



"Fly The Ensign Proudly"



Channel Chatter

Published by The Duluth Power Squadron

VOL. 15

DULUTH, MINNESOTA

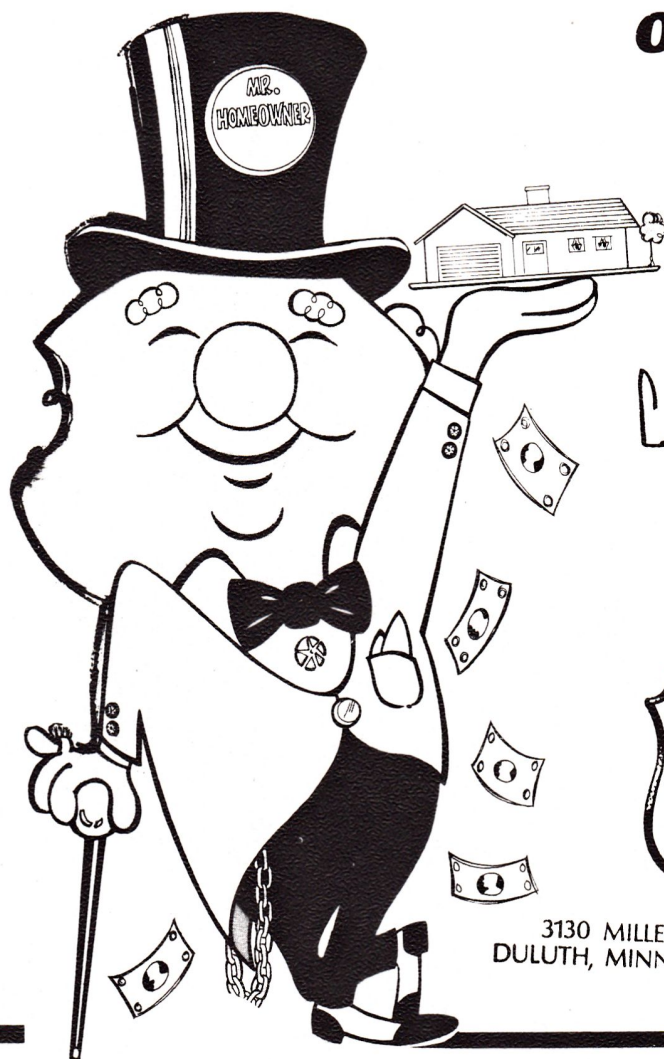
DECEMBER 15TH, 1978

NO. 6



In This Issue...

In Respect...
Shooting The Breeze...
Empty Nest Syndrome...
Crusing Yachtsman...
Safe Boating Is Fun...
Safe Boating...
Why Heart Attacks Don't Come Easy...
Seamanship Course...
Recalls — Latest Boat & Engines...
Here's How...
The Elements of Storms...
Boating Classes...
Hot News...
Welcome Aboard and Congratulations...
An Open Letter...
Elected & Appointed Officers
of The Duluth Power Squadron...
A Night To Remember...
Sail Bag...
Let's Get Personal...
When Do You Know They Are
No Longer Children...
Toys for Tots...
Keeping You Informed...
Documentation - 5 pages...
We Did It For You...
Boatmen and Yachtsmen...
What Is A Boat?



OWN A PIECE OF THE BLOCK...

COMMERCIAL ...
RESIDENTIAL
BUILDERS OF FINE HOMES

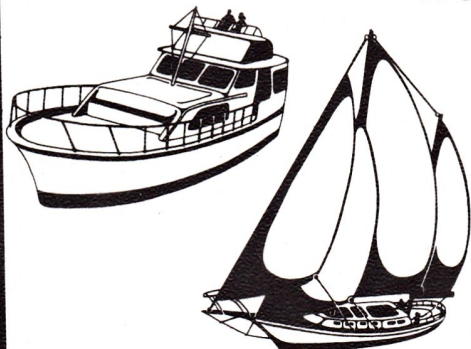
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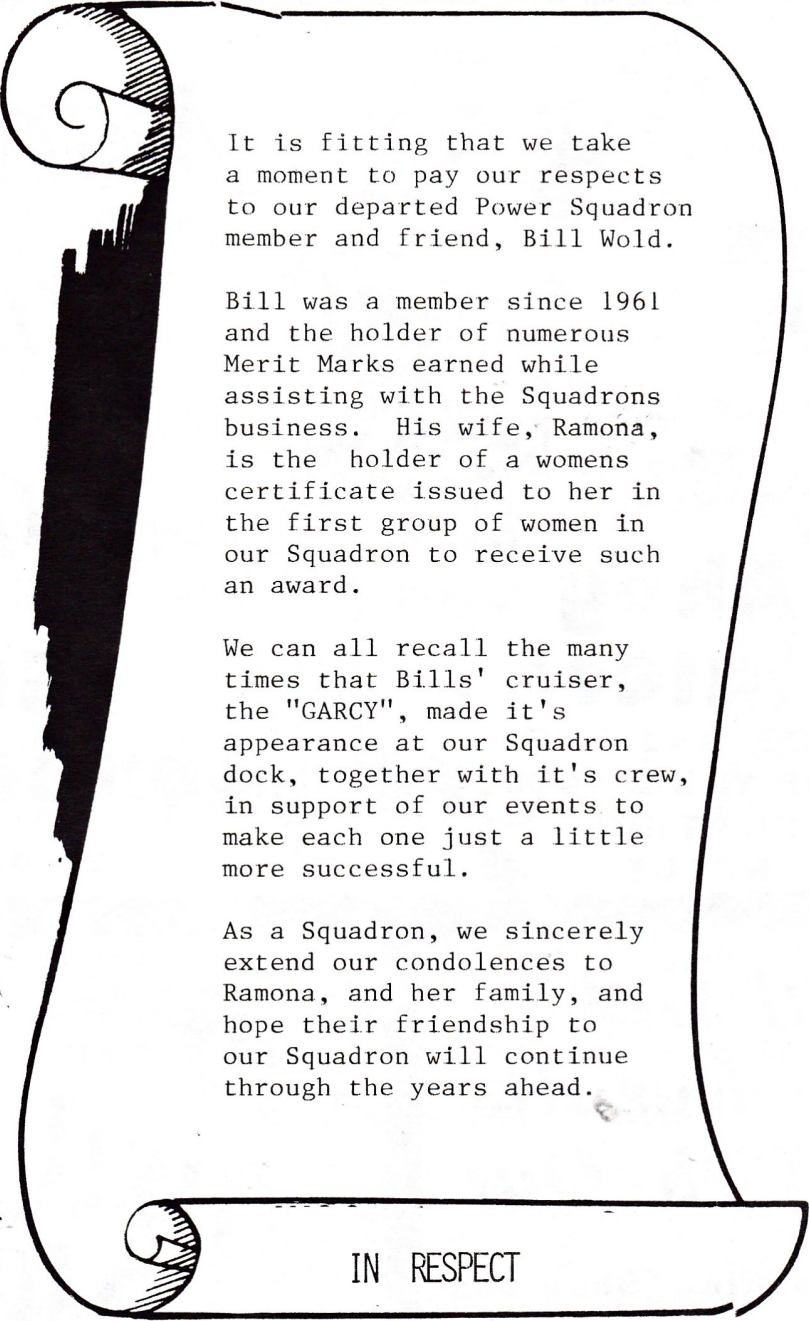
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It is fitting that we take a moment to pay our respects to our departed Power Squadron member and friend, Bill Wold.

Bill was a member since 1961 and the holder of numerous Merit Marks earned while assisting with the Squadrons business. His wife, Ramona, is the holder of a womens certificate issued to her in the first group of women in our Squadron to receive such an award.

We can all recall the many times that Bills' cruiser, the "GARCY", made it's appearance at our Squadron dock, together with it's crew, in support of our events to make each one just a little more successful.

As a Squadron, we sincerely extend our condolences to Ramona, and her family, and hope their friendship to our Squadron will continue through the years ahead.

IN RESPECT

WHITECAPS

WHITECAPS ON A WINDY DAY
RISE AND FALL AND FADE AWAY,
SOME, OF COURSE, WILL REACH THE SHORE
TO HIT THE ROCKS AND LIVE NO MORE.
WHEN COMES NIGHT, THEY LAY DOWN THEIR HEADS
ON ONE OF THE LAKE'S CALM, WEEDY BEDS,
AND NOW THAT THEY HAVE HAD THEIR REST
THEY'LL WAKE AT MORN WITH RENEWED ZEST.
ACROSS THE LAKE THEY'LL HEAD ONCE MORE
TO BATTER THEMSELVES AGAINST THE SHORE.

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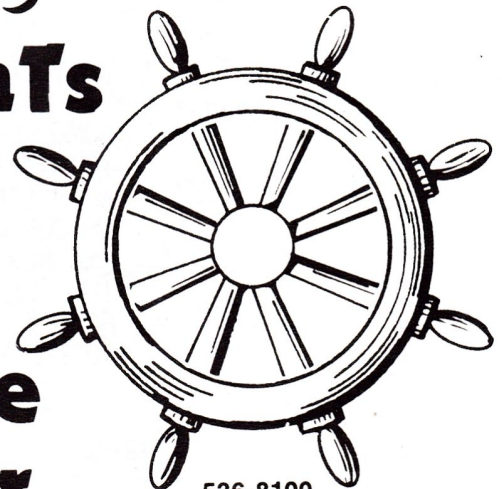
***Drills
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River**



536-8100

Shooting the Breezy.....



EDITORS NOTE.

MAKE A NEW YEAR'S RESOLUTION TO BECOME ACTIVE IN YOUR SQUADRON;
TO SUPPORT ITS ACTIVITIES; TO TAKE ADVANTAGE OF THE QUALITY
EDUCATION PROVIDED IN ITS MANY FINE COURSES; TO ENJOY THE FRATERNITY
AFFORDED AT THE MEETINGS, COURSES, AND SOCIAL ACTIVITIES, AND TO
BRING IN A NEW MEMBER THIS YEAR, ONE WHO WILL BENEFIT FROM WHAT
THE SQUADRON OFFERS AND WILL BE BENEFICIAL TO THE SQUADRON.

WE ARE APPROACHING THE END OF ANOTHER SUCCESSFUL YEAR AT THE CHANNEL
CHATTER. THIS SUCCESS IS DIRECTLY A RESULT OF YOUR EFFORTS AND
FOR THIS, I AM MOST APPRECIATIVE.

THE YEAR 1978, HAS BEEN ONE OF ECONOMIC UNCERTAINTY THROUGHOUT THE
WORLD. THERE IS NOTHING WRONG WITH AMERICA THAT HARD WORK CANNOT
CURE. IF WE HAVE THE COURAGE TO "PITCH IN" AND GIVE OUR BEST EFFORT
TO EVERY TASK WE ARE ASSIGNED, THEN WE CAN HOPE THAT THE SUCCESS
WHICH THE CHANNEL CHATTER HAS ENJOYED IN THE PAST WILL BE CONTINUED
IN THE FUTURE.

AGAIN, I'D LIKE TO THANK ALL MEMBERS WHO HAVE DEDICATED THEIR TIME
AND ACKNOWLEDGE A JOB WELL DONE!

MAY 1979 BE A YEAR OF HEALTH AND HAPPINESS FOR YOU AND YOUR FAMILY.

WARMEST PERSONAL REGARDS,

GENE WALTON

EDITOR



Erling R. Hansen

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EMPTY NEST SYNDROME

WE MAY AS WELL FACE IT - SUMMER IS OVER!

WHEN YOUR YOUNG, SUMMER ENDS THE DAY YOUR MOTHER SAYS "GET OUT YOUR SCHOOL CLOTHES AND LET'S SEE WHAT YOU'RE GOING TO NEED." IF YOU A BOATER, IT ENDS THE DAY YOU TAKE YOUR BOAT OUT OF THE WATER.

THE END OF SUMMER IS A SAD TIME, SO TOO IS PUTTING ONE'S BOAT TO REST FOR WINTER. IT'S A TIME OF LOOKING BACK, PERHAPS BECAUSE WITH SUMMERS PASSING, SOMETHING ONCE LOVED, ONCE LOVELY IS LOST, BECAUSE SOMETHING IN EACH OF US DIES THAT WILL NOT COME BACK AGAIN - ILLUSIONS, HOPES, SOME SMALL BRIGHT DREAM.

OUR LIVES ARE MEASURED IN THE SUMMERS THAT WE LIVE, IN THE SMALL BITS OF LIFE THAT BREAK OFF AND LODGE WITHIN THE MEMORY — A CRUISE WHERE COLORED LIGHTS DANCED ON THE WATER, — A LAZY FISHING TRIP ON A SUMMER AFTERNOON, — A CRUISE ALONG THE BAY, THE THRILL OF THE BRIDGE OPENING AT YOUR SIGNAL. SUMMER IS THE TIME FOR CLOUDS, CREEKS THAT ARE CLEAR, FOR CLIMBING HILLS, FOR DOCKING AT ISLE ROYALE WHERE THE ICY WATERS YIELD FISH AND FROGS, WHERE STRANGE BIRDS CALL AT NIGHT AND MOOSE COME SILENTLY TO DRINK AT DAWN, FOR GAZING IN WONDER AT A SUNKEN SHIP, FOR EXPLORING A NATURE TRAIL, FOR SHARING A PICNIC IN A LEAN-TO WITH GOOD FRIENDS. SUMMER IS LAUGHING AT THE TRIALS AND TRIBULATIONS OF A BOAT TRIP, FOR PUMPING THE BILGE, FOR REPAIRING A "SICK ENGINE"! SUMMER IS THE TIME FOR DREAMS AND BELIEVING THEY'LL COME TRUE.

FOR THINGS ARE CHANGED AT SUMMERS END...WITH A MIXTURE OF SADNESS AND ALMOST SHAME, TO BE DESERTING WHAT HAD BEEN SO DEAR, HAD GIVEN SO MUCH - PLANS ARE MADE TO TAKE THE BOAT OUT AND PUT IT AWAY UNTIL SPRING. WITH A SUDDEN STAB OF HURT AND KNOWING, WE SENSE THAT A DOOR IS SOFTLY CLOSING ON THE SUMMER OF '78 AND WOULD NOT, COULD NOT BE RE-OPENED.

AS A MOTHER GRIEVES FOR HER CHILD WHO HAS TOO SOON GROWN AND LEFT THE NEST, A BOATER GRIEVES FOR SUMMERS END.

THE BOATS ARE SOON COVERED WITH A ICY, BLANKET OF SNOW, THE DOCKS, WHICH A SHORT TIME AGO SUPPORTED THE HAPPY FOOTSTEPS OF BOATERS, ARE NOW HUDDLED TOGETHER ON THE SHORE FOR WARMTH. SUMMER IS OVER - THE ENGINES ARE SILENT. THE CAPTAIN HAS HAD TO SURRENDER HIS SHIP TO THE POUNDING DRUMS AND THE BLARING TRUMPETS OF WINTER. SUMMER '78 IS OVER AND THE LAKE HAS TURNED INTO ONE BIG WHITE CAP!

N.B.



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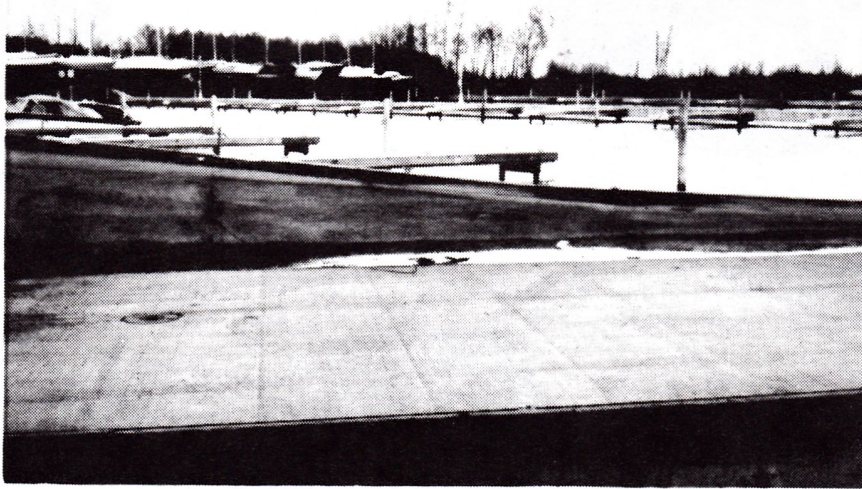
"THE BUSIEST SPOT IN TOWN"

"Across from Superior V.F.W."

EMPTY NEST SYNDROME!

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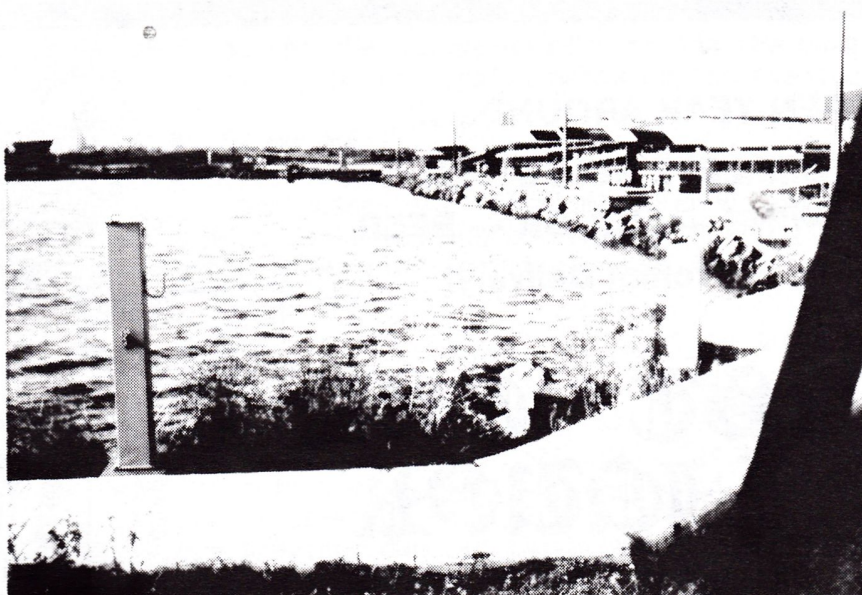
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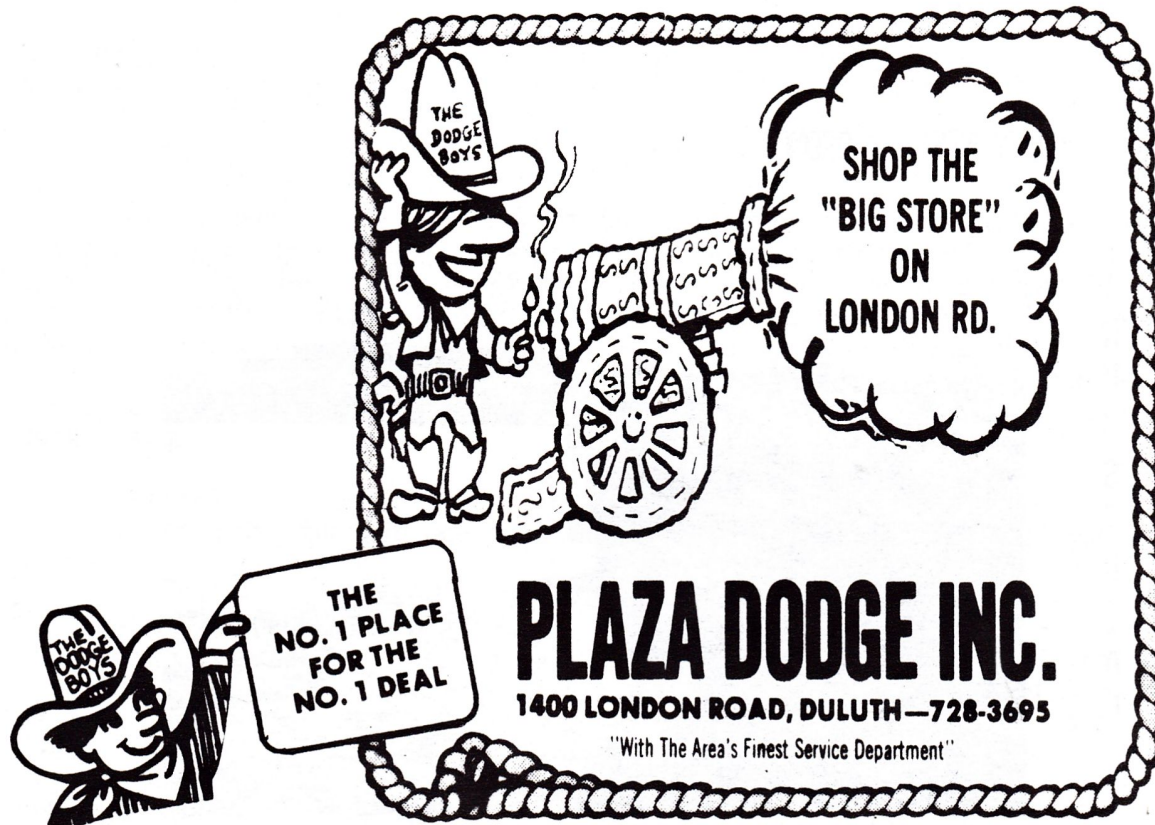
728-3619
628-1038

EMPTY NEST SYNDROME!

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EMPTY NEST SYNDROME

WHERE HAVE ALL THE PLAYMATES GONE?.....

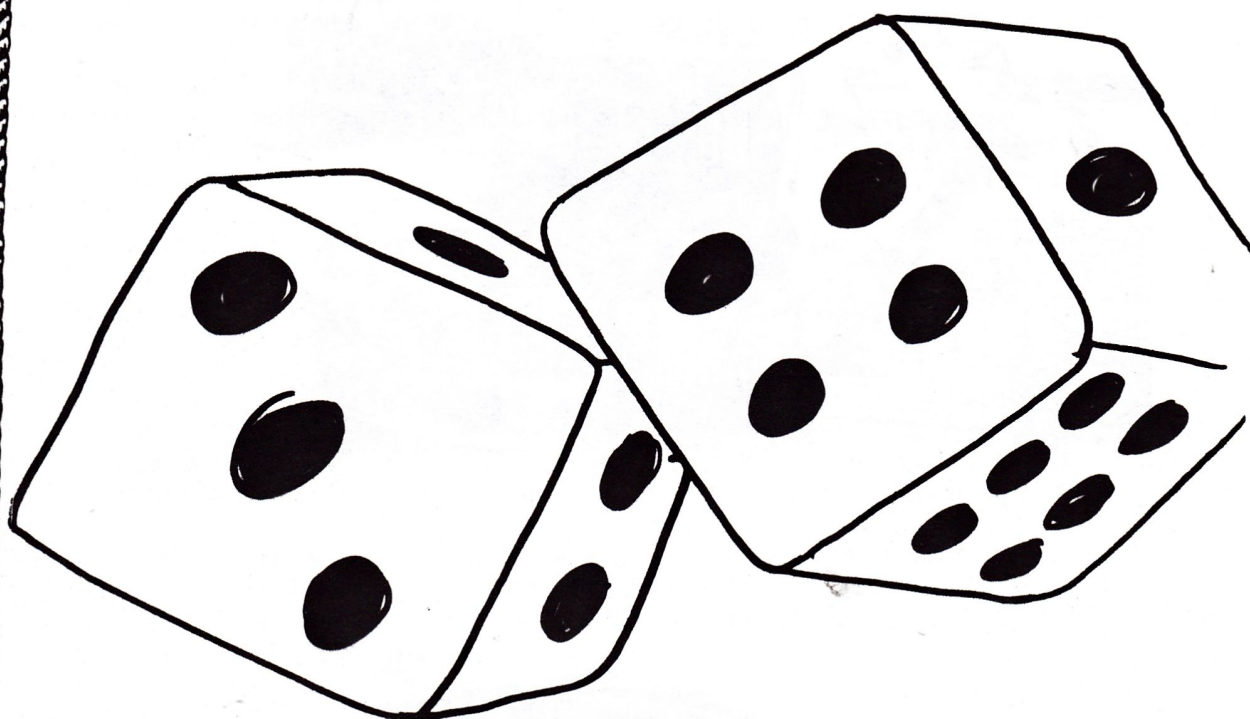
THE LAST TWO TO BE CALLED IN FROM PLAY..... NOVEMBER 1973





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*Captain
Dick Sundberg
says: "Don't
gamble with
your office."*



The Cruising Yachtsman

Wearing a metal bracelet or watch band when working on an engine can result in a severe burn according to the General Safety Committee. They report that the operator of one boat managed to short the solenoid live connection with the ground and got the full charge of the 80 ampere battery with his watch band and received third degree burns of the wrist which took weeks to heal. Even the metal of the watch band was discolored by the heat. Had the boatman not been able to disengage his arm instantly far more serious injuries might have resulted.

Safe Boating *is fun!*

Q: What causes motion sickness, and how can I avoid getting sick next time I find myself on somebody's sailboat?

A: Motion sickness seems to result from disturbances in the nerves inside the ear, nerves which govern your sense of equilibrium. When these ear nerves, linked with nerves in the stomach, become "overloaded" by constant motion, a reaction begins along the entire length of nerve circuit, and in response, your stomach contracts, making *you* feel sick. What to do? Well, besides taking anti-motion-sickness pills beforehand, try to sway *with*, not away from, the motion of the sailboat. Studies show that boat captains and bus drivers whose eyes constantly follow the direction in which they are moving, bringing their heads (and ear canals) in line with the path of travel, experience less motion sickness than passengers, who tend to lean *away* from the direction of travel. Other smart preventive measures: Avoid closed cabins and stale smoke, and, if possible, *lie down* (when you're supine, your head automatically stays in line with the direction of travel). Finally, if after all these precautions you still can't stand rocking sailboats, you may want to limit your sailing to more stable yachts, ocean liners, and cabin cruisers!

Warning on carbon monoxide fumes

The Coast Guard has again issued a warning about the danger, on boats equipped with gasoline engines, of a back draft of carbon monoxide-laden air being pulled into the cabin of a moving boat. It is recommended that there be good ventilation from forward ports and vents at all times when the engine is in operation. It is also recommended that boat operators consider purchasing and installing a carbon monoxide indicator which comes in the form of a small plastic square with a brown, coated surface which changes color in the presence of carbon monoxide. Not generally found in marine stores, the indicators are available at many airports for \$1.50 to \$2., and will remain effective for three or four weeks.

YACHTING/September 1978

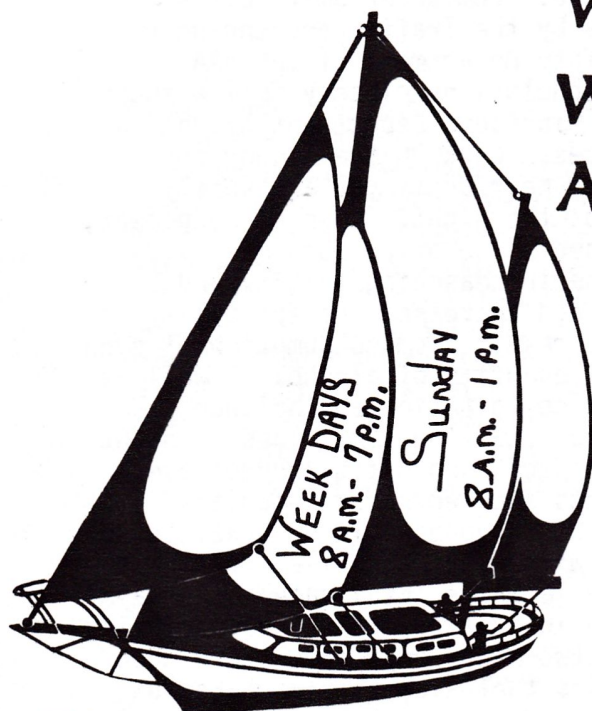
Safe Boating

Lieutenant Commander David Smith, U.S. Coast Guard State Liaison Officer based in St. Louis has taken aim on demon rum and reports that over 50% of all water recreational fatalities are alcohol connected. Commander Smith cites studies by the Traffic and Engineering Safety Department of the AAA whose conclusions closely follow those of the Minnesota Department of Natural Resources. Lock up the liquor and hide the beer until you are safely home for the night. Loss of judgement, decreased sense of responsibility, decrease in reasoning ability and memory and increased susceptibility to fatigue result from consumption of even a small quantity of alcohol as well as loss of coordination and balance, decreased reaction time, loss of night vision, decreased efficiency of eye movements and decreased muscular strength. Anyone would be crazy to go flying with a drunken pilot or ride a motorcycle while intoxicated. Perhaps you are in just as much danger drinking one or two beers on a boat. A hidden hazard is that alcohol also makes us over-confident.



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WHY HEART ATTACKS DON'T COME EASY

It isn't easy to get a heart attack. You have to work at it, declares Dr. John Packard, a heart specialist.

You have to be extremely aggressive and hard-driving, overly materialistic, shaky about your position, concerned more with the future than the present and seething with hostility.

On the other hand, if you're patient, relax a lot, feel good about your status in life, know what you can and can't do, then you're not likely to earn a heart attack.

About 1 million Americans work themselves into a heart attack every year, Dr. Packard says. Almost 650,000 of them die.

What's the alternative to this hard work?

SLOW DOWN!

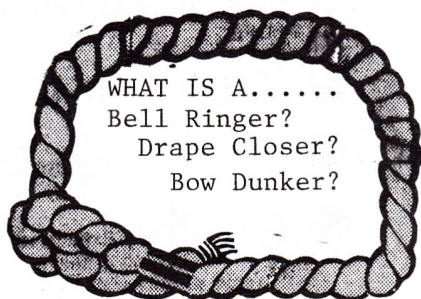
Whenever you're angry, try to laugh it off.

Forget about deadlines. Instead, look for beautiful things to appreciate.

Never mind collecting a raft of goods. Try to be a good husband, a good father, a good son and a good man!

You'll live longer and you'll live better!

HAPPY HOLIDAYS



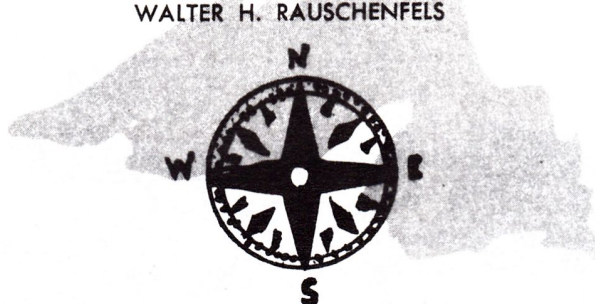
Do you recall when Edmund Hillary and his native guide, Tenzing, made their historic climb of Mt. Everest? Coming down from the peak Hillary suddenly lost his footing. Tenzing held the line taut and kept them both from falling by digging his ax into the ice. Later Tenzing refused any special credit for saving Hillary's life; he considered it a routine part of the job. As he put it: "Mountain climbers always help each other."

Should the rest of us be any different?

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OUR SEAMANSHIP COURSE IS WELL UNDERWAY UNDER THE CHAIRMANSHIP OF AL HARTLEY. IT IS DISAPPOINTING THAT SO FEW ARE TAKING ADVANTAGE OF THIS ESSENTIAL COURSE (A REQUIREMENT FOR THE FIRST TWO YEARS OF MEMBERSHIP OF NEW MEMBERS).

IT IS STILL NOT TOO LATE TO ENROLL.

LAFAYETTE SQUARE - PARK POINT

WEDNESDAYS - 7:00 P.M.

ALLAN CHRISTIANSEN

CHAIRMAN ADVANCE GRADES

Learn Safe Boating

BRING A FRIEND TO OUR NEXT MEETING. SHOW THAT YOU HAVE A FRIEND. GET HIM INVOLVED TOO.

IT IS A GOOD TIME TO TELL YOUR NEW MEMBERS ABOUT OUR BOATING CLASSES, MORE THAN TELLING THEM....BRING THEM! IT CAN'T HURT YOU, BUT IT CAN DO ALOT TOWARD GETTING THEM INTERESTED AND INVOLVED. LET THEM GET THE IDEA OF THE CONCEPTS OF USPS. IF HE'S LIKE YOU, BECAUSE YOU PROPOSED HIM, OUR SQUADRON WILL PROSPER AND HE CAN'T HELP BUT IMPROVE HIMSELF.

KNOWING HOW MAKES BOATING SAFER

"Ships sail East, and
Ships sail West
By the very same
Breezes that blow
It's the set of the sail
And not the gale
That determines where
They go."

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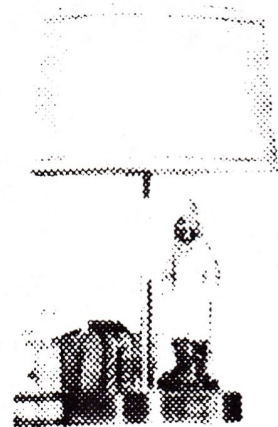
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Latest Boat and Engine RECALLS

THE COAST GUARD has once again added to its list of boats and engines being recalled for safety related defects. New campaigns, begun since BOATING last published additions to the list, are detailed below.

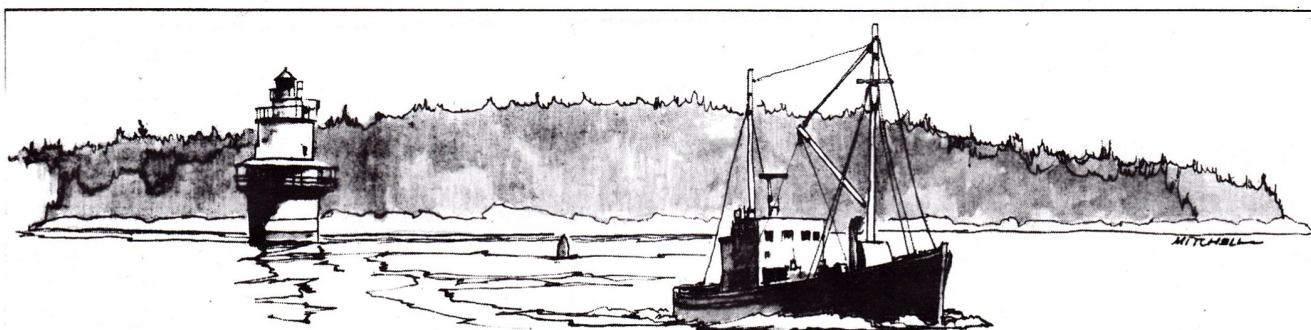
If you own any of this equipment, you should see your dealer without delay. And remember, the problems refer specifically to the models and years described, not to others from the same company.

A complete list of active recall campaigns, new and in progress, can be had from the U.S. Coast Guard (G-BBT), Washington, D.C. 20590.

MANUFACTURER	MODELS AFFECTED	YEAR	PROBLEM (see key)
Bonanza Molding	175, 190, 210	1977	cap
B & L Fiberglass	16' Savage	1977	flo, pers
Brownlow Mfg. Co.	GT-176	1977	hp
Charger	E-P15 Trihull O/B Bass Boat	1977	hp, wt
Correct Craft	18' Southwind	1977	wt
Craft Boat Works	Wachita 12	1978	cert
Crestliner	Crusader 2255, 2255 Family Fisherman	1977, 8	fuel tank may break loose, damaging fuel hose or line
Delhi Mfg.	14', 15' Supersticks	1977	hp
Duracraft	17200 P	1978	wt
Fiberform	190	1977	wt
Florida Boat Mfg.	Rivercraft O/B	1977	hp
Glastron Boat Co.	CV-23 Jet	1978	faulty fuel tanks
Gregor Boat Co.	R-166	1978	pers
Glasply	Gp198L, SL Cutty	1978	pers, wt
Jim Henderson	15' Trihull Bowrider	1977	insufficiently secured flotation

Lane Craft Boat Co.	Small, Super Vee; John; Hi, Lo Tri- hull; Lg, Sm Bass	1977, 8	cap
Lund American	Big Fisherman, Big Lakes, Pike 16, Pike 16D	1978	cert
Mercury Marine	sterndrive models 250, 280TR, 330TR, 330TRS, 898, 228	1977, 8	power steering has lubrication problem
Marquis Boats Inc.	15ST Trihull	1977	hp, wt
Martin Boats	Gemini	1977	wt
Monark Boat Co.	01-03-3525	1977	hp
Performance Plus	Venture 1800 I/O	1977, 8	flo
Rabco	28'	1976	leaking fuel tank fitting
Snug Harbor Boat Works	Yacht Dinghy	1977, 8	HIN format incorrect
Stalker	Super Pro Trihull	1977	hp, wt
Stinger Boats, Inc.	—	1972-8	cap
Supreme Ind.	Ski Supreme	1978	cap, cert
Thunderbolt Boat Co.	10' dinghy	1978	flo
Tollycraft	26'	1977	nut holding steering cable to rudder arm might work loose
Vivian Fiberglass (Eliminator Boats Div.) Boat	Eliminator Bass	1977	wt
Wood Mfg.	1750V, 178V	1978	pers, wt

Key: cap = capacity label missing or improperly displayed; cert = certification label missing or incorrect; flo = insufficient or no flotation; hp = maximum horsepower capacity overrated; pers = maximum persons capacity overrated; wt = maximum weight capacity overrated.



Reprinted from BOATING 1978



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HERE'S HOW

Edited by Larry Kean

Make a Dock Wagon

I've yet to find the ideal means of carting supplies and weekend paraphernalia from car to boat across the wide expanse and crowded conditions of most marina floats. Some marinas, as a courtesy, provide carts of the garden variety. On some I've seen small wagons. The shape and/or capacity of these carts are more often not suited to the purpose. On a crowded weekend, availability of these carts is always in doubt. Finding one not in use is usually a case of "find the hidden treasure." Some captains have been known to hide them on their finger floats to have a cart ready on return. Ever notice the flock of kids running up and down the marina aisles? This unsafe practice is not the case of the kids playing on the floats, rather they're acting out the role of hunter—with a cart the prize.

They play this out with determination, for otherwise the consequence is many trips hand-carrying bags and boxes to the boat. The game tires after a while and we concluded that the quickest way to get underway is to have our own cart.

For two seasons, I've happily used a small inexpensive child's wagon to which I've added a detachable, easily made box. The box dimensions were limited by three factors: the width of the marina gate, the size of the trunk of our car (station wagon owners have it made!), and the length of our ice chest.

Any standard lumber or even scrap can be used. For ease of construction I made the box of stock 1" x 8" and 1" x 12" common pine, the kind used for shelving (often a lumber yard sale item). Wagon dimensions will vary but the one I use has a tray 13½" wide, 32½" long, and 4" deep. The box is 34" long and 25½" wide. The bottom is made up of 1" x 12" stock and the sides of 1" x 8". A filler piece of 1" x 2" on the center of the bottom was added to make the width of the box fit the length of the ice chest. The seam formed by this filler should be open to provide for water escape.

The box is held in the wagon by two "T" sections of scrap lumber attached to the box bottom, and not as deep as the wagon tray. These are fitted to catch the sides and ends of the wagon tray and are loosely fitted to slip in and out of the tray.

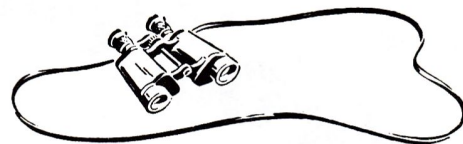
The box and wagon, being detachable, are separately carried in the car trunk and easily assembled for use.

This simple, inexpensive system has proven to have benefits beyond its original purpose. We now use it year round for:

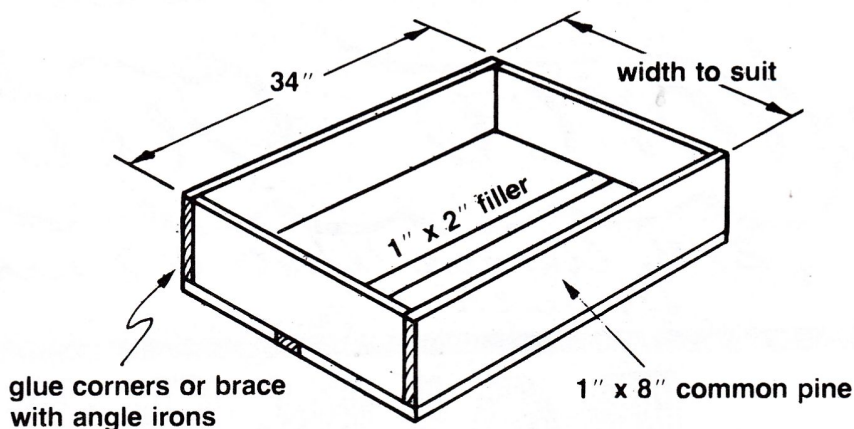
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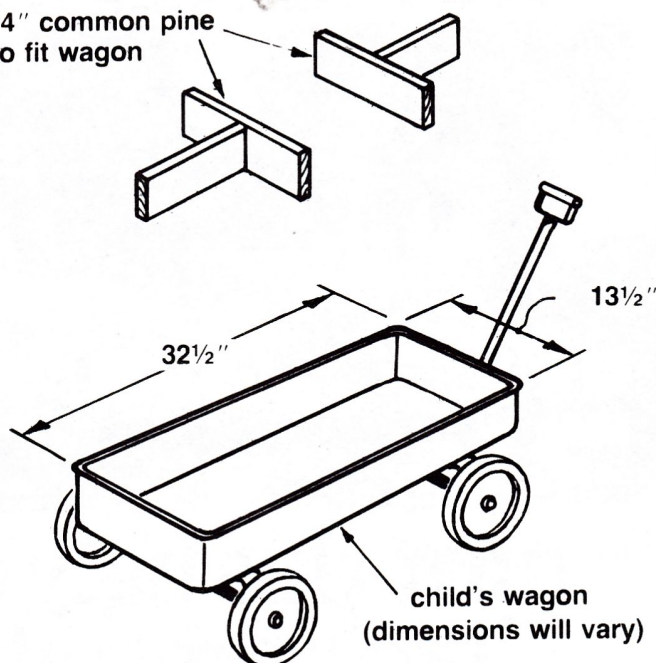
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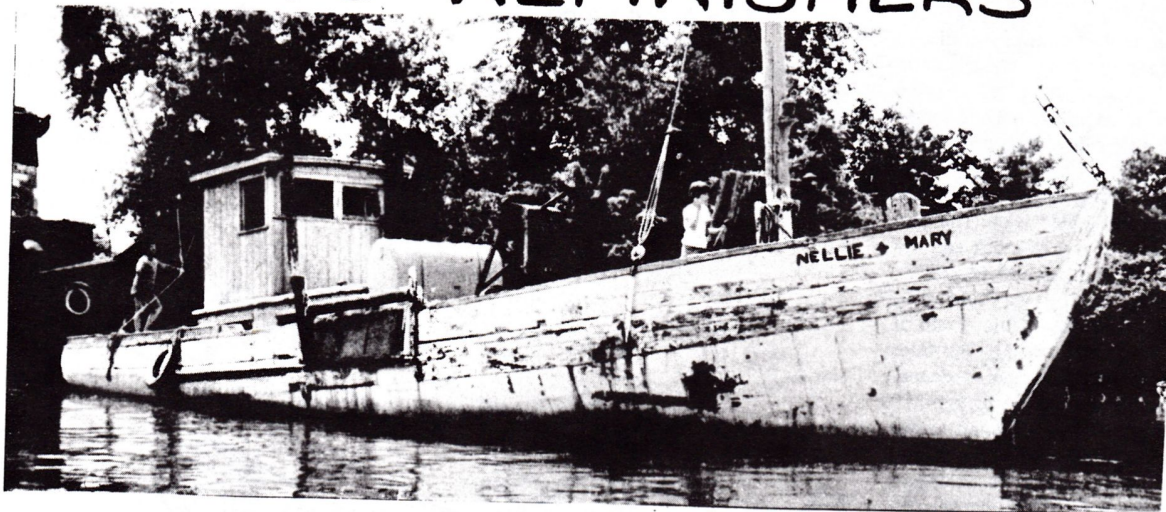
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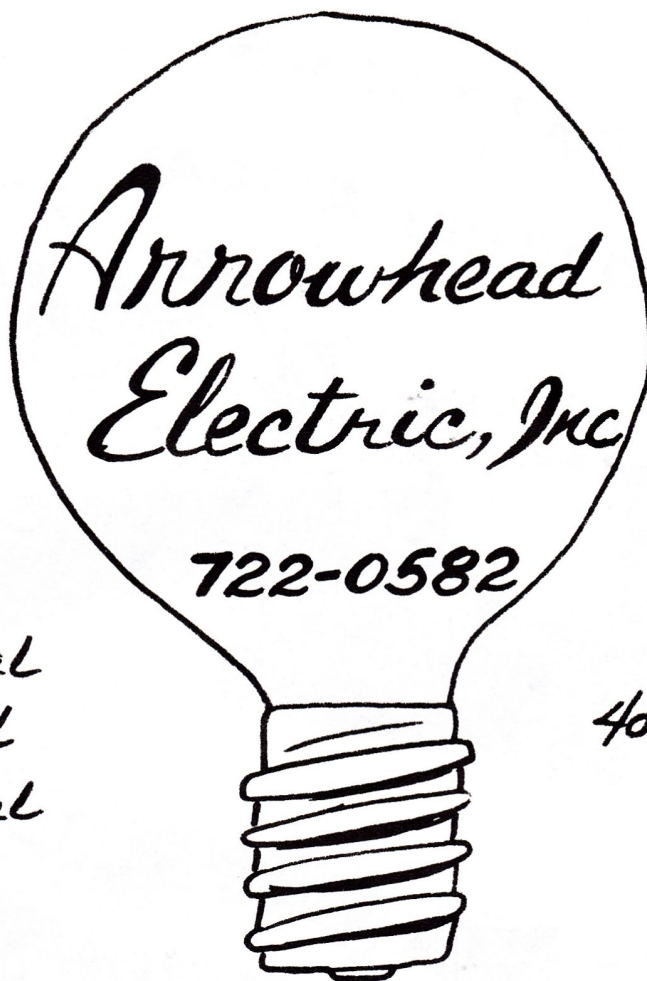


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MARY LINDA WATERHO

The Elements of Storms

STORMS are caused by great masses of moving air that break away from their original homeland and encounter other air masses differing in temperature and moisture content. Such confrontations create weather fronts that extend from the surface of the land or sea to the upper reaches of the atmosphere.

The storms (or extratropical cyclones as they are called when they occur in the latitudes between 30 degrees and 60 degrees North) that result from these encounters, and the intensity with which they strike, are dependent upon such variables as season of the year, geographical location, and positions of the Pacific Arctic front and the Pacific and Atlantic polar fronts (Fig. 8). These fronts migrate with the seasons and are generally the dividing line between cold northern air and warm, moist air from the south.

The terms *tropical* and *polar*, as used to describe air masses, specify the sources of each type. Tropical air is bred along either the Tropic of Cancer or the Tropic of Capricorn. These mark, respectively, the most northerly or southerly point from the equator where the sun is directly overhead at noon. The source for polar air is a polar front, not the poles themselves.

The battle line between polar and tropical air shifts with the seasons. In winter, polar fronts move south, extending from the Icelandic low to the lower tip of Florida on the East Coast, and from Vancouver to below the California-Mexican border in the West. During the summer months, these fronts retreat above the Canada-U.S. border so that few storms pass over the continental United States.

Many storms are formed along mountain ranges that are particularly favorable for their creation. Air shrinks in a vertical direction when it crosses over a mountain range and expands vertically after passing it. Rotational forces exerted on the expanding air set up the counterclockwise circulation required for the formation of a cyclone. For this reason, many cyclones begin their life cycles east of the Rockies and the Appalachians.

Another factor that contributes to storm formation is the temperature difference between land and water in winter, when land is much colder than water. This occurs frequently in the Gulf of Alaska, the Gulf of Mexico, and along the East Coast. The

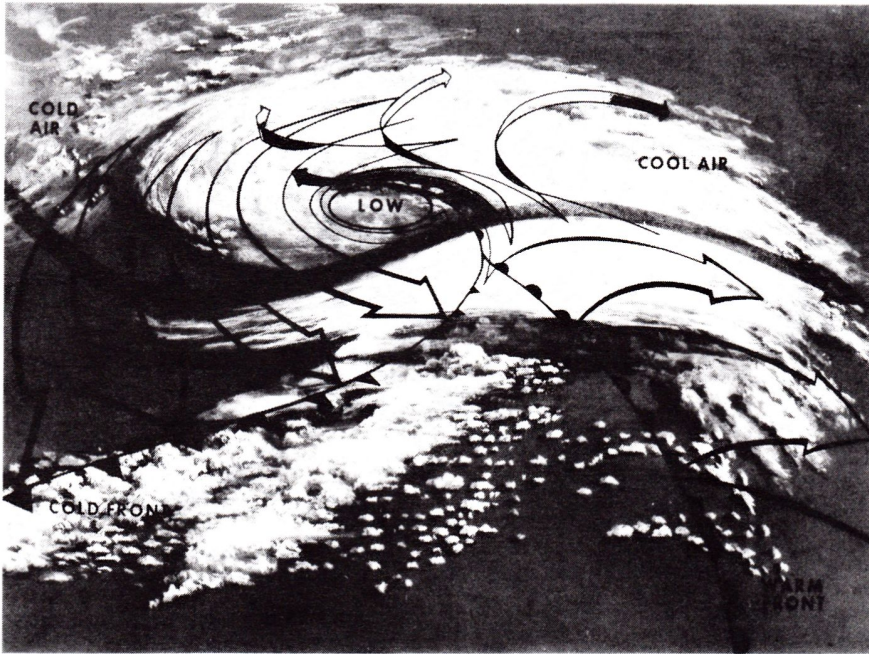


Fig. 8: Elements involved in extratropical cyclone.

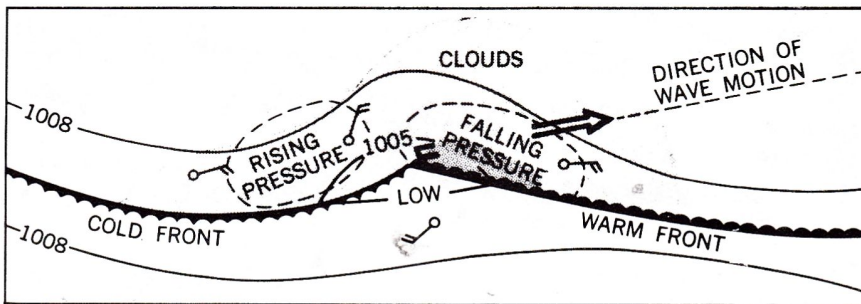


Fig. 9: First stage in formation of frontal wave.

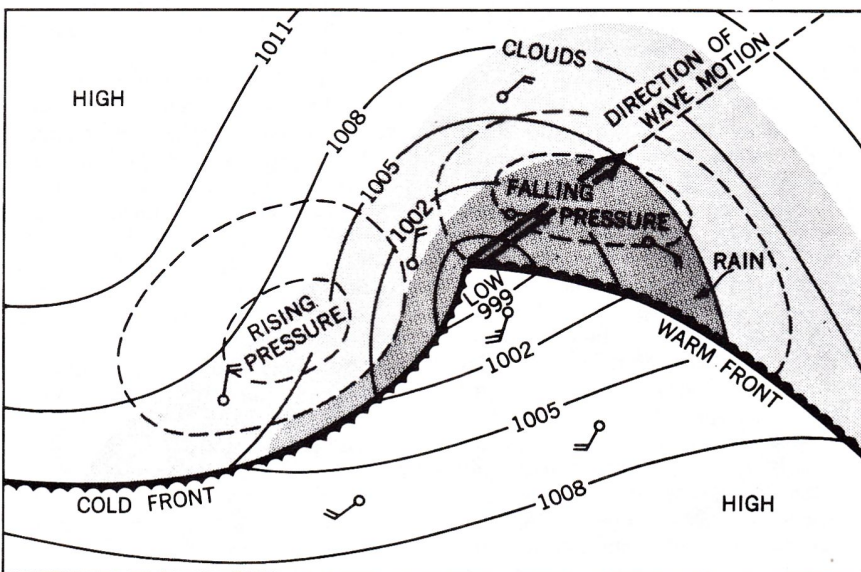


Fig. 10: Fully developed frontal wave.

Storms

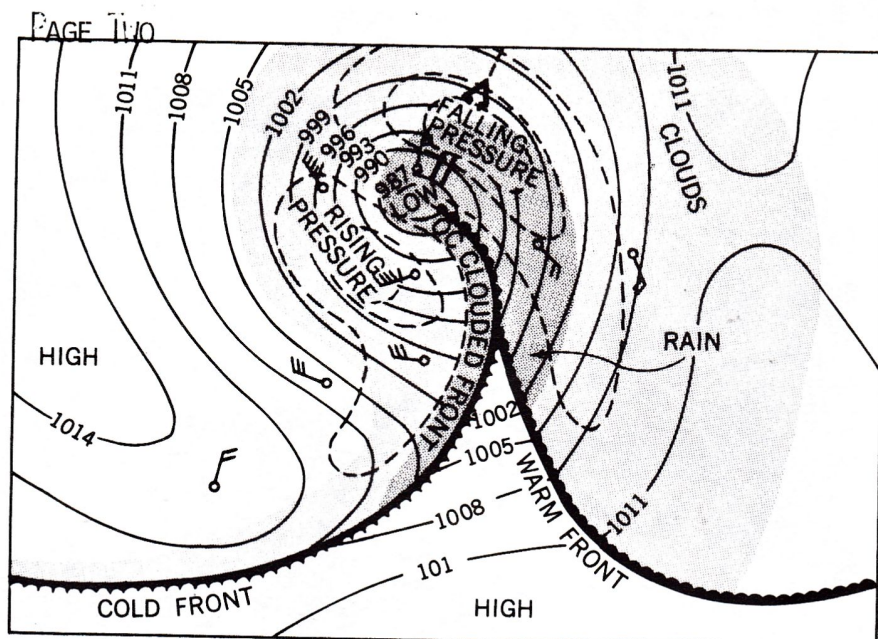


Fig. 11: Top view of occluded weather front.

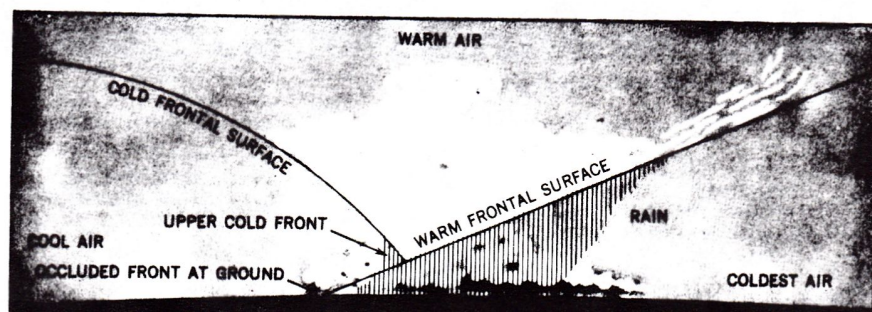


Fig. 12: Side view of occluded weather front.

Great Lakes also are breeding grounds for storms for the same reason. Hudson Bay breeds storms in early winter when land and sea temperatures vary widely. Later in the winter the bay freezes and temperatures equalize, resulting in few storms originating there.

Extratropical cyclones begin when a slight kink or bend develops along a stationary front. Occasionally these will straighten out and the weather may continue fair. More often, the bend will grow deeper and more pronounced, and conditions for creation of a storm become firmly established. During the summer, when the polar front is positioned parallel to the Canadian border, storm conditions may start to develop somewhere west of the Great Lakes. Warm air from the Mississippi Valley moves northwestward, while cold winds are advancing to the south, out of upper Canada.

As the two fronts bend into a deepening horizontal S, clouds begin to form in two areas—where the warm air is lifted up the gentle ramp of the

warm front and, violently, ahead of the rounded-bulge characteristic of cold fronts (Fig. 9). Where the air is being lifted, a low-pressure area is created that registers as a drop in the barometer.

As the barometer continues to drop, the storm expands as more warm air reacts to the suction caused by the low-pressure area and begins to flow around in the direction of a great circular sweep. As rain begins falling, new clouds appear and air continues flowing to its left in the direction of the decreasing pressure.

The warm southern air moves forward more slowly than the cold northern air since it expends much of its energy supplying water vapor to the interior of the storm. The result is that the shape between the two frontal systems begins to change from a flat S into a V, with the point at the center of the storm's circular low-pressure area (Fig. 10).

Generally speaking, storms move eastward and will continue to expand as long as they receive additional

supplies of water vapor from the masses of air flowing into them. Storms moving across the Great Lakes receive this reinforcement naturally.

The cold front—always the more violent partner in any weather-front struggle—continues to sweep south, carrying with it the counterclockwise rotation of the area from which it originated. This is opposite to the clockwise rotation of most storms in the northern hemisphere. The cold front driving east and south will eventually come to a halt somewhere over the Southwest when the warmth of the land has tamed it. When it becomes stationary, a new wave may develop when warm air from the Gulf of Mexico moves against it, thus renewing the endless sequence of weather changes. Meanwhile, the old storm far to the northeast blows out to sea.

The spinning earth is a wind machine that produces air currents curving to the east in some latitudes and to the west in others. In the middle latitudes, the effect of the earth's rotation drives the winds toward the east. Extratropical cyclones, however, force the air in the opposite direction because of the low-pressure area at the center of each storm. As these storms sweep across the United States and reach their greatest intensity—generally after they are about 24 hours old—the long slope on which the warm air is rising twists into a spiral incline, swinging around half the storm's circumference. The colder air below this warm front cools it at the lower altitudes, and it is in this area, to the north and east, where the strongest winds are found and most of the rain is falling.

The cold front to the west and south, which is traveling faster, overtakes the warm front, and a new front is created. This front, called an *occluded front* (Figs. 11 and 12), occurs when the bulging edge of the cold front lifts the weaker warm winds, exposing the cooler air below them. At this point, three masses of air, each with its own properties, come into direct contact. On the surface is the cold, wet air blowing out of the east, and above it is the warm, moist air from the south. Pushing both of these out of its path is the cold, dry air from the west and north.

The frontal system that had the shape of a tilted V now changes to a Y, with the tail indicating the presence of the occlusion and the arms indicating the presence of the warm

Diagrams courtesy Defense Mapping Agency, Hydrographic Center

STORMS *continued*

PAGE THREE

and cold fronts. The process of occlusion, which may take from one to three days, signals the beginning of the end of the storm. When the occluded front grows longer and the warm air is lifted above the surface, the flow of energy into the storm diminishes because the temperature contrast between the warm and cold air disappears. When the supply of new moisture decreases, the circling winds fill up the area of low pressure faster than it can be renewed by the formation of clouds and rain. The occluded front finally moves eastward out to sea.

Winds associated with a weather front at sea develop waves which change into swells that generally move faster than the winds that created them. The intensity of the winds in any advancing storm can be estimated by the height of the swells, which are approximately two percent of the average wind speed in knots.

Wind directions in cyclones may not be directly related to the path in which the storm is moving. The dreaded "nor'easters," the bane of mariners along the East Coast, follow

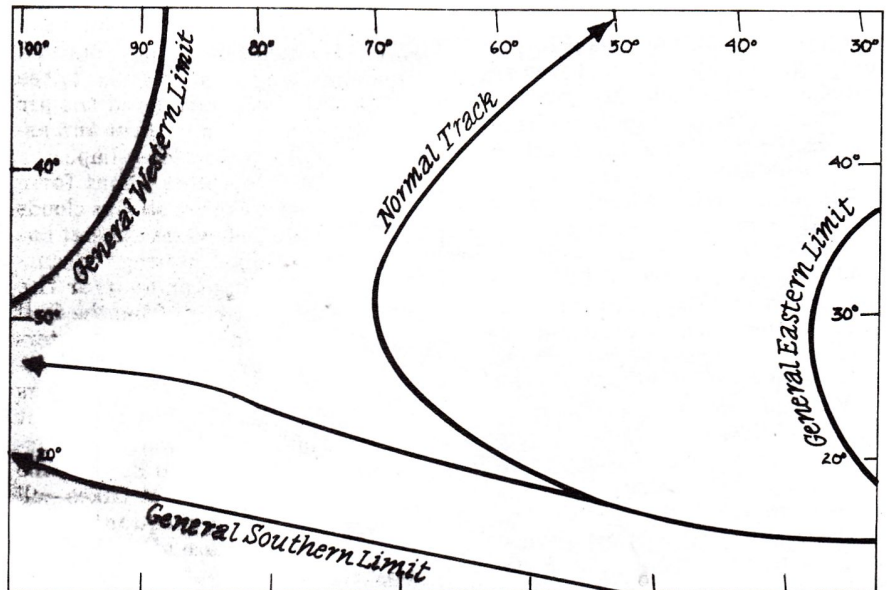


Fig. 13: Typical paths of tropical cyclones in September.

the same path, but in the opposite direction, as the storms moving toward the north from Georgia. It is apparent that the winds are part of the circulation around the low-pressure

area of the storms moving towards the northeast.

Tropical cyclones, unlike extra-tropical cyclones, contain an enormous amount of energy in a relative-

STORM SIGNALS				
Daytime Signals				
Night Signals				
	SMALL CRAFT Winds up to 38 mph.	GALE Winds up to 54 mph.	WHOLE GALE Winds up to 72 mph.	HURRICANE Winds 72 mph. and up.

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Make lofty ships carry low sails.
Black funnel today,
Power boats can't play.*



Safe Boating

YOU CAN LEARN IT

STORMS

PAGE FOUR

ly small area. They merit special attention from mariners because they are so destructive and because they are essentially oceanic.

Tropical cyclones originate in the doldrums over the oceans between latitudes 6 degrees and 20 degrees in both the northern and southern hemispheres. They travel in the direction of the local trade winds (Fig. 13), and may contain hurricane-force winds of 64 knots or more extending over an area 300 to 400 miles in diameter. Winds of gale force (40 to 64 knots) may extend out 300 miles from the center of the storm. Hurricane Camille—which caused record damage in Mississippi, Louisiana, and Virginia—had winds recorded at 174 mph, and caused tides up to 24 feet. Twenty-seven inches of rain fell in Virginia in eight hours, causing widespread flooding that resulted in 109 deaths.

One's best strategy against tropical storms is to avoid them at all costs. While escaping from a violent storm is no simple matter, the mariner caught at sea has some options that may save his life. Winds in tropical cyclones rotate around the center of low pressure in a counterclockwise direction in the northern hemisphere, just as extratropical cyclones do. When one is facing the wind, therefore, the center of the storm is always to the right. Since the path of tropical cyclones is always northward, the winds to the right of the storm center travel in the same direction as the storm, adding to the wind velocity.

The winds on the left of the center, however, blow in the opposite direction from the path of the storm, and their velocity is less. The left side of the storm will contain winds blowing from 10 to 30 mph less than those on the right. The left semicircle is therefore more navigable. By plotting the path of the storm from weather reports, the mariner may be able to direct his vessel to the navigable semicircle.

Daily weather maps are published by many metropolitan newspapers supplied by the National Weather Service (Fig. 14). They show high- and low-pressure areas, the location and nature of weather fronts, areas of precipitation, temperatures, and wind direction.

The most important features of weather maps are the lines called isobars that represent points on the earth's surface, all adjusted to sea level, where the barometric pressure is the same. These lines represent pressure contours in the air in the same way that contour lines on a to-

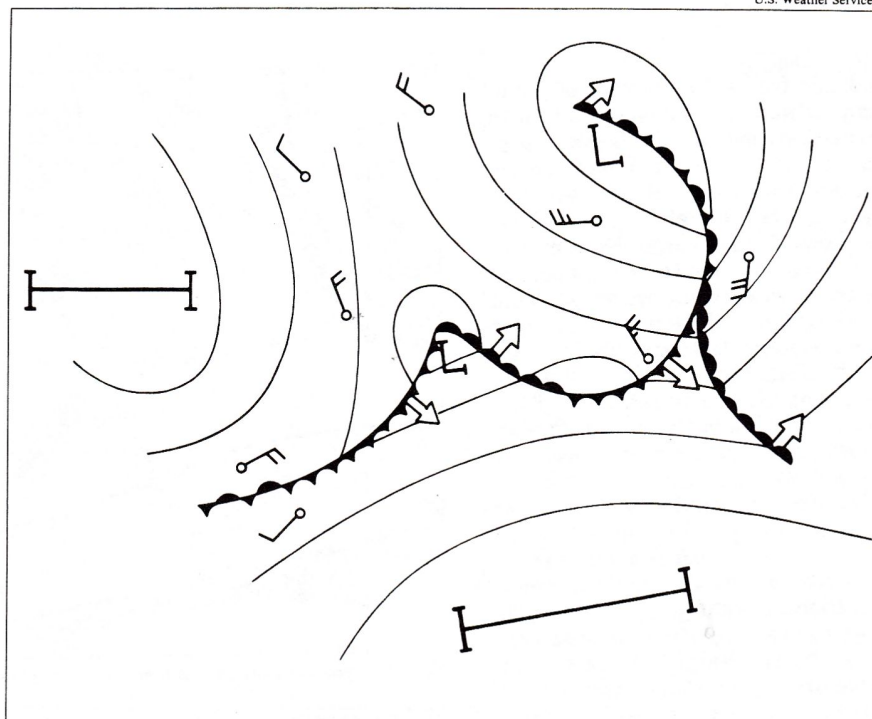


Fig. 14: Designation of fronts on weather maps. Here, direction of fronts is indicated by arrows; their nature, by symbols.

Type	LEGEND Symbol
COLD FRONT	
WARM FRONT	
OCCCLUDED FRONT	
STATIONARY FRONT	
UPPER COLD FRONT	

pographic map indicate elevations.

Isobars indicate the manner in which the air moves, and the stresses to which it is subjected as a result of pressure changes. Atmospheric adjustments resulting from these stresses produce weather changes that can be identified. Where the lines of equal pressure are close together, high winds and inclement weather generally result; where they are spaced far apart, the air is calm and stable and skies will be either clear or lightly overcast.

In areas where the air is moving up or down (depending upon whether pressure is high or low) contour lines are shown enclosing an empty space labeled HIGH or LOW. Where two adjacent high-pressure areas are separated by a low-pressure area corresponding to a valley between two hills, the contour is called a *trough*. Where two low-pressure areas are shown separated by a high-pressure area corresponding to a peak between two valleys, the contour is called a *ridge*. Troughs and ridges represent areas of high stress where storms and unsettled weather can be

expected. All weather maps show the location of weather fronts (cold, warm, stationary, and occluded) labeled with appropriate symbols.

When forecasting from weather maps we must remember that the weather picture changes constantly, and that each map describes the weather at one specific time. It is only by watching how the weather changes from day to day, by observing the movement of high- and low-pressure areas, and by noting the direction and speed with which frontal systems move, that accurate weather predictions can be made.


If Mark Twain were alive today, it's unlikely he'd stick by his plaint that "Everybody talks about the weather, but nobody does anything about it." While what is now being done about the weather does not diminish the ferocity of hurricanes, reduce hazards of squalls, eliminate dangers of pea-soup fog, or smooth ocean waves during gales, today's abundance of weather information and accurate forecasts should minimize dangers of weather-related boating accidents for those who take advantage of such data. Boatmen who are additionally armed with enough basic meteorology to make enlightened weather evaluations will be that much closer to ensuring the safety of their boats and crew—that much closer to attaining the peace of mind that puts the pleasure into boating. ⚓

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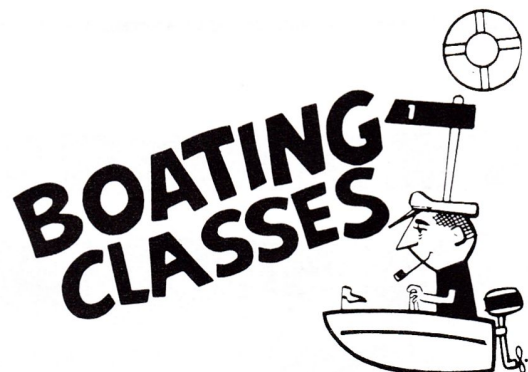
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HANDY PAMPHLET

The Coast Guard has a very nice little "freebie" called "Emergency Repairs Afloat" which is a sort of general trouble-shooting manual. The 15 pages include a step-by-step checklist and instructions with diagrams on such subjects as non-starting motors, ignition switches, diesel engines and electrical problems. There are some practical tips on how to make emergency repairs with materials most boats have on hand. For example, a broken fan belt can be replaced with a piece of rope, and complete electrical failure can be temporarily rectified with three simple moves to get the engine running. The booklet can be obtained from your local Coast Guard office.

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The required text for this pamphlet is specified in the Federal Register, Vol. 43, No. 47, March 9, 1978.

"In an effort to reduce the number of (boating) fatalities, pertinent information must be available to the consumer at the time a PFD is purchased so that the PFD that is best for the intended use can be selected," states the Coast Guard.

The required text provides information on Coast Guard rules, illustrations and facts on the five types of PFD's, hypothermia, how to select and care for a PFD, and PFD's for children.

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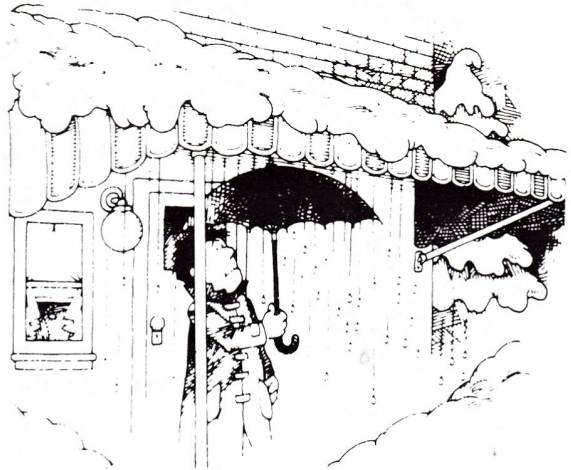
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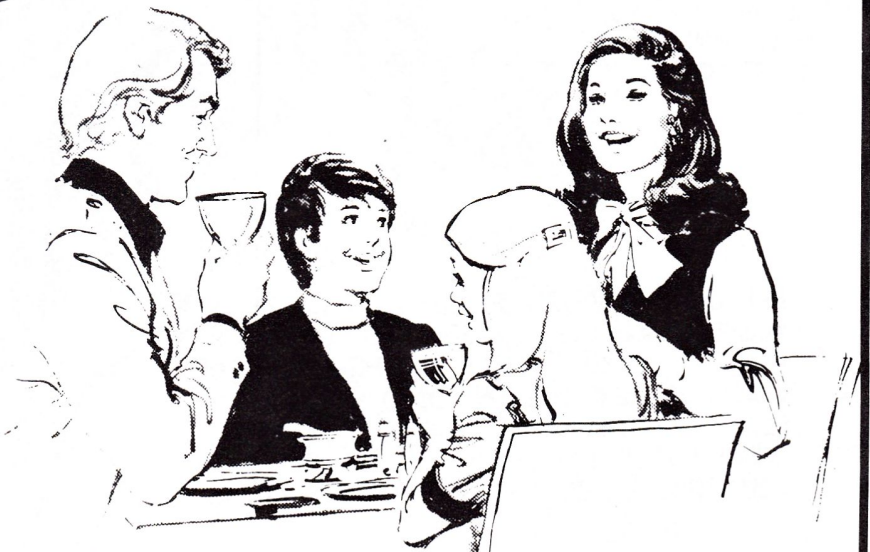
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ROSTER CHANGES

Your Roster of the Duluth Power Squadron is only as accurate as the information you provide us. It is your responsibility to inform the Secretary of any changes or corrections. This is the only means that we have to keep your record up-to-date.

THE NEW ROSTER WILL BE PRINTED. If you desire any changes or corrections to reflect on the next roster, please note them on the form below. Send it to the Squadron Secretary, whose name and address are listed on the form below.

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(Include street address, city, state and zip code.)
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SO, HERE GOES...REMEMBER THE OTHER MORNING WHEN MY TEAM WAS PLAYING AND BOTH OF YOU WERE SITTING WATCHING??? WELL, MOM AND DAD, I HOPE YOU WON'T GET MAD AT ME BUT YOU KIND OF EMBARRASSED ME. REMEMBER WHEN I WENT AFTER THE PUCK IN FRONT OF THE NET TRYING TO SCORE AND FELL, WELL MOM I COULD HEAR YOU YELLING AT THE GOALIE FOR GETTING IN MY WAY AND TRIPPING ME. SHUCKS, IT WASN'T HIS FAULT, THAT'S WHAT HE IS SUPPOSE TO DO.

THEN DO YOU REMEMBER YELLING AT ME TO GET ON THE OTHER SIDE OF THE BLUE LINE, WELL I JUST DIDN'T KNOW WHERE TO GO THEN, CAUSE THE COACH HAD TOLD ME TO COVER MY MAN, AND I COULDN'T IF I LISTENED TO YOU, SO WHILE I TRIED TO DECIDE THEY SCORED AGAINST US, THEN YOU YELLED AT ME FOR BEING IN THE WRONG PLACE.

BUT WHAT REALLY GOT ME, MOM AND DAD, WAS WHAT HAPPENED AFTER THE GAME. YOU SHOULD NOT HAVE JUMPED OVER THE COACH FOR PULLING ME OFF THE ICE. HE'S A PRETTY GOOD HOCKEY COACH AND A REAL SWELL GUY AND HE KNEW WHAT HE WAS DOING. BESIDES, HE'S JUST A VOLUNTEER COMING DOWN AT ALL HOURS OF THE MORNING HELPING US KIDS, JUST BECAUSE HE LOVES SPORTS.

AND THEN NEITHER OF YOU SPOKE TO ME THE WHOLE WAY HOME, I GUESS YOU WERE PRETTY SORE AT ME FOR NOT GETTING A GOAL. I TRIED AWFULLY HARD BUT I GUESS I'M JUST A LOUSY HOCKEY PLAYER. BUT I LOVE TO PLAY HOCKEY. IT'S A LOT OF FUN BEING WITH OTHER KIDS AND LEARNING TO COMPETE IN A REAL GOOD SPORT.

BUT, GOSH, MOM AND DAD, HOW CAN I LEARN IF YOU DON'T SHOW ME A GOOD EXAMPLE? AND ANYHOW, I THOUGHT I WAS PLAYING HOCKEY FOR FUN; TO HAVE A GOOD TIME AND TO LEARN GOOD **SPORTSMANSHIP**.

I DIDN'T KNOW YOU WERE GOING TO GET SO UPSET BECAUSE I COULDN'T BECOME A STAR.

LOVE,
YOUR SON

**ELECTED AND APPOINTED OFFICERS
DULUTH POWER SQUADRON
1978 — 1979**

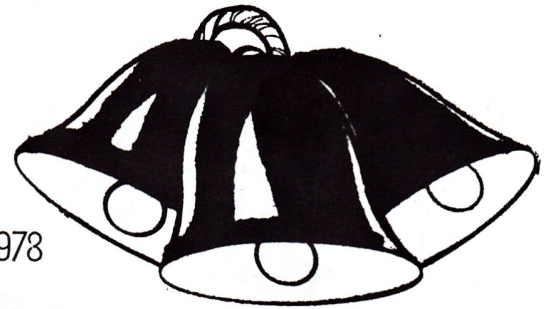
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A NIGHT TO REMEMBER....

SEPTEMBER 12, 1978



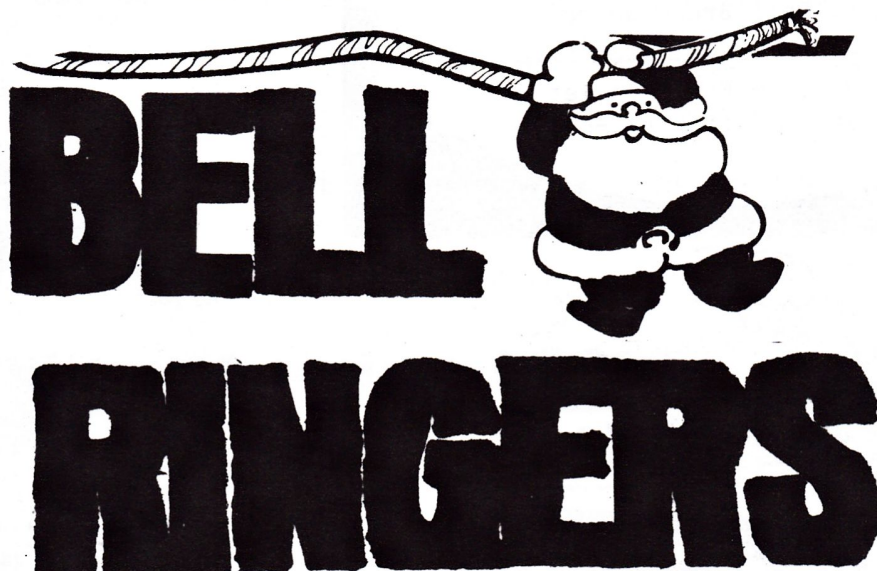
ON A FALL EVENING A HARD BLOW STARTED OFF LAKE SUPERIOR. SEVERAL BOAT OWNERS SCAMPERED DOWN TO CHECK THEIR LINES. THE LAKE DIDN'T HAVE TIME TO START SERGING, BUT IN THE MIDDLE OF THE NIGHT, A COUPLE OF BOAT OWNERS WERE CALLED BECAUSE OF THE ALERTNESS OF THE WATCHMEN AT DRILLS ARENA MARINA.

THEN THE WORK STARTED, BY EARLY MORNING SEVERAL MORE BOAT OWNERS WERE SUMMONED AND SEVERAL OTHERS JUST STOPPED TO CHECK THEIR VESSELS AND FOUND THEM THREATENED BY SERGING WATERS. MANY ALREADY HAD EXTENSIVE DAMAGE AND ONE BOAT WAS TOTALLED.

SEVERAL OWNERS HELPED EACH OTHER ABOVE AND BEYOND THE CALL OF DUTY, ALL DURING THE DAY AND ON INTO THE EVENING!

LAKEHEAD BOAT BASIN REPORTED DAMAGE OF BOATS MOSTLY BECAUSE OF SERGING WATERS AND BECAUSE THE BOATS WOULD DIP AND THEN GET CAUGHT UNDER DOCKS FROM BEING LIFTED.

IT APPEARED EVERY BOAT AT THE ARENA HAD SOME DAMAGE. SEVERAL LINES WERE BROKEN, FENDERS CRUSHED OR LOST, HULL AND GUNWHALE DAMAGE, AS WELL AS EXTENSIVE SAFETY WHEEL DAMAGE.



The SAIL BAG

USED MONOMATIC, 1 left, give away price of \$65. Gene Walton, 722-3356.

DEEP SEA Downriggers. Have the magic of Downriggers help you bring in the Big Fish! Over \$200 new. Now \$129. or best offer. Willard Hanke, 624-5080.

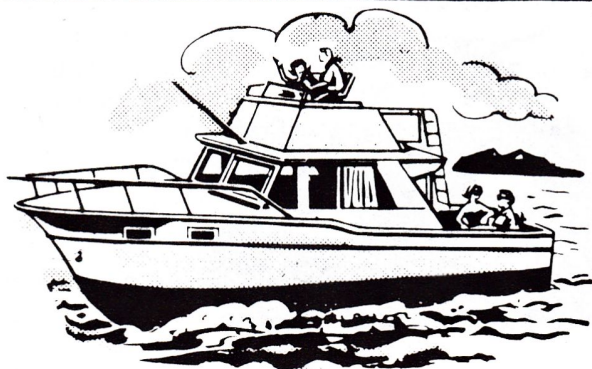
30' SCAMPI sailboat, 1971. Fiber-glass, 8 sails, 12 HP diesel auxiliary, LP stove and oven, VHF, charcoal cabin heater. Sleeps 5. Competition or cruise. Call Al Birch, 392-2698.

LIFE JACKETS, approximately 15, mostly adult. \$1.25 each. Gene Walton, 722-3356.

PACESHIP, 26' 1974 Fiberglass, 5 sails, 15 HP Johnson, spinnaker gear, winter tarp, cradle, sleeps 5. Cruise or race equipped. Ken Nebel, 728-5414.

BOAT TABLE, solid mahogany, suitable between bunks. Call Bruce Neimo. 727-8911.

If you have an item For Sale let us tell your boating friends!



Let's Get Personal!

Rumor has it...Jane Walton did not over eat Thanksgiving Day..... Stingers anyone?

THE ENGMAN'S ARE THE PROUD PARENTS OF A BOUNCING BABY BOY BORN IN SEPTEMBER.

DEAR SANTA:
JIM MARSHALL'S CB HANDLE WAS "THE BACHELOR", WE HEAR HE MAY NEED A NEW NAME. WOULD YOU BRING HIM ONE FOR CHRISTMAS AND ALSO A NEW BOW THRUSTER FOR WINDS OF 3 KNOTS OR MORE. (the one pictured below would be perfect!)





WHEN DO YOU KNOW THEY ARE NO LONGER CHILDREN?

- When they no longer bring the first dandelion of spring clutched in their pudgy little hands . . . or a "pretty leaf" they found on the way home from school in the fall.



- When they no longer want their school lunches put in "Huckleberry Hound" lunch boxes, but in brown paper bags.



- When you have to coax them to go on a picnic.



- When trimming the Christmas tree gets to be a chore.



- When the stockings are no longer hung on the mantle on Christmas Eve. After all, how do you put a record album or a tape recorder in a stocking?



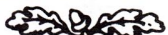
- When you no longer buy Valentines for them to give to their friends (a special one for the teacher).



- When they're too big for Easter-Egg Hunts and you no longer hide the colored eggs for them to find Easter morning.



- When the Fourth of July arrives and no one asks, "Are we going to the stadium to watch fireworks?"



- When no one wants to catch fireflies and put them in a jar "just to watch them for a while and then let them go."



- When they no longer say "Mommy" and "Daddy," and their shoes are bigger than yours.



- When they look down at you and you look up at them.—LEILA CARLEY

TOYS FOR TOTS

RUNABOUT

Yacht

bigger **BOAT** bigger fish
new Cruiser

OUTBOARD

VHF radio

TRUCK

Sports Car

Houseboat



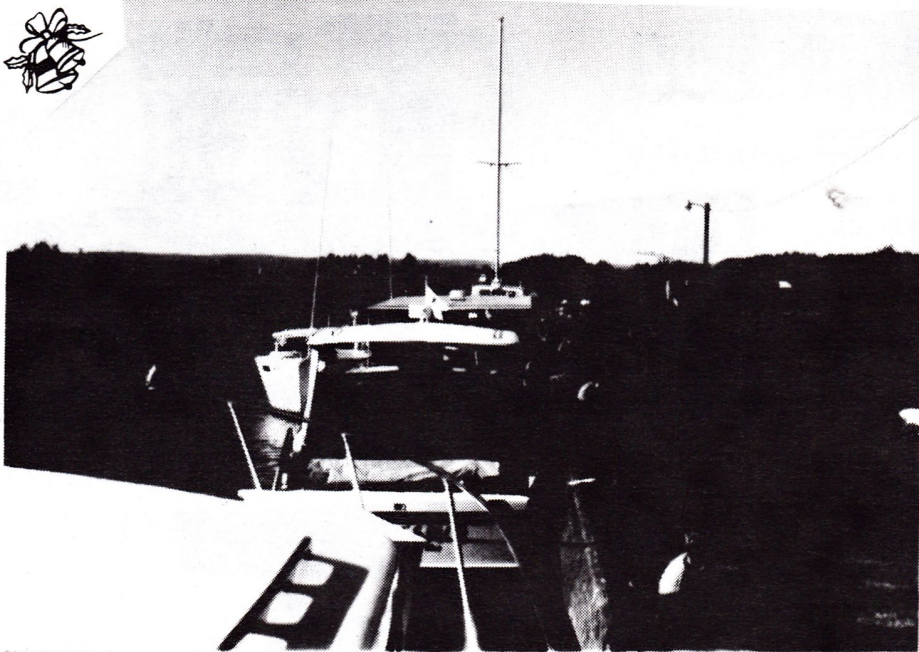
dock
CB

hi-fi

BILGE PUMP



BUTCHER BOY says, "A good boating party starts with 50 gallons of M I L K."



Happy

THAT'S WHAT LITTLE GIRLS ARE MADE OF.....

Holidays



I WONDER WHICH BAIT THEY USE ON THE MAI KAI?



THERE OUGHTA BE A LAW^(R) by Whipple and Borth





KEEPING YOU INFORMED

Youth training

Bringing youngsters to boating and giving them a good basic ground work in matters nautical is an important phase of the sport and takes many forms. Many clubs and communities have junior sailing classes and water safety programs, and there are efforts centered on single ships, camps and boat construction workshops. Scouting has had extensive programs for nautical training in the past, but the one for girls no longer exists and the Explorer one for boys has been reduced. One of the major problems is the increasingly difficult one in inflationary times of financing the maintenance and operation of suitable vessels. The result is a situation in which most activities have splintered off into localized, isolated efforts. One such organization, with its structure following Navy lines, is attempting to go national and

YACHTING/September 1978

ROGUE WAVES RARE

WONDER WHAT THE CHANCES ARE THAT YOU WILL BE HIT BY A 40 FOOT ROGUE WAVE AT SEA? RECENT RESEARCH BY THE NATIONAL INSTITUTE OF OCEANOGRAPHY INDICATES THAT IF YOU SIT IN ONE PLACE IN THE OCEAN BEING ROCKED BY NORMAL 10 FOOT WAVES (THAT'S ABOUT A 25 KNOT WIND), YOU SHOULD BE HIT BY A 40 FOOT ROGUE EVERY 20 DAYS. THE FULL STATISTICS ON WAVE HEIGHT ARE, ASSUMING YOU STAY AT ONE PLACE IN THE OCEAN WITH A CONSTANT WIND CONDITION, EVERY 23RD WAVE WILL BE TWICE NORMAL HEIGHT, ONE WAVE IN 1175 WILL BE THREE TIMES THE AVERAGE AND ONE IN 300,000 WILL BE FOUR TIMES NORMAL.

LEARN

• Safety Afloat • Seamanship
Small Boat Handling
Equipment and Gov't Regulations
Rules of the Road • Charts

Autopilot With a Disco Beat

One of my favorite stories concerns a man who complained that on autopilot, his boat would start dancing about whenever his daughter played rock music. The technician who received the service call said he had been repairing autopilots for 14 years and knew of some pretty strange symptoms, but this one he had to see!

Wouldn't you know it. During a short sea test that pilot worked flawlessly. They played every rock tape on the boat and even a classical and pop tape or two; the pilot behaved almost as if it knew a technician was aboard. Finally, the serviceman had the owner call home via the marine operator and arrange to have his daughter meet the boat. Later, under way, she was asked to play her favorite tape.

Instead of inserting it into the tape deck in the wheelhouse, she started down the companionway to a stateroom aft. "Mom and Dad don't like the music I play," she explained, "so I have to use the small tape player below." Following her, the technician watched her remove a portable tape player from a drawer underneath one of the bunks, separate the two-piece unit placing one half each in the forward corners of the small cabin, and connect them with an eight-foot cable. No sooner had she plugged in the Rolling Stones than the boat veered, swinging first to port, then to starboard, then to port.

A broad smile appeared across the technician's face. The mystery was solved. He knew that on the other side of the starboard forward bulkhead, not more than eight to ten inches away from where she set one-half of her tape player, was the autopilot's compass. "With the magnet of that tape machine's speaker that close to your pilot's compass," he explained, "it's amazing your boat wasn't doing somersaults."

Pinpointing the cause of electronic equipment failure is a lot like detective work. Before calling in an electronics "Columbo," take a moment to consider all the facts.

See if the cause isn't staring you right in the face. ⚓

TRAINED SKIPPERS MAKE *Boating* SAFER

DOCUMENTATION

Not all boats are numbered - many are "documented". This is a process whereby official papers on the craft are issued by the Coast Guard in much the same manner as for large ships. (Formerly this was done by the Bureau of Customs of the Treasury Department, but the function was transferred to the Coast Guard in 1966.) The NUMBERING requirements of the 1971 Federal Boat Safety Act do not apply to documented vessels; other provisions of this Act, however, do apply to "boats" as defined therein.

Documentation of a craft used solely for non-commercial recreational purposes is optional, and certain requirements must be met. The vessel must be owned by a citizen of the United States (or a corporation 51% or more owned by U.S. Citizens) and it must be of a specified minimum size, 5 net tons as explained below. The captain of a documented vessel, if other than the owner, must be a U.S. citizen.

TONNAGE

Before a vessel can be documented it must be measured for its tonnage. ("Admeasured" is the more formal term, but it means the same and is gradually being dropped in favor of the simpler language.)

TYPES OF DOCUMENTS

The documents that are issued to vessels are of five forms - register, enrollment and license, license, yacht enrollment and license, and yacht license. Only the latter two are of interest to the owners of noncommercial craft, but all should be generally understood.

YACHT DOCUMENTS

A yacht enrollment and license may be issued to a vessel used exclusively for pleasure of 20 net tons or more. A yacht license may be issued to such a vessel of 5 net tons or over but less than 20 net tons.

OTHER TYPES OF DOCUMENTS

An enrollment and license may be issued to a vessel of 20 net tons or more and, if the vessel meets certain qualifications, may authorize it to engage in the coasting trade, the mackerel fishery, the cod fishery, the whale fishery, or the coasting trade and mackerel fishery. A vessel authorized to engage in the "mackerel fishery" may be used in the taking of fish of any description.

If a vessel is to be used for towing, dredging, freight or passenger carrying, or a combination of any of these functions, its document must so state.

Special enrollments and licenses are issued on the frontiers, authorizing vessels to engage in the foreign and coasting trades.

DOCUMENTATION

Page Two

Vessels of 5 net tons or more may be granted an enrollment and license for navigating the waters of the northern, northeastern, or northwestern frontiers.

A license may be issued to a vessel of 5 net tons or over but of less than 20 net tons and, if the vessel meets certain qualifications, may authorize the vessel to engage in any one of the employments for which an enrollment and license may be issued as discussed above.

A vessel under a register which is not limited by a prohibitive endorsement on its face may engage in any trade, including the foreign trade, the coast-wise trade, and the American fisheries. Registered vessels, however, may be required upon arrival in a port of the United States to pay certain pilotage fees and other charges from which other documented vessels are generally exempted.

TEMPORARY AND PERMANENT DOCUMENTS

Marine documents are also described as "permanent" - issued to vessels at their home ports, or "temporary" - granted to vessels at ports other than their home port.

ADVANTAGES OF YACHT DOCUMENTATION

Important privileges extended by documentation of vessels as yachts include (1) legal authority to fly the yacht ensign, which authority is not formally granted to other boats; and (2) the privilege of recording bills of sale, mortgages, and other instruments of title for the vessel with federal officials at her home port, giving constructive legal notice to all persons of the effect of such instruments and permitting the attainment of a preferred status for mortgages so recorded. This gives additional security to the purchaser or mortgagee and facilitates financing and transfer of title for such vessels.

The former advantages of documented yachts over registered (numbered) non-commercial motorboats when returning to the U.S. from a foreign port have now been eliminated in the general simplification of procedures that has occurred in recent years.

OBTAINING DOCUMENTATION

A procedure has been established under which the owner of a boat used exclusively for pleasure may file an "Application for Simplified Measurement" with the Officer in Charge, Marine Inspection in his local Coast Guard District.

In brief, the simplified measurement method uses the numerical product of three dimensions - the overall length (L), overall breadth (B), and depth (D) - note that this is "depth", an internal dimension, and not the boat's "draft". The gross tonnage of a vessel designed for sailing is assumed to be $\frac{1}{2}$ (LBD/100); for vessels not designed for sailing it is calculated to be $\frac{2}{3}$ (LBD/100). The gross tonnage of a catamaran or a trimaran is determined by adding the gross tonnages of each hull as calculated above.

Where the volume of the deckhouse is disproportionate to the volume of the hull - as in some designs of houseboats - the volume of the deckhouse, calculated by appropriate geometric formulas and expressed in tons of 100 cubic feet each, is added to the gross tonnage of the hull as calculated with L, B, and D.

DOCUMENTATION

Page Three

The net tonnage of a sailing vessel is recorded as 9/10 of the gross tonnage, for a non-sailing vessel, the multiplying factor is 8/10. If there is no propelling machinery in the hull, the net tonnage will be the same as the gross tonnage.

Application for simplified admeasurement is by letter; there is no standard form of application unless one has been prepared by the local Officer in Charge, Marine Inspection. The owner may take his own length, breadth, and depth measurements and complete the transaction by mail, quickly and without cost.

FORMAL MEASUREMENT

The owner of a boat may elect to have formal measurement rather than use the simplified method; this is required if the vessel is to be used commercially. If an owner is contemplating formal admeasurement, it is suggested that he first make an estimate of the tonnage by using the simplified method. If the resulting net tonnage is less than 5 tons, it is not likely that the vessel will be 5 net tons or more when formally measured.

An application for formal measurement should be prepared in writing and submitted to the Officer in Charge, Marine Inspection, for the area in which the vessel is located. The information that must be submitted is listed in CG-177.

Under formal measurement procedures, a definite date and place should be agreed upon between the measuring officer and the owner, or his agent, so that the vessel may be physically measured and examined by the measuring officer.

APPLICATION FOR DOCUMENT

The measuring officer who calculates the tonnages by the simplified method, or who visits the vessel for formal measurement, will provide the necessary forms which must be filled out to receive the document. Further assistance may be obtained by writing, calling, or visiting the nearest Documentation Office, U.S. Coast Guard.

ESTABLISHING TITLE

A vessel may be documented only in the name of the holder of legal title. It is necessary therefore for the owner to present adequate title papers with his application. If the vessel was built for the present owner and has never been owned by anyone else, that person should have the builder furnish a "Builder's Certificate" on Form 1261 to establish title.

If there were previous owners, the proper documents are the Builder's Certificate and bills of sale in recordable form from each of the previous owners, preferably on Form 1346, available without charge from the Documentation Office. If these steps are impractical, consult the Officer in Charge, Marine Inspection, for alternative procedures.

DOCUMENTATION
Page Four

FEES

No charge is made for the documentation of a yacht or for renewing a yacht license. There is no charge for measuring and certifying the tonnages of a vessel, except that if the physical presence of a measuring officer is required outside certain local limits, a charge is made to cover his salary, travel, and subsistence expenses. If a vessel is to be measured on a Saturday or Sunday, substantial charges for overtime may be involved; it is suggested that a convenient weekday be proposed in the application to avoid such charges.

A small charge is made for recording each bill of sale or other recordable title instrument; the average cost of recording a bill of sale is approximately \$2.00.

MARKINGS OF A DOCUMENTED BOAT

The owner or master of a vessel to be documented must file a certification with the Coast Guard Documentation Officer that the boat is properly marked. He must arrange for an official inspection of the marking if this is requested by the Coast Guard.

OFFICIAL NUMBER AND NET TONNAGE

Every documented vessel, as a prerequisite to documentation, must have its official number and net tonnage carved or permanently marked on the main beam of the vessel.

The main beam is the beam at the forward end of the largest hatch on the weather deck and is usually located forward of amidships, if the vessel has no hatch on the weather deck, the main beam is any structural member integral to the hull.

The OFFICIAL NUMBER must be preceded by the abbreviation "NO". and the net tonnage must be preceded by the word "NET".

In a wooden vessel, the legend must be carved or cut on the main beam in arabic or block type letters three inches high, or as high as the width of the main beam will permit. In a vessel built of metal, the legend must be outlined by punch marks and painted over with oil paint using a color that contrasts with the background.

On fiberglass boats, the legend can be carved into a plastic sheet or plate in much the same manner as a wooden beam, and this plate then fastened with epoxy to the hull, usually in the bow. The plate will normally be six inches high by as long as required to carry the prescribed information.

NAME AND HAILING PORT

All documented yachts are required to have their name and hailing port marked on some conspicuous place on their hull; this is usually done on the stern. The letters must be Roman type and not less than four inches in height. They may be painted, gilded, cut, or cast letters, and must be in a color that provides adequate contrast with the background surface.

DOCUMENTATION

Page Five

The hailing port may be the port where the vessel is permanently documented, or the place in the same district where the vessel was built or where one or more of the owners reside.

Documented commercial vessels must have the name and hailing port marked in full on the stern, plus the name in full marked on both bows.

Special provisions are made for vessels with square bows and for double-enders.

BLOCK LETTERS REQUIRED

For documented vessels, whether used for pleasure only or commercially, the use of script or italic lettering is NOT acceptable. It is permissible to place the name or hailing port, on a board and attach the board to the hull, or to use cut or carved letters joined in one continuous piece. (For boats that are numbered rather than documented, there is no requirement that a name be shown nor specifications as to how one may or must be displayed.)

USE OF DOCUMENTED BOATS

If a vessel is given a document as a yacht, that paper will authorize its use for pleasure only. A yacht document does not permit the transporting of merchandise or the carrying of passengers for hire, such as the taking out of fishing parties for a fee charged directly or indirectly. Any violation of this limitation may result in the imposition of severe penalties against the craft and its owner.

The documentation of a vessel as a yacht does not exempt it from any applicable State or Federal taxes. Further, the fact that a boat is federally documented will not excuse the owner from complying with safety and equipment regulations of the state or states in which it is operated.

Vessels that are documented are not required nor permitted to have a number issued under the 1971 Federal Boat Safety Act.

RENEWAL OF DOCUMENTS

A yacht license or enrollment and license must be renewed each year, this is probably the only disadvantage to documentation. The owner will ordinarily be notified by mail and will be sent the required renewal form and instructions several weeks in advance of the expiration date. Failure to receive this notice, however, will not affect the requirement for renewal.

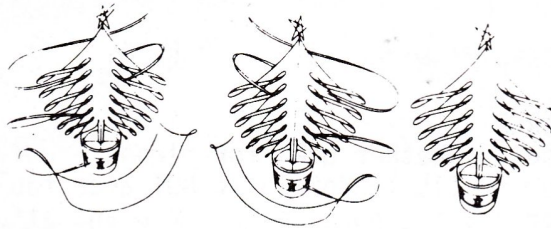
FOR VESSELS UNDER SIMPLIFIED MEASUREMENT

At the discretion of the Officer in Charge, Marine Inspection, concerned, a document issued under the simplified measurement procedures may not be renewed, or another document issued, until the Coast Guard has verified the overall dimensions given in the application for such measurement. Any correction of the stated overall dimensions of a vessel as a result of the above verification is deemed to be a change in the description of the vessel and the outstanding document will no longer be in force.

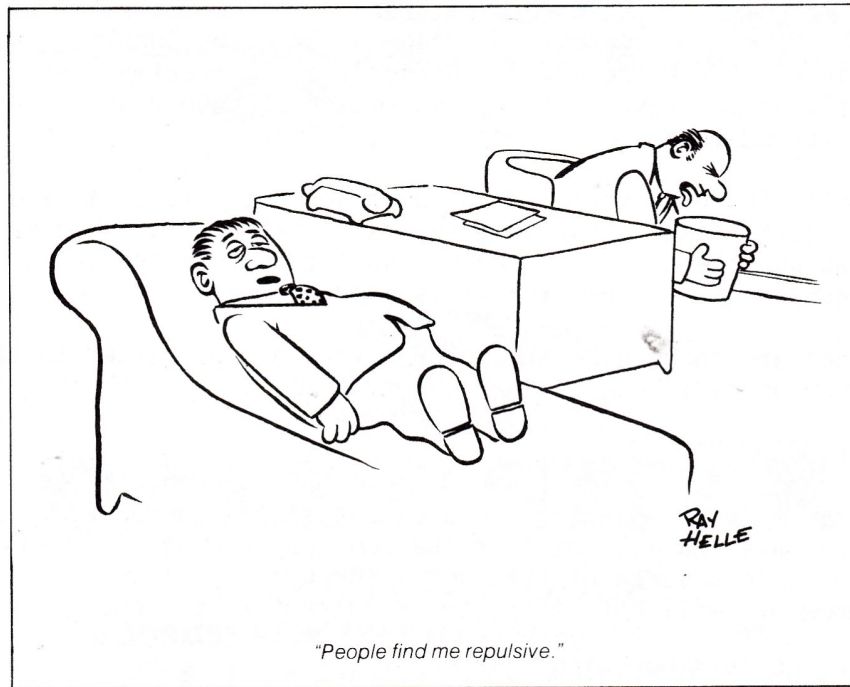
Reprinted from PILOTING,
Seamanship and Small Boat Handling, CHAPMAN

DOCUMENTATION
Page Six

Most people who buy a documented vessel from a Marina, will be charged by the Marina or sales representative, anywhere from \$50 - \$100 for processing, however it is the job of Mr. Joe Bard at the Corp of Engineers, and he will do this free of charge, with the exception of the \$2.00 Recording Fee for the Bill of Sale.



If you want to be happy for the rest of your life, never make a skinny woman your wife.



A man rarely succeeds at anything unless he has fun doing it.

THE GOAL OF criticism is to leave the person with the feeling that he's been helped.

Be kind. Remember everyone you meet is fighting a hard battle.

IF YOU TELL A man there are 300 billion stars in the universe, he'll believe you. But if you tell him a bench has just been painted, he has to touch it to be sure.

A LEADER HAS two important characteristics: first, he is going somewhere; second, he is able to persuade other people to go with him.

WE DID IT FOR YOU

AS EDITOR, I WOULD LIKE TO THANK ALL THOSE LOYAL MEMBERS WHO TOOK
TIME TO CONTRIBUTE TO THIS EDITION OF THE CHANNEL CHATTER -

JOHN DESMEDT

A. HANKE

A. CHRISTENSEN

B. NIMMO

D. BIBBY

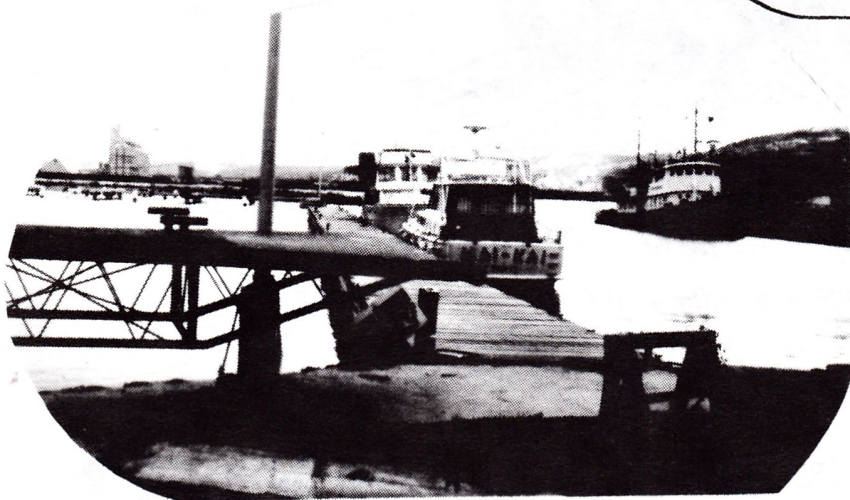
ANYONE WHO DID CONTRIBUTE WHO I HAVE

OMITTED SINCERE THANKS!

YOUR CONTRIBUTIONS ARE NEEDED, PLEASE MAIL ANY ARTICLE YOU WOULD LIKE
PUBLISHED TO OUR OFFICE AT 5573 ARROWHEAD ROAD.

Thank You!

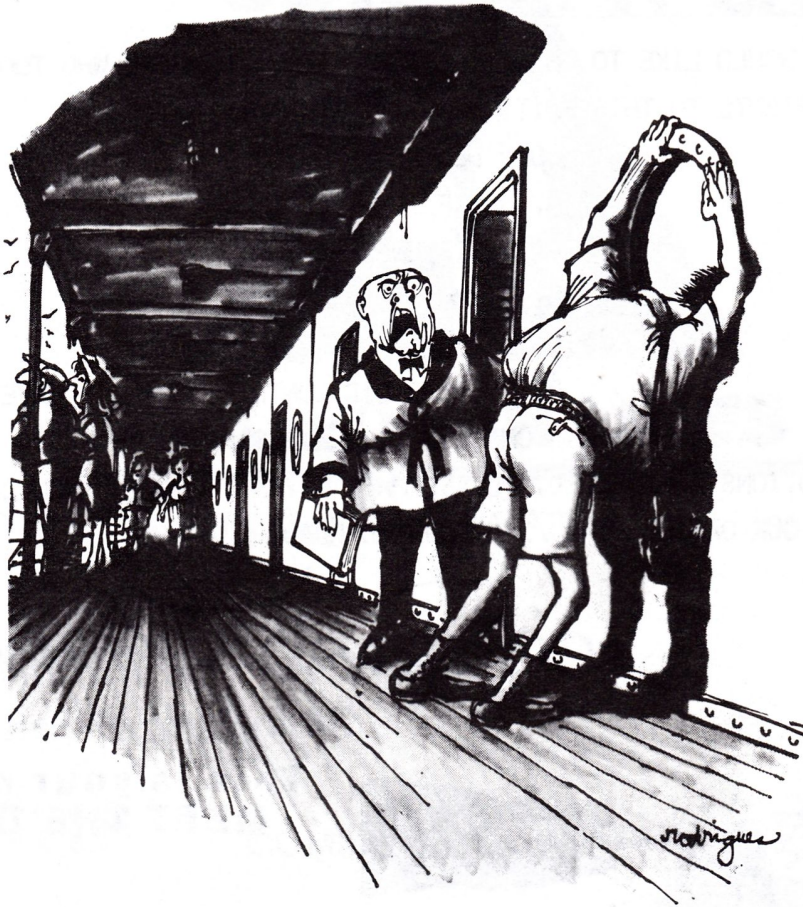
**This is your publication
MEET THE DEADLINE**



WHERE HAVE ALL THE TOYS GONE?



**This is your publication
MEET THE DEADLINE**



"... Over the rail, man, over the rail!"



November 5, 1978

WAYNE MOSINIAK: "Are you still floating?"
 GENE WALTON: "Yah."
 WAYNE MOSINIAK: "When are you coming out?"
 GENE WALTON: "Not later than the 3rd.
 week in November."
 WAYNE MOSINIAK: "That's what I like! A
 guy who knows there is
 alot of boating season
 left."

EDITORS NOTE: Last year the Mai Kai had
 a frozen fresh water line,
 and the Bona Venture also
 had pipes freeze!

Trust in Fate

"I DON'T THINK IT WILL
 BE BAD TO BE 40
 IF I LOOK 35. BUT, IF
 I AM 40 AND LOOK 45,
 I WON'T BE VERY HAPPY."

Our Unabashed Dictionary defines *impotent*
mariner as a salt with a dead weapon.



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: _____

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.

BOATMEN AND YACHTSMEN

THE OWNER-OPERATORS OF RECREATIONAL SMALL CRAFT CAN BE REFERRED TO AS YACHTSMEN OR BOATMEN, THE USAGE OFTEN DEPENDING ON THE SIZE OF THE CRAFT INVOLVED, BUT AGAIN WITHOUT ANY CLEAR LINE OF DEMARKATION IN BOAT LENGTH.

THE TERM BOATER IS OFTEN HEARD, BUT IT IS GENERALLY LESS ACCEPTABLE THAN THE TWO JUST MENTIONED - PERHAPS BECAUSE A "BOATER" IS ALSO AN OLD-FASHIONED STRAW HAT WITH A FLAT TOP AND A BROAD BRIM!

THE TERM "RAG MEN" AND "STINK POTTER" ARE APPLIED IN MANY AREAS TO THE SKIPPERS OF SAILBOATS AND MOTORBOATS RESPECTIVELY - SOMETIMES GOOD NATUREDLY, AND SOMETIMES NOT!

A CORINTHIAN IS ANY NON-PROFESSIONAL IN THE FIELD OF BOATING.

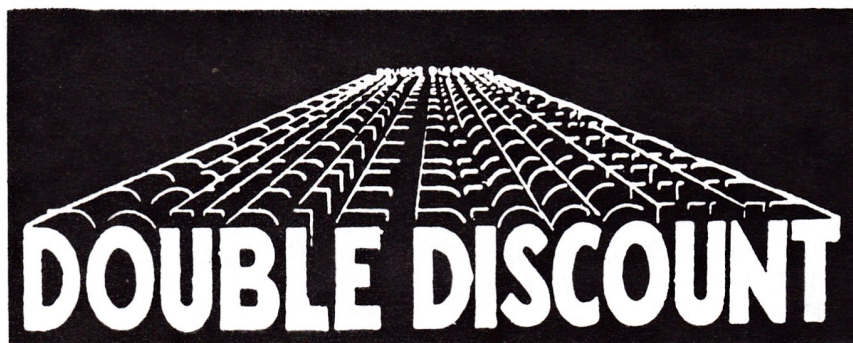
what is a Boat ?

THE TERM HAS NO REALLY PRECISE DEFINITION. IT IS A WATER-BORNE VEHICLE SMALLER THAN A SHIP, WHICH IS USUALLY THOUGHT OF AS BEING USED FOR OCEAN TRAVEL. INDEED, ONE DEFINITION OF A BOAT IS A SMALL CRAFT CARRIED ABOARD A SHIP, SUCH AS A LIFEBOAT. MANY CONSIDER A BOAT AS A CRAFT NOT OVER 65 FEET IN LENGTH-THIS BEING THE MAXIMUM LENGTH OF VESSELS SUBJECT TO CERTAIN FEDERAL BOATING LAWS. THE TERM SMALL CRAFT IS OFTEN USED INTERCHANGEABLY WITH BOAT.

VESSEL IS A BROAD TERM FOR WATER-BORNE VEHICLES AND IS USED WITHOUT REFERENCE TO SIZE, PARTICULARLY IN LAWS AND REGULATIONS RELATING TO ALL WATER TRAFFIC. A YACHT IS A VESSEL USED FOR RECREATION AND PLEASURE, AS OPPOSED TO WORK OR BUSINESS. USUALLY IT IS NOT USED FOR BOATS UNDER APPROXIMATELY 40 FEET IN LENGTH, BUT THERE ARE NO ESTABLISHED LIMITS IN THIS RESPECT. THE TERM IS ALSO APPLIED TO GOVERNMENT CRAFT USED BY OFFICIALS AND DIGNITARIES, SUCH AS A PRESIDENTIAL YACHT OR A STATE GOVERNOR'S YACHT.

ALTHOUGH MORE AND MORE PEOPLE ARE COMING TO REFER TO BOATS WITH THE NEUTER PRONOUN "IT", THE TRADITIONAL "SHE" REMAINS FULLY CORRECT IN SPEAKING OR WRITING ABOUT ANY SIZE OF VESSEL.

Learn Safety Have More Fun Afloat

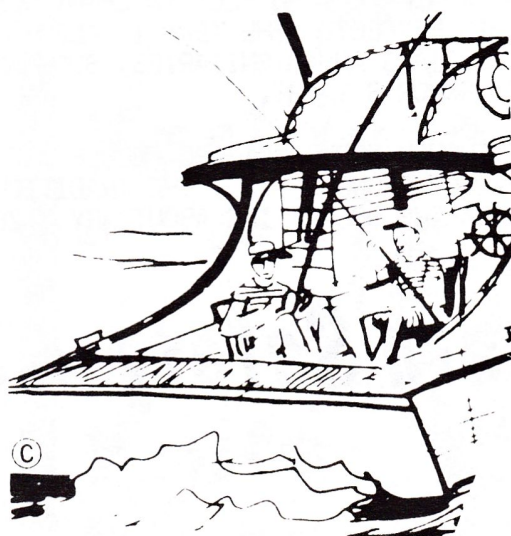


Lake Avenue & Superior Street

**Now carries a complete line of
Marine products along with our
extensive line of Lake Superior
Lake Superior Fishing Tackle...**

**Vexilar Graphs
Taylor Boat Fenders
Falcon Air Horns
Mac Bean Rainwear
Stearns Rainwear
Igloo Cookers
Peer Reels
Fenwick Rods
Lowrance Locators
Ray Jefferson Marine Radios
Olin Flare Guns**

**Danford Anchors
Stearns Vests
Seth Thomas Clocks
Aqua Meter Compasses
Bar Buoy
Signaltone Horns
Airguide Speedometers**



LISTING...

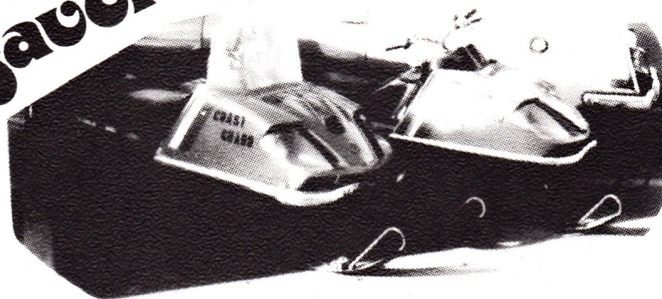


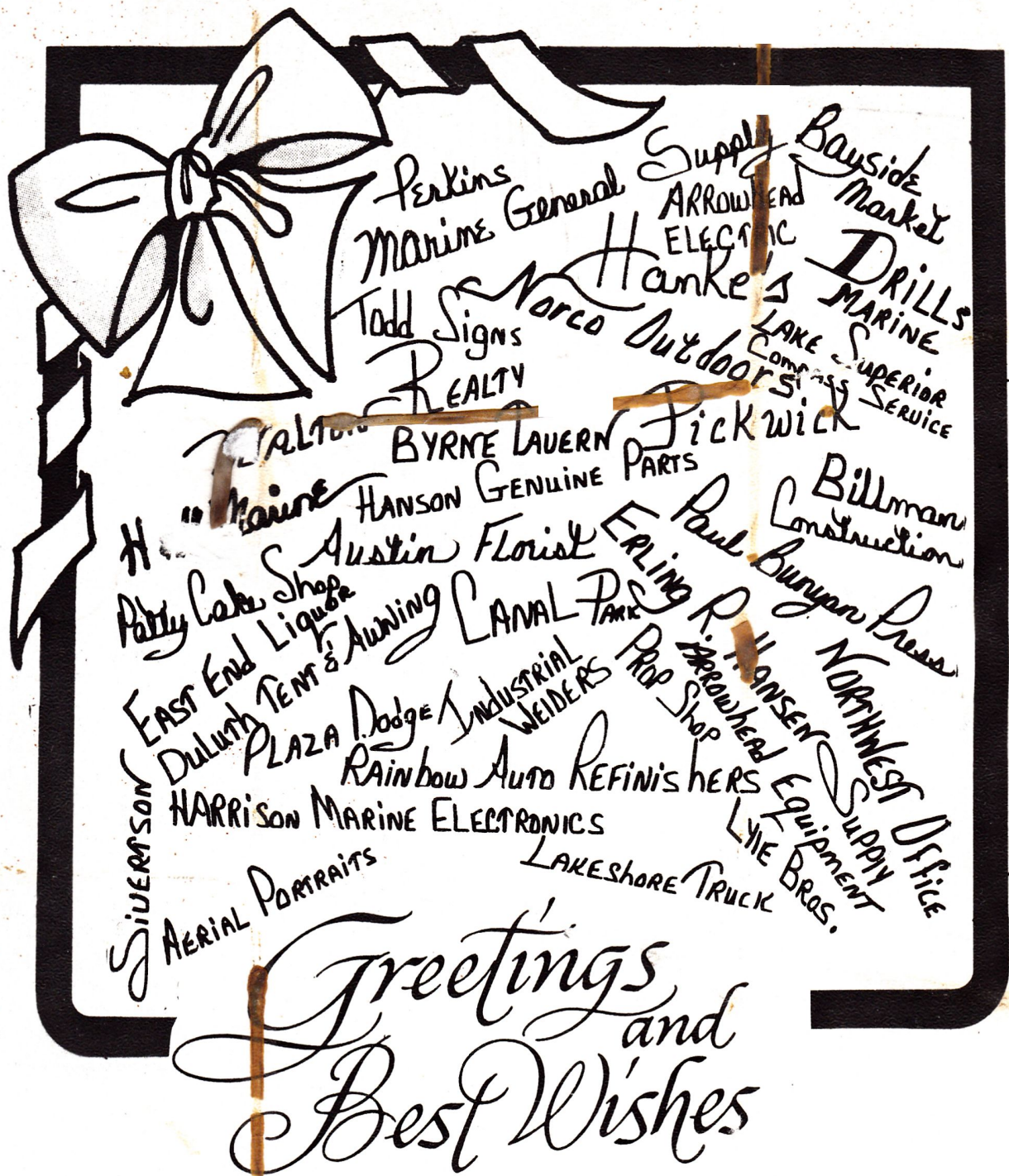
Try Us...

WALTON REALTY

722-3356

**old fashioned
seasonal favorites**





*Greetings
and
Best Wishes*

AND THEY HEARD HIM EXCLAIM AS HE DROVE OUT OF SIGHT....

MERRY CHRISTMAS TO ALL AND TO ALL A GOOD NIGHT!

THE EDITOR, GENE WALTON
AND THE STAFF OF THE
CHANNEL CHATTER

SUPPORT OUR ADVERTISERS —