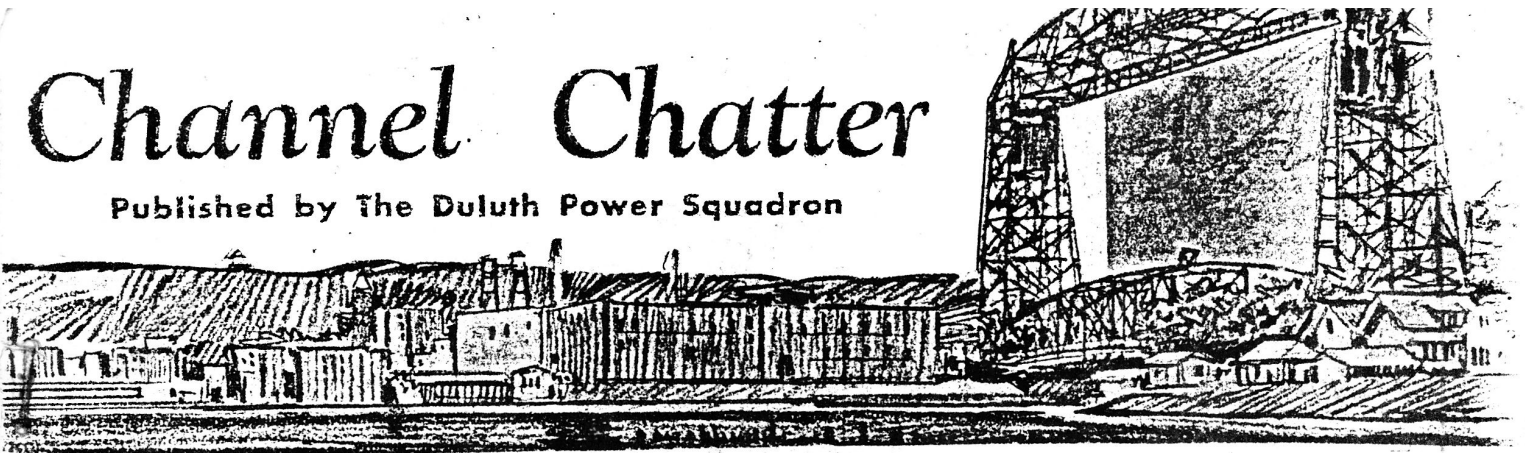


Channel Chatter

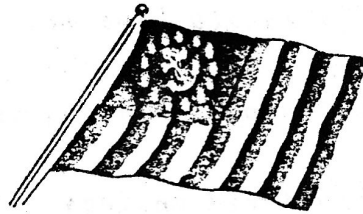
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OUR THIRTY-FIFTH ANNIVERSARY EDITION

SPRING, 1974

United States Power Squadrons



Local Squadron Charter

Be It Known that upon application duly made and pursuant to resolution of the Governing Board of the United States Power Squadrons, a Local Squadron has been constituted, known as the

Duluth Power Squadron

to consist of

K.M. Brook - George Cruikshank - Wilfred A. George - Calvin B. Harrison
Arthur J. Huderle - S. Stanford Jacobs - J. H. Landolt - Duane Maher -
Frank J. Poulin - Wm. M. Swanson - Chas. L. Waldo - Le Roy Wilbur -

and such other members of the United States Power Squadrons, as may be elected to membership therein.

This Charter is granted subject to the provisions of the Constitution and By-Laws of the United States Power Squadrons, now or hereafter in force.

In witness Whereof, this Charter is issued under the hand of the Chief Commander and Secretary this day of 27 June 1939.

L. H. H. H. H.
Secretary

Arthur Nielsen, Jr.
Chief Commander



A SAILOR'S PRAYER

*Oh God of land, air and sea
I commit my boat to thee.
Direct its course, protect us too
So we arrive safely home with you.*

*Give us the compass heading and a steady
wheel.*

*Throw finely tuned engines into the deal.
Calm the wind and the waves at the bow
Gentle the wake and currents at the prow.*

*Make taught and secure the lines at the
dock.*

*Look upon us all as your special flock.
May captains, mates and their friends, too
Serve with skill and obedience on your
ship's crew.*

*May there be no fog, no need to hail
No storms, no cause for us to fail
As we traverse that wider sea
Which brings us finally home to thee.*

Invocation and Prayer by the
Very Reverend Michael Skumavec
at the Duluth Power Squadron
Change of Watch.



DULUTH POWER SQUADRON

A UNIT OF

UNITED STATES POWER SQUADRONS

DULUTH, MINNESOTA

COMMANDER'S MESSAGE

"Busy" is a one word description of the first few weeks of a Commander's term of office. (Where do all those forms come from?) However, many others in the Squadron have been busy also.

The Educational Department has four courses in the finishing stages, along with the Boating Course, which just finished with 96 taking the exam. Plans are underway for the fall classes.

The Executive Board has had a meeting.

The Fitting-Out Committee has been working hard preparing for Saturday's party.

P/C Ray Ignatius and I attended the District 10 Spring Conference in Milwaukee this past weekend.

The Rendezvous Committee is well along with plans for the Fourth of July.

The Admissions Committee has been meeting to try to decipher the new membership procedures.

A bus trip is in the works for the Thunder Bay Change of Watch.

And the above resume of the last three weeks of activity is by no means a complete list.

As you can see, there is no way that I could do my part without the willing cooperation of many, many hard working Squadron members. My heart-felt thanks goes out to each and every one of you now and in the months ahead.

Respectfully yours,

JOHN C. HARRISON, AP
Squadron Commander



UNITED STATES POWER SQUADRONS

DISTRICT 10

20 April 1974

PLEASE REPLY TO:

5302 Malibu Drive
Edina, Minnesota 55436

TO MEMBERS OF DISTRICT 10

It has been a very personal privilege to have served you for the past two years. Unfortunately, time conflicts prevented my visiting every Squadron during the past year, but it has been a most rewarding experience at those I did visit.

On behalf of the District, I did attend the two Governing Board meetings and the Annual Meeting. The opportunity to review common problems and interchange ideas on how situations have been resolved in other districts is always helpful. Meeting and talking with our National officers is also constructive.

During my term in office I have attempted to keep you informed through a monthly newsletter. As we all know, communications must be a two-way street, and it continues to be a problem. I have come to the conclusion it is caused by neglect - neglect to respond without delay because delay generally results in inactivity.

I want to express my deepest thanks to those of you who have worked unselfishly, untiringly and effectively in promoting USPS. In leaving this office, I have the warmest memories of working with the finest group of individuals with whom it has ever been my pleasure to be involved. I thank you for that opportunity. Lastly, I leave knowing the District will be in excellent hands with the incoming Bridge, and I wish them every possible success.

Respectfully submitted,

D/C Lloyd M. Smith, N

THE SACRED CALABASH AWARD

[*Editor's Note:* It was brought to my attention that due to the lack of a proper amplifier system at the Squadron's Change of Watch, many members and their guests were unable to hear George Cruikshank's presentation of the "Sacred Calabash Award." The following is a transcript of the presentation.]

When I was asked to officiate at the Calabash Ceremony, the Committee suggested that a little historical background would be in order.

I think some of the early history of the Calabash is particularly suitable at this time since many of the newer members have the idea that the Calabash really originated on Broadway. This understandable misconception can be traced to the activities of a couple of "Johnny-Come-Latelys" - principally John Soetebier and John Arnold. Though both these characters have reasonably limited abilities, they both have wives of great talent and energy; and as a result, we have had some fantastically successful shows - sometimes remotely connected with the Calabash.

The Calabash Committee found that the excellence of the recent Calabash Extravaganzas made it an impossible act to follow, and decided to get back to our earlier and "duller" format where the Calabash presentation became again only a small part of our annual meeting instead of the main event.

In the early days of the Duluth Squadron, our classes were held at the old Central High School; and after class, the students and instructors adjourned to a nearby pub where the beer was served in heavy glass containers resembling a fish bowl on a stem. It was only natural that when Kim Brook, a Charter Member and one of our early Commanders, originated the award for boating errors, he used the beer mug that was so closely identified with our Education Program.

Subsequent recipients of the award, gussied up the original mug (which had been engraved by Kim Brook) with the addition of an old fashioned chamber pot - complete with a "No Chill" fur collar and an appropriate pennant for the current holder to display on his yard arm.

Though the competition for this award is somewhat less than intense and the recipient usually screams "Foul!", it actually carries its own measure of respect since the ideal recipient is a seasoned sailor (preferably an instructor) who obviously should know better. The award is rarely given to a new member or one with his first boat since he can be expected to make a few mistakes.

Some of the early awards typify the "Spirit of the Calabash" and might be worth recounting:

One of our Charter Members - and maybe our most experienced sailor - was also an instructor in Seamanship - then a part of our E.P. Course [Elementary Piloting Course - now referred to as our Boating Course]. At that time, our E.P. graduates were given practical instruction onboard member's boats early in the season. This instructor, in demonstrating proper anchoring procedure, had carefully coiled the line; and after lowering the anchor - making sure his feet were well clear of the coiled line - signaled the helmsman to back down slowly. The line payed out beautifully - all the way - and the instructor and his impressed students watched the bitter end slip through the chocks.

Dud Russell, a Past Commander of both the Duluth and Wayzata Squadrons and now a Life Member, kept his 22-foot sloop at anchor off 27th Street on the Point. On the day in question, Dud - with his son, David, and my son, Patrick - were doing a bit of housekeeping aboard his boat at anchor. The day being both hot and flat calm, Dud's main hoist had fouled at the mast head; and in view of the weather, he saw no problem in climbing the mast to free it, but warned the boys to stay put just in case. Dud reached the masthead at the same time as the wash from a distant passing tug reached his boat. Dud and his mast-head - still together - arrived at the surface in a beautiful show arc.

And now we get to this year's candidates, a list that I consider less than outstanding. Either one or more of the following has happened:

1. All the members of the Squadron have improved their seamanship to the extent that few errors were made.
2. Those that did goof did a remarkable job of covering up. OR
3. The Calabash Committee did a lousy spying job.

One of our best sources of Calabash material has always been those members who hope that by informing on their friends, they will themselves either be eliminated from the list or at least moved further down. This type of "plea bargaining" always makes the informer suspect.

One of the most persistent informers this year has been Jack Soetebier and as usual during this ceremony, he is as nervous as a cat on a hot tin roof. To calm him down, his wife, Ginny - who

does the laundry - has asked that I announce early in the program that Jack is not a candidate this year. This I am unable to do.

Several of our members failed to make the finals for one reason or another, but we think their efforts should entitle them to "Honorable Mention" and as they are identified, we ask that they stand up and take a bow.

One of last year's Committee was asked to pick up the Calabash with its accessories at the Hotel Duluth Ballroom after the meeting; and not realizing that the crockery toilet which had been used as a prop really belonged to the hotel, managed to move it as far as the lobby before the Management straightened them out. WAYNE YOUNGREN and MRS. YOUNGREN - Please take a bow.

One of our Charter Members - who is known for his exotic taste in things that float - or nearly float - bought an air boat; and for a trial run, took it down toward the end of the Point - the wind being beautifully Northwest. He then discovered that he really needed a Southeast wind, which he got three days later, for the return trip. STAN JACOBS.

Madeline Marina has developed a particular fondness for the Past Commander who had his boat lifted out eight times last season and is now considering changing her name to "YO-YO." RAY IGNATIUS.

During the wrecking of the old Interstate Bridge, the wrecker fastened the timbers to a cable as they were dropped from the crib structure until he had accumulated enough to warrant towing them ashore for further disposal. One of our Past Commanders, eager for the prize for the biggest and most deadheads in our Spring Log Hunt, decided to bring in the boom; but instead of using a boat hook, used his shafts to secure the cable. I understand the Coast Guard helped him land his catch. MONTY GOLDFINE.

There are some rumors going about concerning our next contestant that I am in a position to disprove. It was said that the prior owner of his boat - SEBAGO - had shown him the location of the head and the ice box and had given him an estimate of how long his dock lines and fenders would last if they were not disturbed; but not suspecting that he might leave the dock, had not explained the operation of the engines - especially the reverse gears. This is not true. Actually, he was coming in for what would have been a normal landing - from his annual cruise to the gas dock - when both engines - still cool - died when he put them in reverse. The resultant damage varied from "Nothing at all!" according to our hero, to "Disastrous!" according to the Calabash Chairman. The skipper of the SEBAGO - GENE SHABATURA.

This next is really a family award since our hero's wife was holding the flashlight for him while he applied an especially

thick coat of white paint to his bow at three o'clock in the morning. His work was pretty good, and the next day you could hardly see the red stripe he acquired when "snuggling up" to a channel marker. DICK and DONNA SUNDBERG.

A last minute entry that was only reported to the Committee a few minutes ago involves a member who docks in the area back of Dick Gajewski's store. For convenience, he always leaves his fenders on the starboard side; but during an up-river excursion to Kimball's Bay, had found it necessary to switch them to the port side for nesting alongside a friend. When he returned to his dock - long after dark, his wife - as usual - secured the bow; and our hero - with some opposition from the wind - was attempting to switch fenders and secure the stern - spread-eagled between the boat and dock. When he fell in, his wife - a good swimmer (as our hero was not) immediately dove in to the rescue.

Grabbing him where the hair was short, she pulled him back to the dock and saved him for posterity and tonight's honor. If our recognition is for an error, some Committee members felt it should go to ED for falling in, and others felt it should go to MARY for pulling him out. So it's a "joint recognition" to MARY and ED KATZMAREK.

This event occurred on a Sunday afternoon when the rag sailors were having one of their weekly events. And before the starting gun, all skippers were maneuvering for position. Our hero- being unhappy about the temperature of his beer - had his head in the ice box trying to find a colder one while his craft bore down ominously on Sven Hubner's boat.

Now Sven Hubner is normally a very calm guy, but he is proud of his boat and its tip-top condition and is real fussy about marking up the hull. When he saw this dangerous situation developing, he got a bit excited and reverting to his childhood tongue, sang out, "Tally Hoo," which to the Vikings meant something like, "Get the hell out of here!!"

Our hero had been a fox hunter for years before he began sailing and to him what he heard as "Tally Ho" was a rallying cry, and his response was immediate. He put his helm over and rallied into Sven. As the boats bounced apart, Sven said something that sounded like "Saatana *%!*\$#," [which translated by this Polish editor demands censorship] which our hero took to be a term of endearment and proceeded to snuggle up to Sven for a second rally.

Though a "Daily Double" should deserve something special, we have only one Calabash for JACK ARNOLD!

EDITOR'S NOTEBOOK

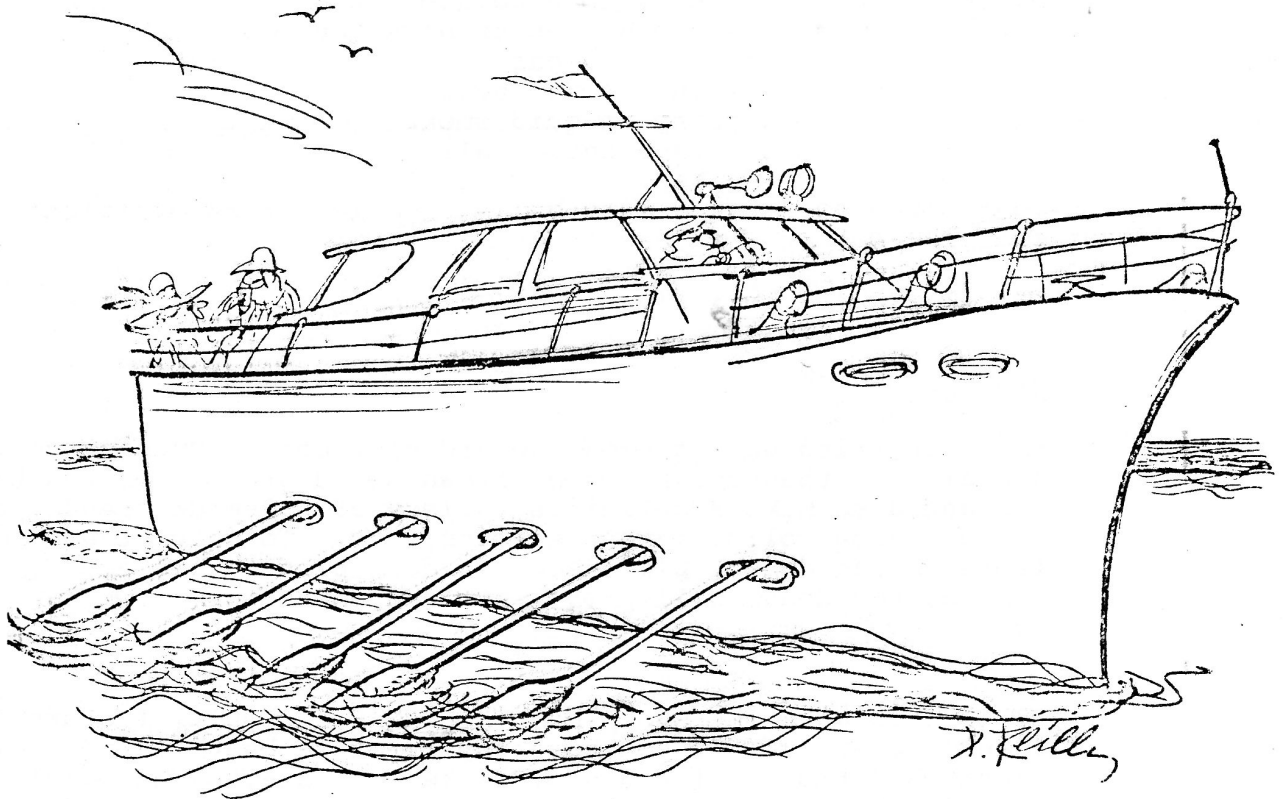
OR

CALABASH CORNER

Watch this column in future editions of Channel Chatter for the latest gossip about your boating friends.

WANTED

Informants as to "goings-on," "goofs," "happenings," and any other choice tidbits about fellow Squadron members and boating friends (????). Informant's identity will remain anonymous. Give your friend the publicity he deserves, call your Channel Chatter Editor today - 724-1634. Reward to the informant who makes the greatest contribution.



HOW TO BEAT THE ENERGY CRISIS

OR

A FIRST MATE'S NIGHTMARE

THE GALLEYMATE'S CORNER

By: *First Mates Everywhere*

Here's a boat-proven recipe that will delight your family at meal-time or your friends at "Happy Hour." Smoked Meat Balls are extra good on second reheating. Make a batch at home and reheat it aboard.

SMOKED MEAT BALLS

Mix together: 5 slices dry bread, cubed - soak in milk
2 pounds hamburger
1/2 cup grated onion
1/2 tsp. garlic salt
1/4 tsp. pepper
1 tsp. salt
2 eggs, slightly beaten.

Form into meat balls. Place on jelly roll pan. Bake in 450° oven 15 to 20 minutes.

Mix together
and bring to boil: 1 - 14-oz. bottle catsup
1 - 8-oz. can tomato sauce
1/4 cup Worcestershire Sauce
1/4 cup vinegar
3/4 cup brown sugar
2 tblsp. liquid smoke
1/2 tsp. onion salt
1/2 tsp. celery salt

Pour sauce over baked meat balls, and let stand overnight in refrigerator. Reheat next day in oven.

TRY IT, YOU'LL LOVE IT.

NAUTWORTHY TIPS:

Have you tried baking bread aboard your boat? Nothing could be more tantalizing than the aroma of fresh-baked bread. Frozen bread dough can and does make a delicious variety of homemade breads, caramel and cinnamon rolls, hamburger buns, etc. To quick thaw and raise frozen bread dough, place bowl in dark plastic bag and set in sun. Inside, the dough will prove warm and moist no matter how windy it is.

We hope to make THE GALLEYMATE'S CORNER a regular feature of Channel Chatter. If you have any favorite boat-tested recipes or "nautical" tips that you would like to share, please call 724-1634 (evenings), and we would be happy to publish them.

First Mate to the Editor

NOTICE TO ALL SQUADRON MEMBERS
OF
INDIVIDUALS PROPOSED FOR MEMBERSHIP

The following individuals have been proposed for membership in the Duluth Power Squadron.

If you have any comments, favorable or unfavorable, about any of the individuals named below, please communicate, in writing, before May 13, 1974, with Lt. Allan Christiansen, AP, Chairman of our Membership Committee, at 4615 Cambridge Street, Duluth, Minnesota 55804.

<u>PROPOSED FOR MEMBERSHIP</u>	<u>PROPOSED BY</u>
Darrell L. Jensen 1320 Brainerd Avenue, Duluth, Minn.	Allan Christiansen
Marvin G. Turner 622 Ninth Avenue West, Ashland, Wis.	Eugene Franklin
Mark Fishman Box 23, Ashland, Wis.	Eugene Franklin
Charles A. Dutter Box 281, Eau Claire, Wis.	Eugene Franklin
Donald L. Fontaine 711 Columbia Boulevard, Minneapolis, Minn.	Edmund Katzmarek
Dell W. Forsyth 5401 Otsego Street, Duluth, Minn.	Allan Christiansen
Rev. Fr. Michael T. Skumavc 2002 Minnesota Avenue, Duluth, Minn.	Eugene Shabatura
Thomas M. Patten 1635 Minnesota Avenue, Duluth, Minn.	Allan Christiansen
Steven E. Dentinger 105 Greenwood Lane, Duluth, Minn.	Allan Christiansen

WHAT EVERYONE MUST KNOW ABOUT MEMBERSHIP

USPS has instituted some new Membership procedures designed to make our long-standing policy of selectivity even stronger. Despite all the discussions taking place at every level in USPS, some members may not know about these changes:

DID YOU KNOW that the new admission procedures are mandatory -- that every Squadron must follow them to the letter?

DID YOU KNOW that, even though it's helpful, completion of the Boating Course does not qualify anyone for membership? New members may be invited and initiated even though they have never taken the Boating Course. Every person invited to join a Squadron must first take and pass a Membership Examination, whether they are graduates of the Boating Course or not.

DID YOU KNOW that we can make no statement before a Boating Class or in our Public Relations referring to membership or the advantages of membership, nor can we mention Advanced Grades or Elective Courses?

DID YOU KNOW that no one may be invited to join unless his name has been circulated to all members of the Squadron for comment?

DID YOU KNOW that there is a new proposal form which you will use to propose a prospect to our Membership Committee for consideration? It's called Mem/Com Form 41, Proposal for Membership -- and we are depending on you to propose one or more good men who'll fit into our Squadron and make a contribution toward USPS goals.

Ask our Squadron Membership Chairman Al Christiansen for copies of Mem/Com Form 41 and for more information about our new procedures. He's counting on you to help!

MEMBERSHIP COMMITTEE



United States Power Squadrons

Membership Committee

PROPOSAL FOR MEMBERSHIP

Section I (To be completed by the Proposer)

_____ Power Squadron Date _____

I propose Mr. _____ for membership in the United States Power Squadrons and in our local Squadron.

He is a man of good character and compatible with the membership of our Squadron. I believe that he is capable of making a substantial contribution to the aims and objectives of USPS.

I feel certain that he will whole-heartedly subscribe to our Constitution and By-Laws, and to the letter and spirit of our Membership Pledge.

Candidate's Name: _____ Phone: _____

Residence: _____

Birthdate: _____ U.S. Citizen: ☐ Yes ☐ No Married: _____ Single: _____

Wife's Name: _____ Number of Children: _____ Ages: _____

Employer: _____ Occupation: _____

Educational Background: _____

Boat Description: _____ Boat Name: _____

Where Kept: _____ Taken USPS Boating Course: _____

When: _____ If so, did he pass the examination? _____

USCG Aux. or other boating courses? _____

Yacht Club: _____

Other Organizations: _____

Boating experience: _____



ENDORSED BY

PROPOSED BY:

1. _____

2. _____

(reverse side for committee use only)

Section II (For use by the Squadron Membership Committee — All information contained herein is confidential)

Candidate's Name: _____

Additional information: _____

Favorable Consideration _____ Rejection _____ Date _____

If favorable, candidate's name is circulated to entire membership

Date _____ By letter _____ By Squadron Publication _____

Comments from membership: _____

Candidate notified of Membership Examination on _____

Examination for Membership in United States Power Squadrons

Examiner _____ Date _____ Passed _____ Failed _____

Membership Committee's final recommendation to the Executive Committee.

Favorable _____ Unfavorable _____

Comment: _____

Signed _____

(Membership Chairman)

Section III (For use by the Squadron Executive Committee)

Candidate approved _____ Not approved _____ Date _____

Signed _____

(Commander or Secretary)

Letter of invitation sent on _____ Dues received on _____

All proposal forms for candidates **NOT APPROVED** by the Executive Committee shall be turned over to the Membership Chairman, who shall notify the proposer of the negative action taken by the Executive Committee.

All proposal forms for candidates who are **INVITED** to join shall be returned to the Membership Chairman for his future use.