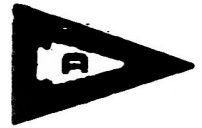




"Fly The Ensign Proudly"



Channel Chatter

Published by The Duluth Power Squadron

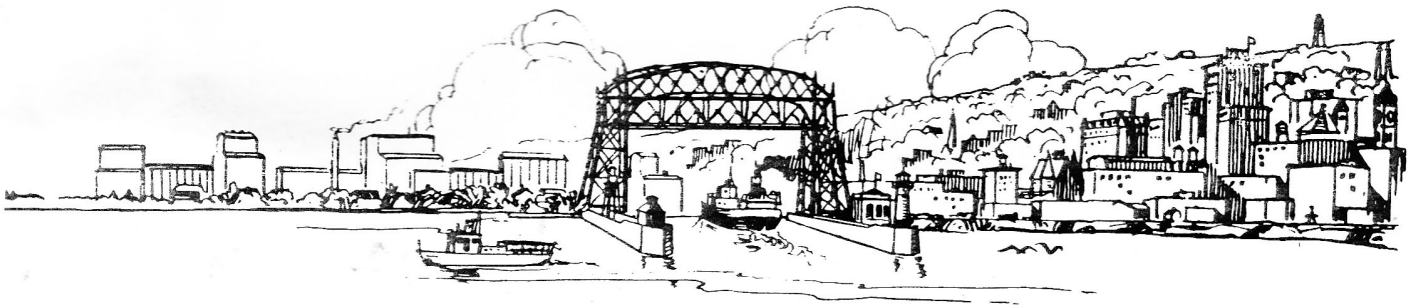
A Unit of the United States Power Squadron
District 10

Vol. 86

Duluth, Minnesota

August - September 1986

No. 9



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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



DULUTH POWER SQUADRON

A UNIT OF

UNITED STATES POWER SQUADRONS

DULUTH, MINNESOTA

COMMANDERS MESSAGE

Since my last message we have conducted a SAFE BOATING WEEK campaign, which was chaired by our safety chairman Steve Johnsen AP. Many thanks Steve for a job well done, also to your crew of volunteers.

Speaking of volunteers all work done by our members is volunteer work. It takes many people to make an organization run and to get the many jobs done. If you are interested in helping your Squadron contact one of the Officers listed on the back page of the Channel Chatter. Consider getting involved with YOUR SQUADRON.

July fourth saw quite a few of our members take part in our Pot Luck dinner and boat decorating party leading up to the boat parade. Twenty boats took part in the parade. Many thanks to Dave Poulin AP, and Harvey Hengel AP, for serving as co-chairman of this event. Also many thanks to P/C Bob Byrne JN, for cutting the grass and cleaning up the dock. Bob has done this twice this year for the Squadron.

August 17th is the next event on our schedule. The Predicted Log Race. Remember this is not a race against others but a test of your skills in navigation and boat handling. This year there will be a NOVICE award for first time entries. Labor day week end brings the Treasure hunt & Corn Roast. If you are willing to help with the corn roast call 722-0049.

Watch for further details on the Commanders Cruise Sept 27.

We would like to express our deepest sympathy to Dick and Donna Sundberg on the recent loss of their son John. John joined our squadron this spring. He will surely be missed by family, freinds and our squadron.

This fall we will be offering an Operations Training class to train future leaders for Squadron Officers. More will be coming on this when the dates are set.

DAVID CARLSON JN
COMMANDER

EDUCATIONAL NEWS

Summer class break is now in effect and we all should be taking to the water in our boats. Those of us who took advantage of the courses that were offered will be able to apply their new knowlege to this summers cruising.

PILOTING graduates will recognise a collision course.

SEAMANSHIP graduates will be able to apply Marlinspike.

ADVANCED PILOTS will plot a position several ways.

J.N.s will have a star to steer by.

WEATHER course students will recognise storm conditions.

SKIPPER SAVERS will know how to handle emergencies.

INSTRUCTOR QUALIFICATION graduates will add to our classes

How about you? Are you more qualified this summer than last? If not, plan to get on BOARD for the Winter Educational Cruise that we will soon be announcing.

The Junior Navigation class has just started and anyone with an A.P. rating can still join.

Skipper Saver anyone -- call us.

Call Candy Hengle 724-2223 or Dan Simonson 722-0308 for more information.

From The Executive Officer

4TH OF JULY RENDEZVOUS

The 4th of July Rendezvous started off with a boat decorating contest at the Squadron dock. Balloons were provided by the squadron. Winning boats added their own decorations. Judges Gene Rock, Russ Westberg and Richard Bibby after much deliberation and prodding selected the following winners: First Place "HARCAN", Second Place "EIGHT BALL", and Third Place "CONTAGIOUS". Honorable mention was given to the cruisers "JIMI-JON" and "ATLANTIS" for their excellent appearance. Sixteen boats attended the event.

The boat parade followed at 1830. Participants rendezvoused at the north corner of the Port Terminal and proceeded as a group to the vicinity of the buoy off of Lakehead Boat Basin. The parade continued on to the area in front of the Arena, stopped, and saluted the crowd. Approximately 20 boats participated.

Thanks to the many squadron members and guests whose efforts made this event a success.

ANNUAL TREASURE HUNT

The annual Treasure Hunt will be held on 30 August. Starting time will be at 1200. Envelopes containing cards for the Poker Hands will be opened at the Squadron Dock at 1600. A pot luck supper will follow. Rules and first clue will be mailed to Squadron Members on 25 August. Chairman Dave Poulin promises a good time for all most.

CHANNEL 70 USE TERMINATED

" Effective immediately, the use of channel 70 (156.525 MHz) by recreational boats is to be terminated. This channel has been reclassified for use in a new Global Marine and Safety System under development by cooperating governments worldwide. This channel was previously assigned as a non-commercial intership communications frequency. Channel 72 is still available for this purpose. Channels 9, 68, 69, 71, and 78A may be used for intership and ship-to-coast communications, thereby making them more versatile for most purposes. The use of all channels is further regulated by the requirements of the FCC rules, and all users should become familiar with them to avoid CB radio syndrome. "

SQUADRON ACTIVITIES

Executive Board Meeting--June 9

There were 12 members of the Executive Board present at the meeting.

The Cdr. called the meeting to order at 1940.

Cdr. Carlson called on the Sec. to read the minutes of the last meeting. There was one correction to be made and they were approved.

Treasurer Carlson was not present at the meeting so the Cdr. read a written report he had furnished.

Next E/O Dan Simonson was called on and he reported that 5 members had taken the Instructor Qualification exam. He also mentioned that a JN class had been started and that it was not too late for anyone interested to join it.

It was mentioned that Channel 70 (FM Marine Radio) was not to be used by recreational boats. The channel was re-classified for use in a Global Marine Safety system.

Cdr. Carlson then showed the board some new publications the USPS has put out, THIS IS THE SQUADRON, which is designed to be given to a serious Squadron candidate.

Safety/Rescue Officer Steven Johnsen was called on. He mentioned that very neatly prepared packets relating to Safe Boating were being made up and with the help of several other members they would be distributed throughout different marina's. He mentioned that some 400 packets would be made up.

Supply Officer Dick Vitullo reported that he was making up a new inventory list of all supplies.

P/C Hansen then reported on the Channel Chatter stating that the publication was financially in good condition. It was brought up that we may need to print more copies as our membership grows.

The Predicted Log Race was then brought up and it was suggested that a new "novice award" be given out to encourage more members to take part in the event.

There was no further business and the meeting was adjourned at 2135.

July 4th Rendezvous, May thanks go to Dave Poulin, Chairman, and Harvey Hengel Co-Chairman for a fine 4th of July.

There were a total of 16 boats at the Squadron dock for the pot luck dinner and decorating contest. First place in the decoration contest went to Captain Hengel on the "Harcan" second place went to Cdr. Carlson of the "Eight Ball", and third place went to Captain Johnsen of the "Contagious".

The parade was a great success also with some 25 boats taking part.

Youth Boating Day

Unfortunately the weather did not cooperate in the Squadrons first Youth Boating Day.

The Squadron and Captain Harvey Hengel would like to thank all those who were ready and willing to take part in this event.

At this time it has not been rescheduled, but as Captain Hengel says, the work has already been done. Hopefully later this summer or next year we can try again.

Executive Board Meeting-July 14

No report was received at the time of printing.

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DISTRICT 10 NEWS

The Milwaukee Power Squadron would like to welcome all members of District 10 to join them for a rendezvous on August 8th and 9th at Hidden Harbour Marina on Lake Poygan. They plan a pig and corn roast and a boat trip on Sunday.

They also are planning a cruise and rendezvous from Milwaukee to Port Washington, WI. on Aug. 22, 23, and 24th.

If anyone is interested in attending any of these events please contact;

Cdr. Robert J. Stark, S
403 Debbie Dr.
Waukasha, WI. 53186

Don't forget the District 10 Conference in St. Paul on Oct. 17-19. It would be nice to see a good representation there from the Duluth Squadron. After all, we have 3 District Officers so let's support them. P/C Don Hansen has information on the Conference and it will be published in the 10's Communicator.

P/C Don Hansen is looking for advertisers for the District Publication "10's Communicator". The Communicator has been redesigned and they are going to sell ads to help pay for the publication. It will be printed in color and will be more interesting and informative. If any one is interested in purchasing an ad and helping out the District please contact P/C Hansen as soon as possible.

P/D/C Ted Anderson is looking for anyone who would be interested in becoming a District Officer, he is the nominating chairman this year. If you are interested please call Ted 612-447-2683.

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NATIONAL NEWS

The Savannah River Power Squadron is working out the details of what may have enormous potential for USPS.

Tentative approval has been granted by the state of Georgia to allow teachers to take our USPS Public Boating Course this fall and receive three hours credit toward recertification.

Teachers in most states must continuously take courses in order to maintain their certificates. Those with an interest in boating would be perfectly delighted with the option of taking the course.

In order to "fit" the course into the state's requirements, Squadron teachers will stretch the course out two additional sessions for a total of twelve weekly classes.

Think of the potential, all of the thousands of teachers in the United States who must recertify on a regular basis. Do you think this would go over in the Duluth area?

USPS headquarters has responded to more than 6300 public inquiries about the Boating Course during the first five months of this year. These inquiries they feel are a result of national advertising and the current promotion program being carried on with National Marine Manufacturer's Association.

Because of recent liability insurance coverage, strict observance by all USPS Squadrons, Districts, and affiliated organizations are recommended in three areas;

1. No hands-on teaching aboard boats.
2. No patrols, search or rescue activities, or assistance of local law enforcement agencies.
3. No medical service or assistance.

Any such work or service can only be performed by a USPS member on an individual or voluntary basis, and not as a district or squadron sponsored activity or program.

NATIONAL NEWS CON'T

"Cooperative Charting" our second most important public service is off to a good start this year. The greatest problem in the program is the lack of member participation. We have only 5% of the members of the squadrons supporting this very valuable endeavor. Lets all support this great program.

A new course called "Speaking and Teaching" is in its final editing stage.

The Sail Course is almost completely rewritten and the first segments of the video on sailing are being taped.

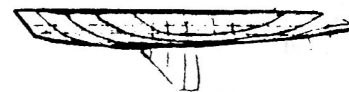
A new handbook will soon be ready called "Handbook for Squadrons Program Chairman." This will help Officers set up programs for their Squadrons.

A financial report for the National is printed on a page toward the back of this publication. Everyone is encouraged to look at it to see where our money goes. Remember, a large part of your dues go to the National.

Cdr. Dave Carlson and wife attended the Governing Board which was held on May 17 in Atlanta, Georgia. The next one is to be held in Reno and we are all encouraged to attend. Cdr. Carlson at this time plans on attending.

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Phil Dudding

Steve Worsfold

Tom Clarke

SUPPLY OFFICER

Our new Supply Officer, Dick Vitullo has given me a list of some of the items he has in stock. He is also receiving new catalogues to order from. If you are interested in any of these items please contact Dick;

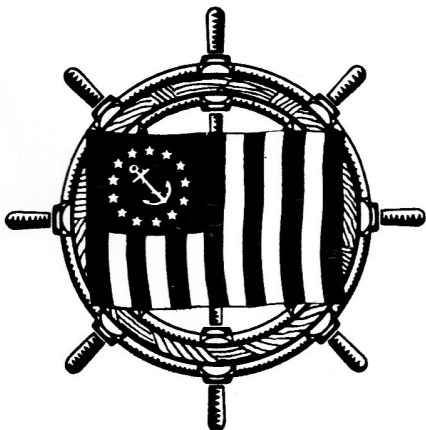
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Dick has other items or can get them.

Dick Vitullo
2213 Sussex Ave.
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728-1129

WHEN IN TROUBLE

Captain Bob Smith has asked that I remind members that if they are in trouble at sea or in a storm, that a radar reflector may bring help much sooner. It will make you appear on a boats radar much sooner than if you didn't have one. It is a very inexpensive item and could save problems or even a life in an emergency situation especially if it is at night.



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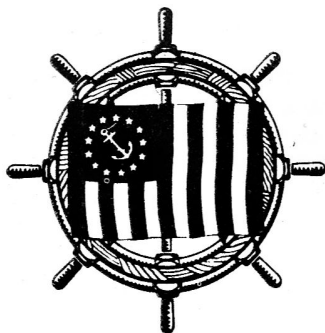


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TEN QUALITIES OF A LEADER

1. A leader must be able to take criticism. One must learn to sort out the constructive, from which one can learn, and the malicious which one must ignore.
2. A leader must learn to stand adversity. Things will not always go well. Failures will happen. A good leader will bounce back.
3. A leader must be able to delegate authority. They must be able to give up power, to trust those under them.
4. The leader must make decisions. The person who cannot take a stand does not deserve to lead others.
5. The leader must be free from prejudices.
6. A leader must learn to praise others, to share the credit, and to give credit where it is due. If the leader takes credit for everything, they will not lead, they will only frustrate those under them.
7. A leader must be able to concentrate under difficult conditions. Keep the goal constantly in mind.
8. A true leader will assume responsibility for their own mistakes.
9. A leader will not try to avoid responsibility for the mistakes of others.
10. A good leader will grow and learn. Stagnation is not leadership.

If you have these qualities the Duluth Power Squadron needs you.

The Nominating Committee is looking for members who are willing to help out their Squadron. We need people who are not just going to hold an office or fly a flag. The Duluth Squadron needs some good and hard working members to fill both elected and appointed positions for the next year. The wages are poor, but the rewards are great.

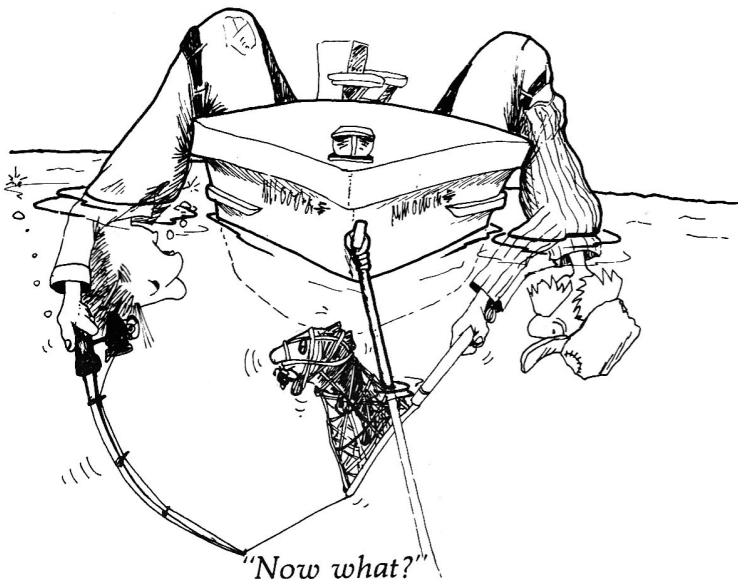
If you are interested in getting involved please contact the following:

P/C Don Hansen, AP.
P/C Richard Bibby, AP.
P/C Howard Boynton, AP

Mark Your Calendar

SCHEDULE OF EVENTS

- Aug. 11 EXECUTIVE BOARD MEETING
Everyone is welcome to attend.
- Aug. 17 PREDICTED LOG RACE, Come and join your fellow members is a test of skills.
- Aug. 30 TREASURE HUNT, last year Dave Poulin did a fine job and he says this years will be even better.
- Aug. 31 CORN ROAST, Harlan Eggert has promised us a party we won't forget so plan on attending and spending the night at the Squadron Dock.
- Sept. 7 RAFT UP, the Duluth Squadron and Coast Guard Auxiliary are tentatively planning this event.
- Sept. 15 EXECUTIVE BOARD MEETING, again everyone is welcome to come and learn how the Squadron is run.
- Oct. 17-19 DISTRICT 10 CONFERENCE in St. Paul. All Duluth members should plan on attending this Conf.
- Oct. 23 GENERAL MEMBERSHIP MEETING, plan on attending this one. The Cdr. says it will be a good one and may be a dinner meeting.



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MAREPS
For Better Lake Superior Weather Forecasts

by Jeff Gunderson
Sea Grant Extension Agent

Great Lakes warnings and forecasts are a major element of the National Weather Service (NWS) mission. Yet despite information from satellites, data buoys and coastal stations, large expanses of the Great Lakes remain data voids. Shipping, fishing and recreational boating in these data void areas represent a wealth of information. To take advantage of these potential observers, the NWS in cooperation with the Sea Grant Extension programs from Minnesota and Wisconsin have launched a Mariner Reporting (MAREP) program. Patterned after aviation Pilot Reports (PIREP), the MAREP concept seeks to recruit Lake Superior boaters on a volunteer basis to relay weather and sea state observations to the NWS office in Duluth. The observations are combined with other information to issue/update marine weather warnings and forecasts on NOAA Weather Radio.

The MAREP program in the Duluth/Superior area has been in operation during the summers of 1984 and 1985. However, our attempts to establish a small number of committed Lake Superior users as weather observers has failed. The program is only in existence today due to the cooperation of the Duluth Aerial Lift Bridge. The Lift Bridge acts as a weather observer and as a MAREP base station. During the last two summers the Lift Bridge has reported weather conditions to the NWS office three times each day (at 5:30 AM, 9:30 AM and 3:30 PM). The information provided by the Lift Bridge is very helpful but we need information from farther out on the lake where conditions may be quite different than those being experienced at the Duluth entry. Even if the conditions are identical to those at the entry, we need a report to verify that.

We would like the assistance of the Duluth Power Squadron to help get this program going.

We have simplified the reporting procedures so it should not take much of your time. We hope that calling in weather observations will become part of your regular on-the-lake routine.

The procedure for reporting weather observations is as follows:

- * Call the Aerial Lift Bridge on Channel 16.
- * Calls should be initiated 30 minutes before or after 5:00 AM, 9:00 AM, and 3:00 PM.
- * After making contact with the Lift Bridge on Channel 16 switch to Channel 68 to report your weather observations.
- * Report -- Your location
Wind direction
Wind speed
Wave height
Weather conditions
Visibility

Your report should be brief and to the point. For example: "This is the Salmon Slayer (boat name) located three miles southeast of Stony Point. The wind is northeast at 15 miles per hour. Waves are 2 to 3 feet, sky is cloudy and there is a steady drizzle. Visibility is 1/2 mile."

If weather conditions change drastically, do not wait for the designated reporting time. Call the Lift Bridge immediately.

Give your best estimate of the weather conditions. We realize that you do not have equipment to provide exact information. Just remember, the information you provide is otherwise unattainable by the NWS. So, report your best guess as to what the current conditions are -- we need the information. Also, if you hear a report that is different from the conditions you are experiencing call in a report so that the NWS is aware that conditions are not uniform on the lake.

Following is a summary of the MAREP reporting procedure. Clip and carry on your boat for easy reference. Hope to hear from you.

MAREP REPORTING PROCEDURE

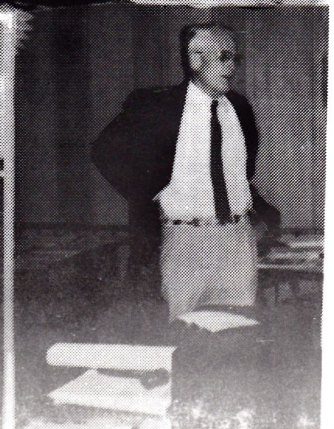
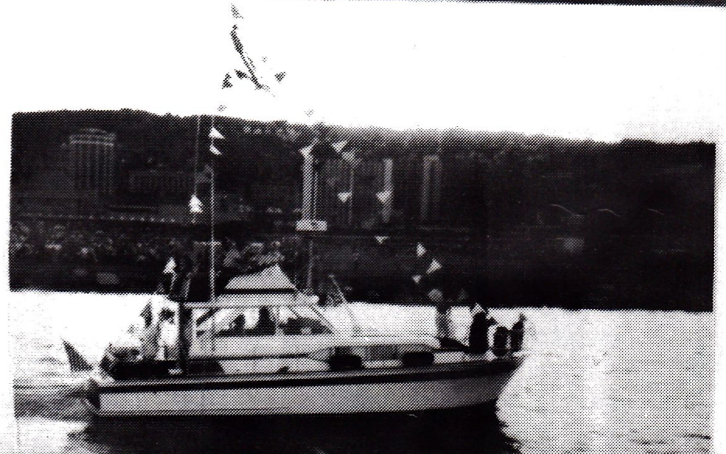
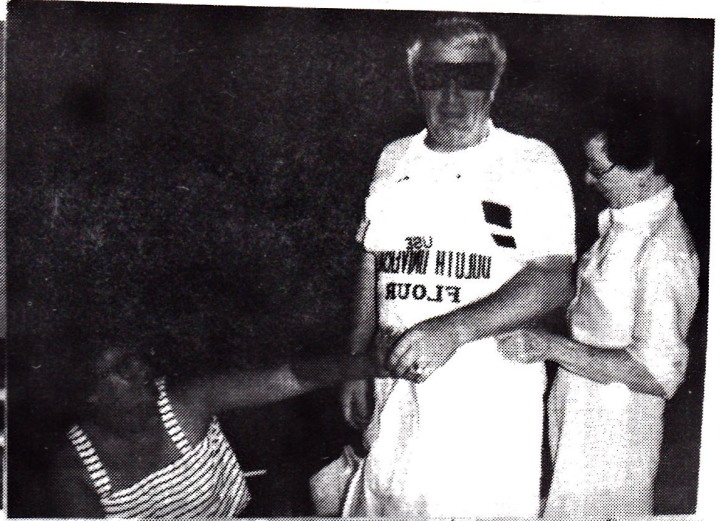
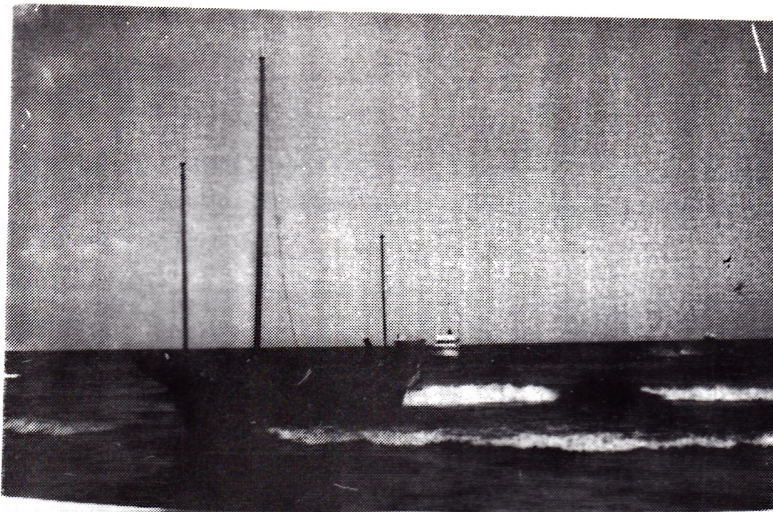
- Report times: 5:00 AM, 9:00 AM, and 3:00 PM
- Call the Lift Bridge on Channel 16
- Switch to channel 68 after contact with Lift Bridge.
- Report
 1. Your Location
 2. Wind Direction
 3. Wind Speed
 4. Wave height
 5. Weather conditions
 6. Visibility
- Report drastically changing conditions anytime

STREATER COVE, LAKE MINNETONKA



PHOTO OF THE MONTH







DULUTH POWER SQUADRON

A UNIT OF

UNITED STATES POWER SQUADRONS

DULUTH, MINNESOTA

July 21, 1986

"NOTES & QUOTES" From your Secretary...

SUBJECT: Water Levels

All of the Great Lakes except Lake Erie have received "less" than normal precipitation so far in 1986, and their levels are somewhat lower than previously predicted, and that is "good news"... However, there is still a lot of water in the Basin and all of the Great Lakes continue to go dangerously high. Lakes Superior, Michigan, Huron, St. Clair and Erie have again set new monthly record high levels in May. For Lakes Superior and St. Clair, this update period of 2 June 1986 is the "ninth" straight month that record highs have been set and for Lakes Michigan and Huron, it is the eighth. The Department of the Army's "Monthly Bulletin of Lake Levels for the Great Lakes" reveal that all of the lakes are predicted to remain extremely high through November 1986 and Riparian property owners should be alert to take necessary precautions.

Some "food for thought"... How and when precipitation is received makes a difference. For example, two inches of rain over the period of a month will have less effect on lake levels than two inches received in one day. Growing plants use large quantities of water, therefore two inches of rain in March will have a greater effect on lake levels than two inches in August. And, of course, less water will evaporate from a lake's surface during cool, cloudy days than on hot sunny days. Thus regional climate also affects lake levels.

Although evidence has been offered supporting the idea that precipitation occurs in cycles, because of their physical characteristics the levels of the Great Lakes don't follow precipitation cycles closely enough to be considered "cyclic".

The principal factor causing these seemingly unrelated events, is very simply, the capacity of the "outflow" rivers. Imagine the lakes as a giant Bath-tub... Turn both faucets wide open and pull the plug---the water level in the tub will continue to rise because the capacity of the drain is not great enough to offset incoming water. The same is true of the lakes; when precipitation is above normal "incoming" is greater than than "outgo", hence levels rise.

Average capacities of outflow rivers are; 550,000 gallons per second for the St. Marys River (from Lake Superior); 1,400,000 gallons per second for the Detroit River (from Michigan-Huron-Lake St. Clair); 1,500,000 gallons per second for the Niagara River (from Lake Erie); and 1,800,000 gallons per second for the St. Lawrence River (from Lake Ontario). This sounds like a lot of water leaving the system, but look at how much is coming in... "One" inch of rain on "one" acre of land equals about 27,000 gallons of water. Of course not all of it reaches the lakes. With 640 acres in one square mile and nearly 300,000 square miles in the Great Lakes basin it is not hard to see that the average annual precipitation of about 30 inches adds up to a tremendous amount of water.

From this total the amount that evaporates and the amount that never reaches the lakes (that used to replenish soil moisture, ground water supplies and other losses) must be subtracted.

Another factor to be considered in lake level fluctuation is the "short-term" phenomena which combines the "seiche" situation and lake storms... The seiche is usually the result of intense prolonged winds frequently accompanied by rapid changes in barometric pressure. Seiches are characterized by sudden rises and drops in water levels that may last from a few minutes up to several hours. Obviously storms along with such described high waters can cause particular havoc.

To better illustrate our presently existing lake level problems I offer the following..., As most of you know the "Plane of Reference" for Lake Superior navigational charts is 600.0 feet. The Department of the Army (Corps of Engineers) water level statements, which come out on the 5th and the 20th of each month, reflect in inches above (+) or below (-) this plane of 600.0 feet which is applicable to Lake Superior.

The following Statement, from the year 1975 through to the present, will clearly show the dramatically high levels for the dates of 20 May, 6 June and 5 July thus far in 1986.

	<u>In Inches</u>											
	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>
5/20	+12	+13	+03	+06	+05	+05	+06	+04	+11	+10	+13	<u>+19</u>
6/05	+13	+14	+02	+06	+12	+05	+06	+05	+12	+10	+15	<u>+19</u>
6/20	+14	+13	+01	+08	+15	+07	+08	+06	+13	+13	+16	<u>+20</u>
7/05	+16	+15	00	+08	+17	+07	+09	+06	+13	+15	+18	<u>+21</u>
7/20	Projected/expected level to be.....											<u>+21</u>

NOTE: That lower levels were experienced in 1977 and that prior to 1984, when the current higher trend started, 1975 was a year of higher levels. You will also note that thus far the readings for 1986 are the highest in the 12 (twelve) year period.

Also of interest is the 20 October 1985 reading of +25" inches which represented the high for the year and helped set a October Mean Level of 602.13 feet which was the highest level of record for any month. Attention is called to the fact that these readings existed when the "water surface elevation was not disturbed by wind and/or other causes as previously described earlier in this copy". The lake level "did", in this area, reportedly reach levels exceeding 604.0 feet during adverse storm conditions or unusual barometric pressure circumstances, or with combinations of both.

Despite our problems here with Lake Superior levels it can be noted that on 20 April 1985, Lake Erie was showing a +60" inches which very graphically illustrated the difficulty they were having on the lower lakes.

For the present, at least, we are at nature's mercy... Hopefully there could be some marked deviations from the "norms" in rainfall the balance of 1986 which would ease the crisis and that possibility might be the best chance we have right now ???

R. Bibby

DEPARTMENT OF TRANSPORTATION



COAST GUARD

LOCAL NOTICE TO MARINERS

ISSUED BY:

COMMANDER NINTH COAST GUARD DISTRICT (oan)
1240 EAST NINTH STREET, CLEVELAND OH 44199-2060
TELEPHONE: (216) 522-3991

All bearings are in degrees true reading from 000 to 359 as observed from a vessel toward the aid.

All times shown in local time unless otherwise noted.

All positions will be in Degrees, Minutes, Seconds, and tenths of Seconds.

BROADCAST NOTICE TO MARINERS

Information concerning aids to navigation promulgated by the following broadcasts has been incorporated into this notice if still significant: 0500-86 through 0533-86


LIGHT LIST REFERENCE: COMMANDANT INSTRUCTION M16502.7 (OLD CG 159), VOL IV, 1986 Edition

COAST PILOT REFERENCE: USCP 6, 1986 Edition

REPORT DEFECTIVE AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

I. SPECIAL NOTICE

GREAT LAKES - Water Levels



Due to the high water levels on the lakes this season, mariners are advised to reduce wakes to a minimum near shore to prevent damage to shoreline property. Mariners are further advised to use caution in previously shallow and unnavigable areas. Objects such as rocks, pilings and breakwalls that were previously above water may be under water and hazardous to navigation. In addition, many lakeside property owners have established groins or off shore breakwaters to afford erosion protection to their beaches. These structures may or may not be required to be marked and may be as far as 150 feet from shore. Mariners should use caution when operating close to shore.


LAKE MUNUSCONG CHANNEL JUNCTION ARTICULATED LIGHT

A green and red horizontally banded can buoy has been temporarily set in the assigned position of Lake Munuscong Articulated Light (LL 12370). This buoy is attached to the lower section of the sunken articulated light structure. Lake Munuscong Lighted Bell Buoy has been temporarily relocated 139 degrees 70 yards from its assigned position.

ST LAWRENCE RIVER - Water Levels

Due to exceedingly high water levels on the Great Lakes, the International Joint Commission's St Lawrence River Board of Control has decided to maximize the Lake Ontario outflows to alleviate the water level condition. These high outflows are forecast to continue throughout the 1986 navigation season. Vessel masters and pilots are therefore advised to expect high current velocities throughout the Montreal - Lake Ontario section of the St Lawrence River.

MARINE CHANNEL 70 - Re-classification



Marine channel 70 (156.525 MHz) has been re-classified for use in a Digital Selective Calling System (DSC) and is no longer authorized for recreational use. DSC is to be part of the Future Global Maritime Distress and Safety System (FGMDSS) presently under worldwide development. In the future DSC will enable electronically addressed selective calling of stations, and automated distress alarm activation, when equipment becomes available.



DULUTH POWER SQUADRON

A UNIT OF

UNITED STATES POWER SQUADRONS

DULUTH, MINNESOTA

PREDICTED LOG RACE

AUGUST 17 1986

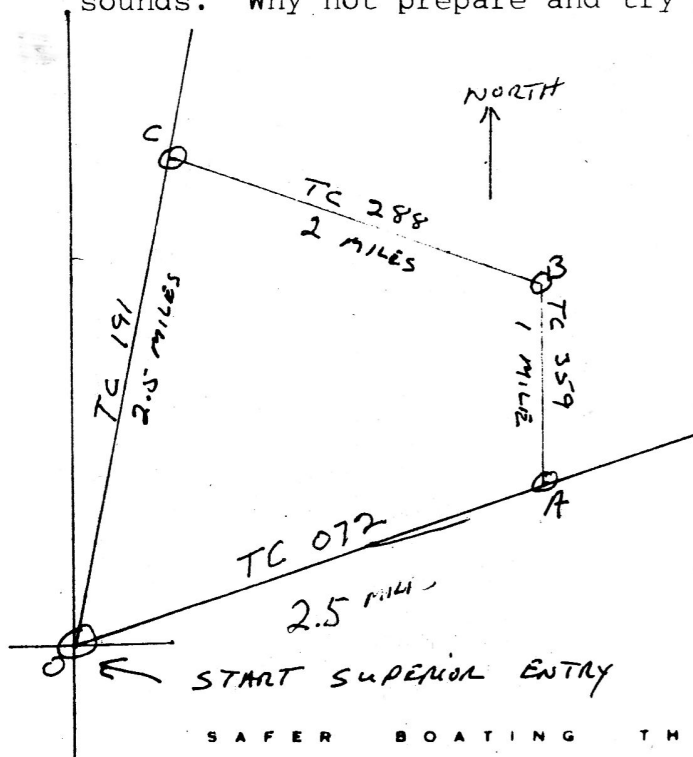
What is a predicted Log Race? It is the skill of a boater as to how well that person knows the boat they are operating and able to plot a course and predict the exact time it will take to run a given course.

What is needed to enter? A boat that you are familiar with knowing its speed by using rpm,s and a speed curve. a compass that has been calibrated for deviation so a True course can be changed to compass. Plotting tools and a calculator.

What is given? Each entry is given a plotted course with three or more legs. Each legs true course and distance are shown. Also a starting and finish point. Example follows.

No watches, clocks or timing aids are in view of the operator. An official timer will ride with you to keep times and advise when each legs time is near, and will total all legs for the total time of the course. Notice nothing was said about speedometers or sumlogs as they will be covered during the race period.

With a little planning and practice it is not as hard as it sounds. Why not prepare and try your skill.



Distance in statue miles

O to A _____

A to B _____

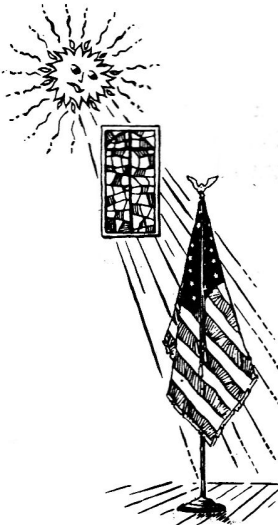
B to C _____

C to O _____

Only YOU Can Prevent Premature Flag Failure



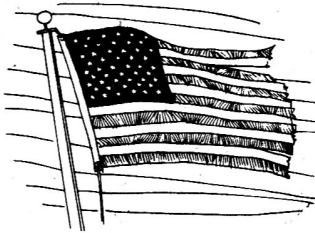
Dettra Flags are built to the highest quality standards of materials and workmanship in the industry. However one important factor we cannot control is the way flags are treated by customers! Premature flag failure can, in a majority of cases, be prevented.



INDOOR AND PARADE FLAGS NEED CARE, TOO!

Damage to indoor flags is mainly a result of gross neglect such as failure to have soiled flags properly and frequently cleaned, exposure to gas fumes and soot from inefficient heating systems, heavy humid stale air due to lack of ventilation, prolonged exposure to direct sunlight, abusive handling, etc.

In addition, parade flags can be damaged by improper storage, rolling and storing when wet, damp, dirty. Unnecessary exposure to inclement weather and thoughtless handling also take their toll.



NO EXCUSE FOR NEGLECTED FRAYS

Give your flag the attention it deserves. Watch the corners of the "fly end" of your flag, this is normally the first area to show signs of wear. Trim off the worn hem and rehem the end. It's perfectly proper and when done promptly can greatly extend the life of your flag. Remember, "A stitch in time saves Old Glory."

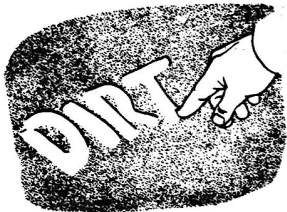
HIGH WINDS RUIN FLAGS

When your flag has to take the lashing punishment of high winds, something has to "give." Use common sense, you can tell when the wind is "working" your flag too hard. Remember, wind velocity at the top of your flagpole is usually much greater than at ground level.



RAIN IS TOUGH ON FLAGS

The combination of wind and rain can literally beat some of the dye out of flag fabrics and cause color migration. This condition can occur even to the finest quality dyes and materials. (If your flag suffers color damage due to storm exposure, prompt washing in a mild detergent will usually remove the discoloration.) The added weight of moisture in the fabric causes the flag to snap harder and wear out sooner. Be practical . . . don't fly your flag in the rain.



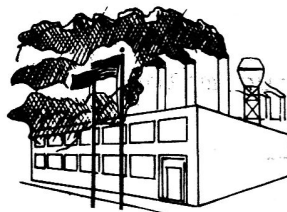
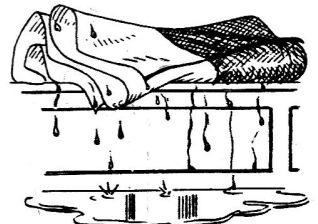
DON'T FLY A DIRTY FLAG

Keep your flags clean. A little investment in cleanliness pays big dividends in flag life. Dirt is sharp, it cuts fabrics, it dulls colors, it causes wear. Most outdoor flags can be washed in a mild detergent and thoroughly rinsed. Indoor and parade flags should be dry cleaned.



"NIX" ON STORING WET FLAGS

The emergency of getting your flag out of the rain is no reason to store it wet! Dry it as you would wearing apparel. Hang it neatly and evenly. Wet folds turn into nasty permanent creases. Dampness ruins fabrics and causes mildew.

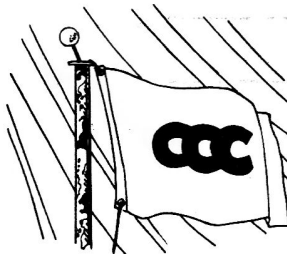
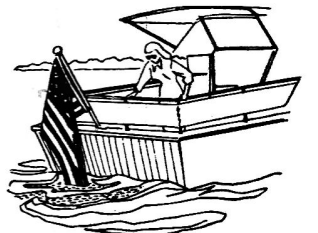


FLAGS SUFFER FROM AIR POLLUTION, TOO!

Dirt, smoke, dust cause premature wear of flag materials and make the flags lose their brightness and lustre. Concentrations of smog, exhaust fumes and many industrial gases actually destroy flag materials. The fibers of the cloth and sewing threads are rotted and flags can literally fall apart. Don't blame it on the flags . . . only we can do something about these conditions.

CONTACT WITH GASOLINE, OIL

Petroleum products are injurious to flag fabrics. Flags for boats are particularly subject to this hazard. Keep your flag away from motors and gas tanks and out of water fouled with gas and oil. Don't handle your flag with greasy hands.



POLE PAINT AND METALLIC OXIDES

Pole care is related to flag care. Rusty, pock marked poles chafe and tear flag fabrics and stitching. Rust and scale cause permanent stains. Some metallic oxides (rust) actually eat holes in fabric. Keep your flag pole in good condition.

BEWARE! CHEMICALS HURT FLAGS

Storing flags in unventilated areas is courting trouble. Cleaning compounds, waxes, maintenance and janitorial chemicals are "death" to flag fabrics. Even super-strong nylon stitching is damaged by those super-strong chemicals. Why run the risk? Give your flags lots of fresh air.



**WANTED:
BY BAYFIELD
COAST GUARD!
FOR RECKLESS
BOATING!**



"WATCH YOUR WAKE"



UNITED STATES POWER SQUADRONS

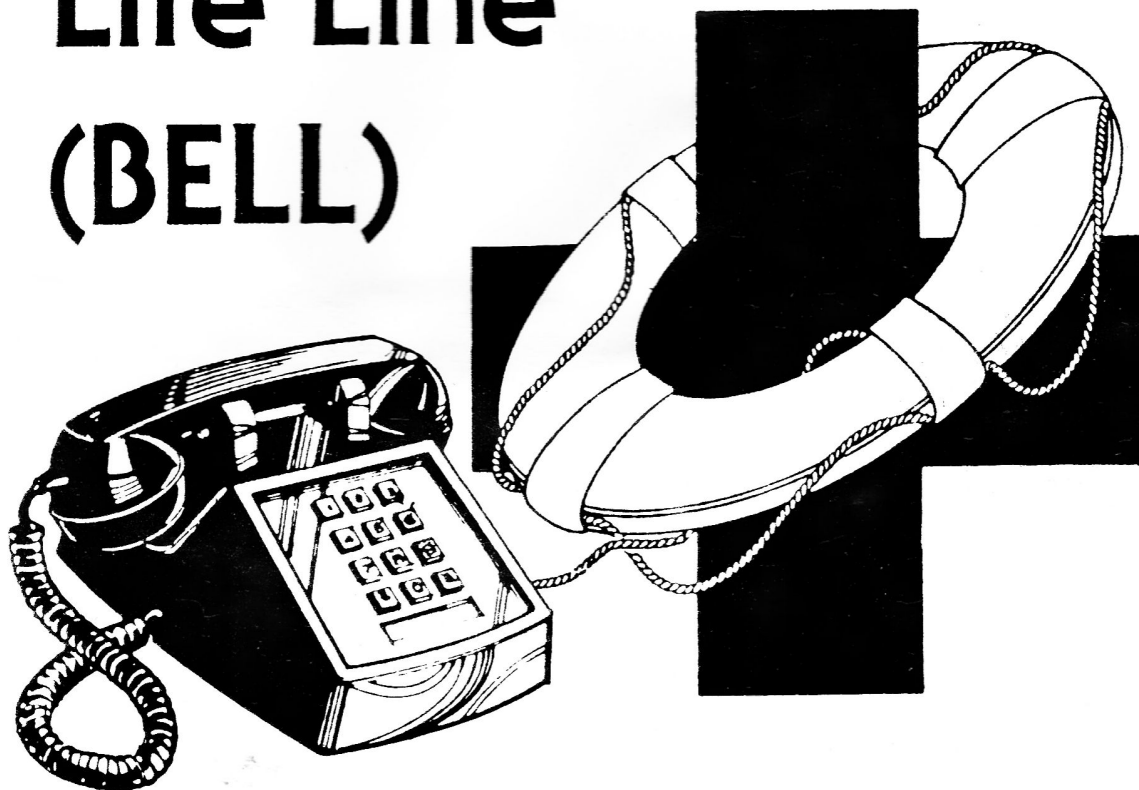
SAIL AND POWER BOATING

NATIONAL TREASURER'S REPORT

SUMMARY REPORT OF REVENUE AND EXPENSES

	4 M/E 3/31/86	BUDGET 1986	UNUSED BALANCE
REVENUE:			
Dues and Fees	\$ 830,384	\$ 964,616	\$ 134,232
Educational Sales	265,160	635,525	370,365
Cost of Educational Sales	(147,066)	(392,210)	(245,144)
Ships Store Sales	8,686	18,200	9,514
Cost of Ships Store Sales	(5,181)	(12,000)	(6,819)
Investments	32,322	128,000	95,678
THE ENSIGN Adv. & Sub.	19,468	61,000	41,532
Annual Dinner	-	36,300	36,300
Cost of Annual Dinner	(36,000)	(36,300)	(300)
Other Revenue	8,679	9,450	771
Transfer from General Fund			
- Advertising	25,439	125,000	99,561
Institutional Advertising	(25,439)	(125,000)	(99,561)
Transfer from General Fund			
- Computer	-	4,000	4,000
Transfer from General Fund			
- Educational Development	-	44,625	44,625
TOTAL REVENUE	\$ 976,452	\$1,461,206	\$ 484,754
EXPENSE:			
Chief Commander	\$ 30,675	\$ 85,300	\$ 54,625
Executive Department	40,032	104,614	64,582
Educational Department	82,563	163,750	81,187
Administrative Department	9,115	67,540	58,425
Treasurer's Department	6,195	60,795	54,600
Secretary's Department	12,913	63,814	50,901
THE ENSIGN	102,319	332,530	230,211
General and Standing Comm.	58,584	145,988	87,404
Headquarters	156,467	436,875	280,408
TOTAL EXPENSE	\$ 498,863	\$1,461,206	\$ 962,343
EXCESS OF REVENUE OVER EXPENSE	\$ 477,589		\$ (477,589)

Boaters' Emergency Life Line (BELL)



The Boaters' Emergency Life Line provides 24 hour a day information to help you with offshore medical emergencies. BELL can provide you with:

- medical guidance from a nurse or physician.
- 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.



St. Mary's
Emergency Care & Trauma Center

DULUTH POWER SQUADRON
3547 Wargin Rd.
Duluth, MN 55810



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Editors Note..

Thanks again go to the few Officers who have furnished me with reports. I keep reminding them all. Maybe someday.

Thanks go to Gloria Vitullo who is doing a great job taking care of advertising. She has gotten two new sponsors this month. They are 6th Ave IGA and Home Care Oxygen Service Inc. Welcome aboard.

Thanks to all our advertisers and lets all Patronize them.

The deadline for the next issue will be Sept. 20th. Make sure your reports and articles are in by that time.

The Channel Chatter is four pages larger this month. We will continue to do this as long as we have something to print, so keep up the great support.

P/C Don Hansen, AP
Editor