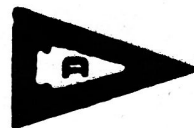


"Fly The Ensign Proudly"



Channel Chatter

Published by The Duluth Power Squadron

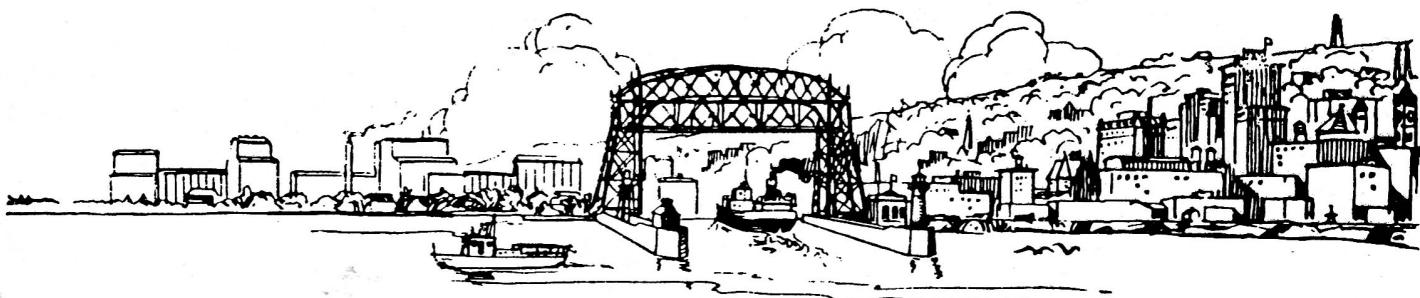
A Unit of the United States Power Squadron
District 10

Vol. 86

Duluth, Minnesota

Dec. - Jan., 1987

No. 11



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Educational News
Schedule of Events
District News
Notes & Quotes
Days Gone By
Winter Weather Guide



Duluth Power Squadron

A UNIT OF

UNITED STATES POWER SQUADRONS

DULUTH, MINNESOTA

DATES

MARCH 19
APRIL 14
APRIL 24
MAY 12
MAY 22
JUNE 9
JULY 14
AUGUST 11
SEPTEMBER 15
OCTOBER 20
OCTOBER 23
NOVEMBER 10
NOVEMBER 20
JANUARY 12
JANUARY 22
FEBRUARY 19

MEETINGS

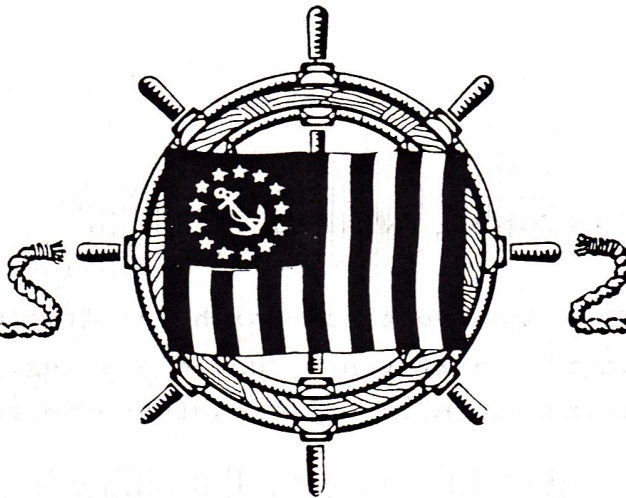
EXECUTIVE BOARD
EXECUTIVE BOARD
GENERAL MEETING
EXECUTIVE BOARD
GENERAL MEETING
EXECUTIVE BOARD
EXECUTIVE BOARD
EXECUTIVE BOARD
EXECUTIVE BOARD
EXECUTIVE BOARD
GENERAL MEETING
EXECUTIVE BOARD
GENERAL MEETING
EXECUTIVE BOARD
GENERAL MEETING
ANNUAL MEETING & ELECTION

DATES

APRIL 4-6
MAY 3
MAY 10
MAY 31
JULY 4
AUGUST 17
AUGUST 30
AUGUST 31
OCTOBER 17-19
DECEMBER
MARCH 7

EVENTS

DIST. 10 CONFERENCE @ GREEN BAY
FITTING OUT PARTY
CANADIAN CHANGE OF WATCH
DOCK CLEAN UP
FESTIVITIES & PARADE
PREDICTED LOG RACE
TREASURE HUNT
CORN ROAST
DIST. 10 CONFERENCE @ ST. PAUL
CHRISTMAS PARTY
CHANGE OF WATCH



COMMANDERS MESSAGE

While I am writing this message I am watching what all boaters don't want to see, falling snow. With ice forming on the bay it is time to turn our attentions to our on going Education Program. If you have not done so sign up for one of the many classes offered this winter.

With all of the summer boating activities behind us I want to thank all those that chaired the summer boating events as well as all those that helped make them a success. Thank you for a job well done.

To those that missed our October General meeting, If you ever get the chance to see Ken Johnson's pictures of his trip to Alaska I suggest you do so. Novembers General meeting should prove to be another interesting program with Skip & Kelly Waterhouse sharing their trip in Scandinavia.

As of this time 47 members that served our Squadron during the past year have been submitted for a Merit Mark. Also they have cleared the first approval by our area monitor. I believe that all submitted will be approved by Chief Commander Richard Miner, N.

Saint Paul hosted the Fall District Conference October 17-19 which saw 21 of our Duluth Squadron members in attendance. I thank all of you that represented Duluth and I know that a good time was had by all.

See you at the Meetings and Christmas party December 5th.

CDR DAVE CARLSON, JN

MERRY
CHRISTMAS

EDUCATIONAL NEWS

Now that most of the boats are high and dry, we should be looking forward to next years fun in boating. Why not join one of the several boating classes that are scheduled to be offered?

THE FOLLOWING CLASSES ARE NOW UNDERWAY:

Piloting (P) --- Bob Smith, instructor, is meeting 7 PM Thursdays at 1201 Minnesota Avenue.

Junior Navigation (JN) --- Skip Waterhouse, instructor, is meeting 7 PM Thursdays at the Herbert Service Center on Arrowhead Road.

Navigator (N) --- guided by Al Klopp meets 7 PM Wednesdays at Dr. Munger's office

*** * * * Coming Attractions * * * ***

In a few weeks we will be offering the following courses if enough Members sign up.

Seamanship --Sail--Weather

Call us: Candy Hengle at 724-2223 or Dan Simonson at 722-0308, to sign up for these classes or for more information. We need to know now so that books and materials can be ordered.

*** * * * HAPPY HOLIDAYS * * * ***

From The Treasurer

IMPORANT NOTICE FROM THE SQUADRON TREASURER

DID YOU FORGET?

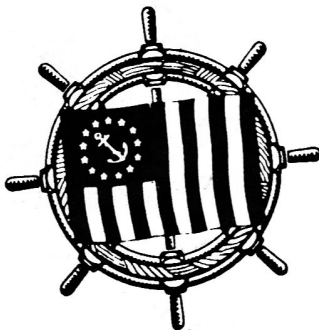
To date, approximately 50% of the membership has not submitted the 1987 membership renewal.

All renewals must be sent in to National by December 15, to avoid the Christmas rush in the mails. After January 1, 1987 there is an additional \$2.00 reinstatement fee imposed.

If there is a problem in renewing your membership - no matter what the problem, we can help. Please contact your treasurer.

DO IT NOW

Wayne D Carlson, Sr
Treasurer
722-9733



SMART SKIPPERS MAKE BOATING SAFER

From the Administrative Officer

The 1986-87 Squadron fiscal year is well over half gone and the boating portion, for all practical purposes, is completed.

A reflection on the activities to date are most enlightening, the attendance and participation at all of the events from the Fitting Out Party through the Corn Roast were excellent. Those in charge and those who helped in each event should have a sense of pride and satisfaction in a job "Well Done." This is what boating and being a member of the Duluth Power Squadron are all about. The more we participate and get involved the more enjoyable it is, and as a fringe benefit the Squadron stays healthy, vibrant and growing. It's a pleasure to be part of such a unit.

The boating activities have been of necessity squeezed into a relatively short period of time. Now it's time to take advantage of the excellent training courses that are available. It's a great thrill when you're out on the water to be able to use the information you have received in courses such as Seamanship, Piloting and Advanced Piloting. It's surprising how much of it you will use right here in the Duluth-Superior Harbor and St. Louis Bay. By taking these courses your boating will be much more enjoyable and interesting to say nothing of the added confidence you receive. The Weather and Marine Electronics courses are also excellent and you'll be surprised at the amount of good practical information you get that can be used in everyday activities as well as for boating. I have taken all of the above and fell very strongly about their benefits. Our Squadron is fortunate to have excellent instructors and with the support material developed at the National level, much of it by professionals, we are getting first rate education at almost no cost to the member. Anyone who has not taken advantage of the Power Squadron courses is missing the "boat."

Ken Johnson, AP
Administrative Officer

SQUADRON ACTIVITIES

There has been two Executive Board Meetings which were both held at Murphy's Lounge. Also there were two General Meetings held, one at the Duluth Elk's Club and the last meeting at the Chinese Lantern. All meetings were very well attended, and many thanks to all those who support the Squadron. Lets keep it up.

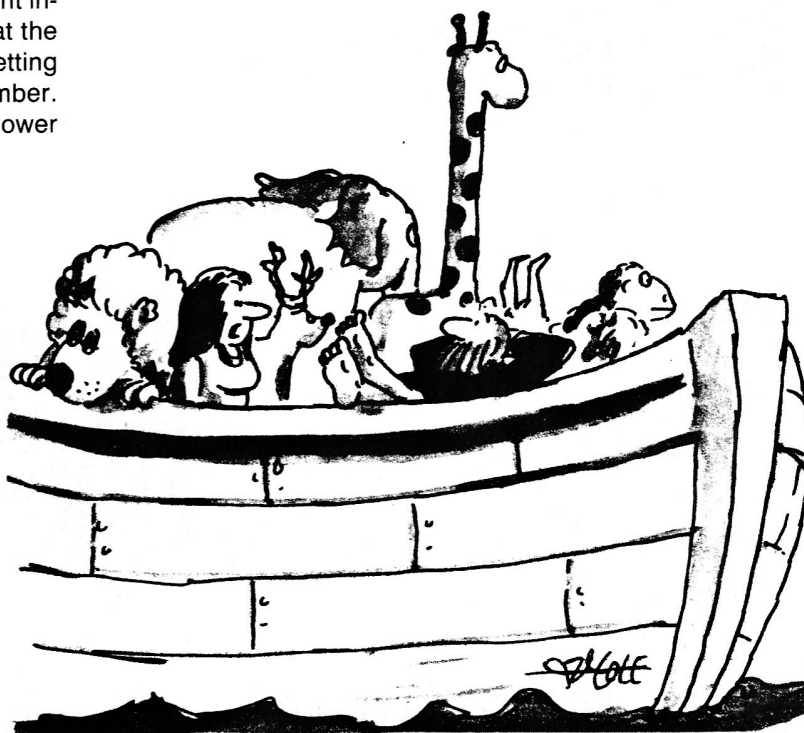
DISTRICT 10 NEWS

The Duluth Squadron was well represented at the District 10 Fall Conference held in St. Paul. Everyone who attended had a very enjoyable time. The next Conference is to be held in Madison and we will keep you posted as to the plans and reservations.

P/S/C Don Hansen is still looking for anyone who is interested in placing an ad in the District 10 Communicator. If you are interested or know of someone who is, please contact him.

NATIONAL NEWS

Just a reminder that if you plan on attending the National Annual Meeting this year, it will be held at the Fontainebleau Hotel, in Miami, Florida. Registration forms are in the last issue of the "ENSIGN."



"Your feet stink!"

Mark Your Calendar

SCHEDULE OF EVENTS

- Dec. 5 Christmas Party, held at the Casa de Roma and chaired by Al and Jane Ryckman. Plan to attend.
- Jan. 12 Executive Board Meeting, everyone welcome to attend.
- Jan. 22 General Meeting, plan on attending and bring a friend or potential member.
- Feb. 19 Annual Meeting and Election, plan on attending the most important meeting of the year.
- March 7 Change of Watch. Come and show your support for the new Bridge and show your appreciation for the hard work the old one did.

DAY'S GONE BY

June 17, 1971—Bruce and Del are taking dock building lessons from Jim H. and Jim B. Last seen, they were struggling down the beach with a 3½ HP outboard, looking for just the right piece of driftwood.

Beep! Beep! What has P/C Bruce Nimmo finally bumped into to match his Matthews? Why, its P/C Stan Jacobs little amphibious car-in 30 feet of water no less. (The Coast Guard and Police Department collided at 19th and Minnesota Avenue enroute to the accident. Better luck next time Bruce. (or Stan)

Guess what's under the canvas—the word is out that Smiley, "Mushroom King" Meehan is going to competition with his old dock partner, Wayne Mosiniak, by starting his own greenhouse aboard the Smirk.

Is it really true that our seasoned skipper of many years, Ed Katzmarek, ran into another boat with the Kathy Ann . . . Before he got in the water!



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FISHING TIME!

Dishes in the sink,
Laundry basket's overflowing,
Garage needs cleaning
And the lawn needs mowing
It's time to go fishing.

Bills piling up,
House is falling down,
Got no money
For going to town.
I want to go fishing.

Dog's run off.
Kid's got the flu.
Too little time
And too much to do.
So, I'm going fishing.

Sitting on the lake
In an old rowboat,
Bailing half the time
Just to stay afloat.
But I'm fishin'.

Bass in the lily pads,
Crappie in the hole.
It doesn't even matter
That I'm getting old.
Let's just go fishing!

Heavy fines levied against Grand Marais gill netters

Two Grand Marais men, convicted of illegally placing gill nets in Lake Superior, have paid fines, public defender fees and other costs totalling more than \$3,000.

Anthony Wayne Smith and Keith Timothy Anderson, both 22, were arrested in April by DNR conservation officers and Cook County deputy sheriffs while the two men were pulling their net near the mouth of Kadunce Creek.

The 200-foot net contained 12 steelhead, a lake trout, one coho salmon and a sucker, with a collective weight of 76 pounds. The fish, net and a 12-foot boat were confiscated by officers.

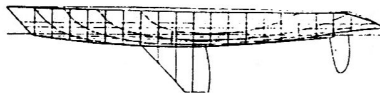
In addition to the fines and other charges, the two men received suspended jail sentences and their fishing privilege were revoked for three years.

The arrest resulted from a tip through the Turn In Poachers program. The investigation also has led to charges being filed against a third person for gill netting.

Officers reported that citizens in Grand Marais have been "positive and supportive" of efforts to curtail illegal netting in the lake.

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Steve Worsfold

Tom Clarke

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Duluth, Minnesota

Winter Weather Guide

Location **Nov.** **Dec.** **Jan.** **Feb.** **Mar.**

Duluth

Average Max. temp. (°F)	35	22	16	22	32
Average Min. temp. (°F)	21	6	-3	2	14
Days w/temp. ≤ 32°F	25	31	31	28	29
Clear/partly cloudy days	10	12	14	13	14
Days w/heavy fog	4	3	2	2	4
Average precipitation (in.)	1.7	1.3	1.2	0.9	1.8
Snow days+	3	4	5	4	4
Average snowfall (in.)	8.3	12.3	13.6	10.6	13.4

Two Harbors

Average Max. temp. (°F)	40	27	22	26	35
Average Min. temp. (°F)	25	11	2	6	18
Average precipitation (in.)	1.6	1.1	1.0	0.6	1.6

Grand Marais

Average Max. temp. (°F)	38	27	21	25	34
Average Min. temp. (°F)	25	11	2	6	17
Days w/temp. ≤ 32°F	24	30	31	28	30
Average precipitation (in.)	1.6	1.2	1.0	0.8	1.5
Average snowfall (in.)	6.4	12.4	13.3	10.2	10.2

NOTES: +Snowfall ≥ 1.0 inches

Snow Cover

Average number of snow cover days for indicated depths

Station	1"	3"	6"	12"	24"
Babbitt	144	132	114	72	17
Duluth	138	125	109	74	17
Grand Marais	130	117	94	56	11
Gunflint Lake	151	150	127	91	25
Gunflint Trail	175	170	160	150	100

	Average date of first 1" snow cover in the fall	Average date of last 1" snow cover in the spring
Babbitt	Nov. 15	Apr. 21
Duluth	Nov. 7	Apr. 13
Grand Marais	Nov. 17	Apr. 9
Gunflint Lake	Nov. 7	Apr. 20
Gunflint Trail	Nov. 1	May 5



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WHY IS A SHIP A SHE???

We always call a ship a she
Ant not without reason.
For she displays a well-shaped knee
Regardless of the season.
She scorns the man whose heart is faint
And doesn't show him pity,
And like a girl she needs the paint
To keep her looking pretty.

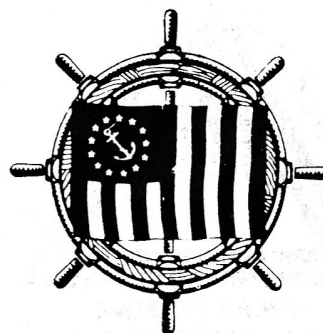
For love she'll brace the ocean vast
be she a gig or cruiser,
But if you fail to tie her fast
You're almost sure to lose her.
On ships and dames we pin our hopes,
We fondle them and dandle them;
And every man must know his ropes
Or else he cannot handle them.

Be firm with her and she'll behave
When skies are dark above you,
And let her take a water wave
Praise her, and she'll love you.
That's why a ship must have a mate
She needs a good provider.
A good strong arm to keep her straight
To comfort her, and guide her.

For such she'll brace the roughest gales
And angry seas that crowd her,
And in a brand new suit of sails
No dame looks any prouder
The ship is like a dame at that
She's feminine and swanky,
You'll find the one that's broad and fat,
Is never mean and cranky.

Yes, ships are ladylike indeed
For take them altogether,
The ones that show a lot of speed
Can't stand the roughest weather.

Author Unknown





Fun Times



DULUTH POWER SQUADRON

A UNIT OF

UNITED STATES POWER SQUADRONS

DULUTH, MINNESOTA

November 22, 1986

"NOTES & QUOTES" From Your Secretary...

LESSONS FROM CASUALTIES

Some may have seen the following article... Although humorous and somewhat un-believable it is perhaps symbolic of how things "can" go wrong on board ship, with one event triggering another until such time when there is a complete breakdown of command, organization and practiced procedure.

Hopefully none of our local skippers will ever see conditions deteriorate to this extent although we can probably all look back and recall "one" day that every-thing seemed to go wrong. (I know your Secretary certainly can !!!)

I assume this "so called" Casualty Report was written tongue-in-cheek but will stand corrected if the incident sounds even vaguely familiar, on a smaller scale, to any of our membership. The author, although unknown, appears to be British, so we can't give him a credit line. It was submitted by a Professor Louis S. Hathaway of the Maine Maritime Academy who had received it from Bob Wallace, a graduate of the Academy, who later became a representative of Federal Commerce and Navigation Ltd. of St. John, New Brunswick.

"It is with regret and haste that I write this letter to you; regret that such a small understanding could lead to the following circumstances, and haste in order that you will get this report before you form your own pre-conceived opinions from reports in the world press, for I am sure that they will tend to overdramatise the affair.

We had just picked up the pilot, and the apprentice had returned from changing the "G" flag for the "H" flag, and, it being his first trip, was having difficulty in rolling the "G" flag up. (Secretary's Note: "G" flag indicates a Pilot is needed, and the "H" flag signals that the Pilot is on board) I therefore proceeded to show him how. Coming to the last part, I told him to "let go." The lad, although willing, was not too bright, necessitating my having to repeat the order in a somewhat sharper tone.

At this moment the Chief Officer appeared from the Chart Room, having been plotting the vessel's progress, and, thinking it was the anchors that were being referred to, repeated the "let go" to the Third Officer on the forecable. The port anchor, having been cleared away but not "walked" out, was promptly let go. The effect of letting the anchor drop from the "pipe" while the vessel was proceeding at "Full" harbor speed proved too much for the windlass brake, and the entire length of the port anchor chain/cable was pulled out "by the roots." I fear that the damage to the chain locker may be extensive... The braking effect of the port anchor naturally caused the vessel to sheer in that direction, right towards the swing bridge that spans a tributary to the river up which we were proceeding.

The swing bridge operator showed great presence of mind by opening the bridge for my vessel. Unfortunately, he did not think to stop the vehicular traffic, the result being that the bridge partly opened and deposited a Volkswagen, two cyclists, and a cattle truck on the foredeck. My ship's company are at present rounding up the contents of the latter, which from the noise I would say were pigs. In his effort to stop the forward progress of the vessel, the Third Officer also dropped the starboard anchor, too late to be of practical use, for it fell on the swing bridge operator's control cabin.

After the port anchor was let go and the vessel started to sheer, I gave a "double ring" for "Full Astern" on the Engine Room Telegraph and personally rang the Engine Room to order maximum astern revolutions. I was informed that the sea temperature was 53 degrees and asked if there was a film to-night; my reply would probably not add constructively to this report.

Up to now I have confined my report to the activities at the forward end of the vessel... Down aft they were having their own problems. At the moment the port anchor was let go, the Second Officer was supervising the making fast of the after tug and was lowering the ship's towing "spring" down onto the tug.

The sudden braking effect on the port anchor caused the tug to "run in under" the stern of my vessel, just at the moment when the propeller was answering my "double ring" for "Full Astern." The prompt action of the Second Officer in securing the inboard end of the towing "spring" delayed the sinking of the tug by some minutes, thereby allowing the safe abandoning of that vessel...

It is strange, but at the very same moment of letting go the port anchor there was a power cut ashore. The fact that we were passing over a "cable area" at the time might suggest that we may have touched something on the river bed? It is perhaps lucky that the high-tension cables brought down by the foremast were not live, possibly being replaced by the underwater cable, but owing to the shore blackout it is impossible to say where the pylon fell.

It never fails to amaze me, the actions and behaviour of foreigners during moments of minor crisis. The pilot, for instance, is at this moment huddled in the corner of my day cabin, alternately crooning to himself and crying after having consumed a bottle of gin in a time that is worthy of inclusion in the Guinness Book of Records. The tug captain, on the other hand, reacted violently and had to forcibly be restrained by the Steward, who has him hand-cuffed in the ship's hospital, where he is telling me to do impossible things with my ship and my person.

I enclose the names and addresses of the drivers and insurance companies of the vehicles on my foredeck, which the Third Officer collected after his somewhat hurried evacuation of the forecastle. These particulars will enable you to claim for the damage that they did to the railings of the No. # 1 hold.

I am closing this preliminary report, for I am finding it difficult to concentrate with the sound of police sirens and their flashing lights.

It is sad to think that had the apprentice realized that there is no need to fly pilot flags after dark, none of this would have happened.

For weekly Accountability Report I have assigned the following Casualty Numbers: T/750101 to T/750199 inclusive.

Yours truly,
MASTER"

SUPERIOR ADVISORY NOTES



Minnesota Sea Grant Extension

University of Minnesota

Minnesota Boating Registration Trends

by Chad P. Dawson and Kim Elverum

INTRODUCTION

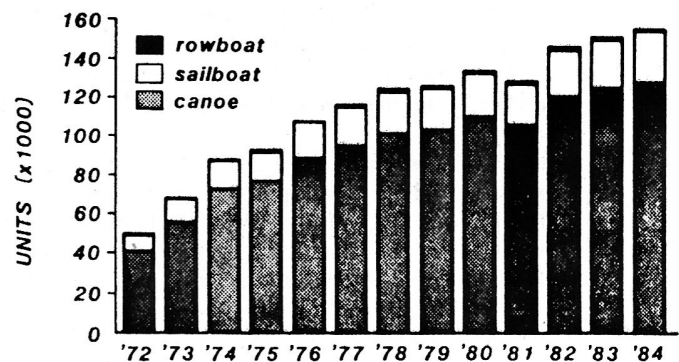
Minnesota's per capita boat registration has tended to lead the nation with one boat for every 6.5 resident adults. The 629,291 boats registered* in 1984 set another state record and places Minnesota as one of the top 3 states in boat registration along with Michigan and California.

From 1972 to 1984, there has been continual growth in the total number of registered boats in Minnesota. The number of boats increased 57 percent from 400,899 to 629,291. Minnesota's rate of increase has been higher than the national increase (47%) in boats-in-use during 1972 to 1984. Both the national and state numbers of boat-in-use and registered boats is expected to continue to increase over the next several years.

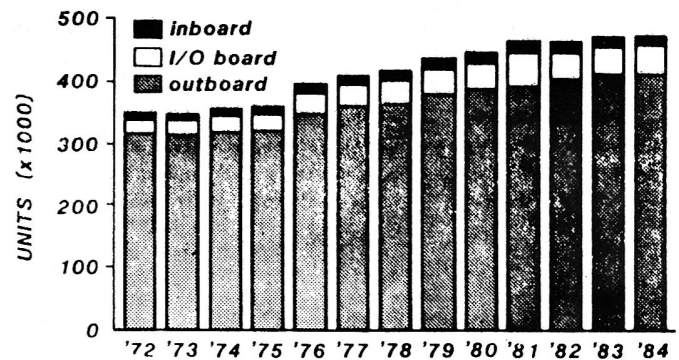
The number of motor boats registered in Minnesota increased 35 percent from 350,721 in 1972 to 473,468 in 1984. Growth was continual with the exception of 1982 when the number of motorboats registered declined. The period of greatest growth was during 1975 to 1981. Inboard-Outboard motorboats have increased at a higher rate than either inboards or outboard motorboats.

The number of non-motorboats registered increased 211 percent from 50,178 in 1972 to 155,823 in 1984. Non-motorized boats refer to rowboats, sailboats, and canoes that do not rely on an engine as the primary source of power — although motors may be used at times, especially on sailboats. Growth has been continual with the exception of 1981 when a decline was reported. The period of greatest growth was during 1972 to 1978. Both sailboat and canoe registrations have increased over 100% during this time period.

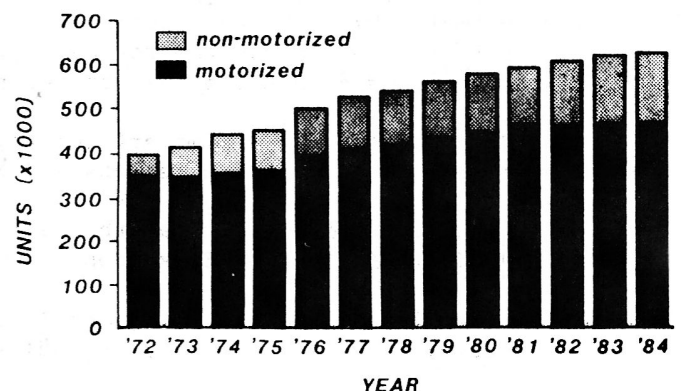
NON-MOTORIZED BOATS



MOTORIZED BOATS

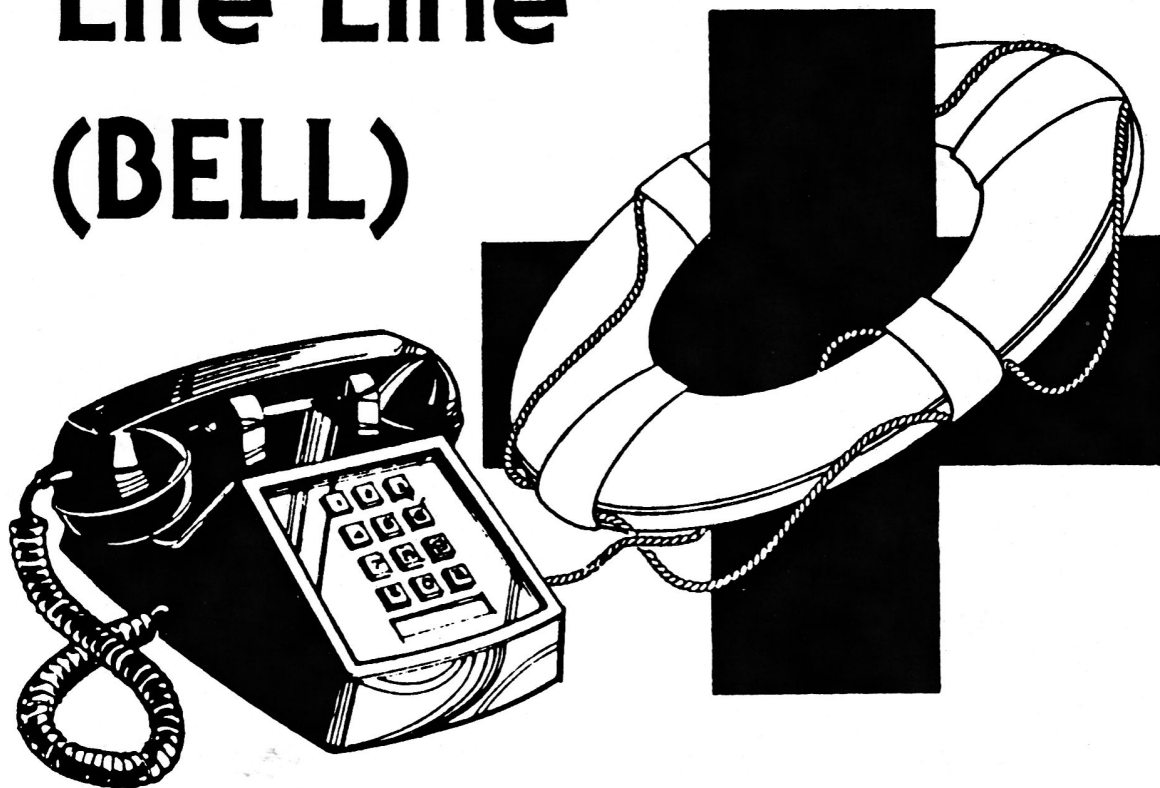


TOTAL BOATS



* In 1980, there were 1,144 U.S. Coast Guard documented yachts (5-tons net capacity) in Minnesota that are not required to register with the Minnesota Dept. of Natural Resources.

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- assistance in obtaining an ambulance at your destination.
- help in contacting the Coast Guard for emergency medical assistance.

To contact BELL have the Marine Operator place a call to (218) 726-HELP.



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Asst. Editor	GLORIA VITULLO, S

Editors Note ...

Many thanks to all the Officers who furnished me with a report this issue.

I would like to thank our advertisers for their support. Remember it is the advertising that keeps this paper going. Please patronize them and tell them you saw their ad in the "Channel Chatter."

Only a few Officers furnished reports this issue. If you have questions about any of the Squadron Offices, please let me know and we will try to get some information out to them.

I would like to hear from you, the reader. How about sending me some letters or news worthy items to be issued. Remember this paper is yours so how about taking part in its publication.

I would also like to mention that if anyone has not received their district "10's Communicator" that I have several copies left. Also that the district is looking for advertisers for this publication. If you are interested, please contact me.

The Deadline for the next issue is January 17th, 1987. Hope to hear from some of you by then.

P/C Don Hansen, AP
Editor