTRONICS" WILL BEGIN ON JAN. 7.

"SAIL" STARTS ON JAN. 29.

ALL THE ABOVE CLASSES ARE TO BE HELD AT LINCOLN JR. HIGH SCHOOL.

THE 1974 "BOATING CLASS" IS SCHEDULED FOR JAN. 9, 1930 HOURS, MAIN LECTURE HALL AT VOTEC.



## A VISIT FROM ST. IGNATIUS

with apologies to  
Clement C. Moore

'Twas the night before Christmas, when all through the yards  
Not a person was stirring, not a sound to be heard;  
The stockings were hung on the console with care,  
In hopes that St. Ignatius soon would be there;  
The boats were nestled so snug in their beds,  
While visions of cruising danced in their heads;  
The skipper and I with nothing to do,  
Had just settled ourselves for a nightcap or two-  
When out on the deck there rose such a clatter,  
I sprang from my bunk to see what was the matter.  
Away to the porthole I flew like a flash,  
Tore open the curtain and slid back the sash.

The moon on the breast of the ice and the snow,  
Gave a luster of mid-day to objects below;  
When, what to my wondering eyes should appear,  
But a miniature cruiser, and eight tiny reindeer,  
With a little old skipper, so lively and loquacious,  
I knew in a moment it must be St. Ignatius.  
More rapid than eagles his coursers they came,  
And he whistled and shouted, and called them by name:  
"Now, Harrison! Now, Drill! Now, Mosiniak and Ostman!  
On! Waterhouse, On! Katz, On! Soetebier and Jordan -  
To the top of the mast then down in the bilge!  
Now, dash away, dash away, dash away all!"

So, up to the flybridge the coursers they flew,  
With a sleigh full of gifts - and St. Ignatius too.  
And then in a twinkling I heard on the roof,  
The prancing and pawing of each little hoof.

As I drew in my head, and was turning around,  
Aboard came St. Ignatius, ordering a round.  
He was dressed all in fur from his head to his sneaker,  
And his pipe was full, as well as his beaker;  
A box full of tackle he had flung on his back,  
And he looked like a fisherman just out of the sack.  
His eyes how they sparkled! His dimples how merry!  
His cheeks were like roses, his nose like a cherry;  
His droll little mouth was drawn up in a grin,  
From the smile on his face, he had just found the gin;  
The stump of a pipe he held tight in his teeth,  
And the smoke, it encircled his head like a wreath.  
He had a broad face, and a little round belly,  
That shook when he laughed, like a bowl full of jelly.  
He was chubby and plump - a right jolly Commander;  
I knew who he was by the sound of his laughter.

A wink of his eye, and a twist of his head,  
Soon gave me to know I had nothing to dread.  
He spoke not a word, but went straight to his work,  
And filled all the tennies; then turned with a jerk,  
And laying a finger aside of his nose,  
And giving a nod, up the hatch he rose.  
He sprang to his cruiser, to his bridge gave a whistle,  
And away they all flew like the down of a thistle;  
But I heard him exclaim, ere he sailed out of sight,

"HAPPY CHRISTMAS TO ALL,  
AND TO ALL A GOOD-NIGHT!"

