

"Fly The Ensign Proudly"

Channel Chatter

Published by The Duluth Power Squadron

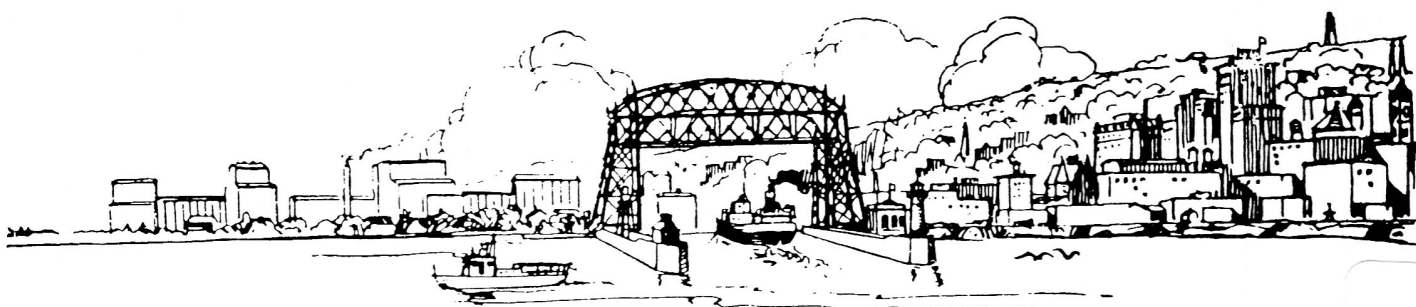
A Unit of the United States Power Squadron
District 10

Vol. 87

Duluth, Minnesota

Aug. - Sept., 1987

No. 15



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Duluth Power Squadron

A UNIT OF

UNITED STATES POWER SQUADRONS

DULUTH, MINNESOTA

1987-1988 ACTIVITY SCHEDULE

DATES

MARCH 23
APRIL 13
APRIL 23
MAY 11
MAY 28
JUNE 8
JULY 13
AUGUST 10
SEPTEMBER 14
OCTOBER 19
OCTOBER 22
NOVEMBER 9
NOVEMBER 19
JANUARY 11
JANUARY 21
FEBRUARY 18

MEETINGS

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

DATES

APRIL 3-5
MAY 2
MAY 9
MAY 30
JULY 4
AUGUST 29
SEPTEMBER 5
SEPTEMBER 6
OCTOBER 2-4
DECEMBER 5
MARCH 5

EVENTS

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



DULUTH POWER SQUADRON

A UNIT OF

UNITED STATES POWER SQUADRONS

DULUTH, MINNESOTA

COMMANDERS MESSAGE

There are some real "meaty" articles in this issue of the Channel Chatter. Some of them make you stop and think of a safer & more courteous way of boat handling. Other articles remind us of the fun and learning activities that we have had this summer. Of course the individual flyers that you get for upcoming events being sent by those committees are exciting and seem to be new and different. Look on the inside cover of the Channel Chatter and mark your calendars for the future.

Electrifying// That was the results of the work and efforts put forth by LEO KENNEDY, JOHN DESMEDT, BOB KERVINA and ERLING BJORK. The light posts now have 15 amp. circuits with breaker boxes on each one. What a job well done and enjoyed by all.

DONN LARSON, owner of Westmoreland, Larson & Hill public relations firm, donated the drawing of the HARCAN on the cover of the roster. Kent Courtland, graphic designer for that firm, did the artwork. Thanks Donn, now you know what the front of the Christmas card will look like.

There has been increased concern by some observant boaters that perhaps the Aerial Bridge is being "lifted" more times than necessary. KEN JOHNSON has an article in this issue regarding it. PLEASE be considerate on requesting the bridge to "lift". If there are other boats (in the area) that are going out, maybe go out or in with them. I am sure the vehicle traffic crowd would appreciate it.

Input, Input,,, DON HANSEN, Channel Chatter editor, wants to get articles from you. Let us know some of your secret tricks of the trade ideas that work on or around your boating fun. Anything new from the trailering boaters?? There is a lot of experience and skills that our members have that could be useful to the rest of us. A do or don't list comes to mind. Articles for the next issue have to be in by 20 September.

Last but certainly not least,, The support that the members have given to the Duluth Power Squadron this year has been above and beyond. As your Commander of your Squadron for the past 6 months I have experienced a team effort to get something done. Granted some of it has been for fun and fun to prepare for, but there has to be a concerted effort so the project, program, activity or function is a success. Your skills and enthusiasm has been catching on. The only "clicks" I see is the members clicking together to help keep our Duluth Power Squadron a leader in the District as well as on a National Power Squadron level. One example of this was the Dock Property cleanup. Can you imagine over 40 members there to work. Another is the support you have given at the functions. This resulted in NOT increasing our local annual membership dues.



EDUCATION

YOUR EDUCATION DEPARTMENT WILL MAKE AVAILABLE THE FOLLOWING RANGE OF ADVANCED GRADES (AG) & ELECTIVE COURSES (EC) THIS FALL OF 1987 & WINTER 1988, SUBJECT TO MEMBER INTEREST AS INDICATED BY PRE-ENROLLMENT.

1987 - 1988 CALENDAR FOR DULUTH POWER SQUADRON COURSES

<u>CLASS</u>	<u>NO. WEEKS</u>	<u>START</u>	<u>EXAM</u>	<u>CLASS CHR.</u>	<u>COST*</u>
WEATHER	13	SEPT. 16 Wed.	DEC. 16	BOB WILSON,P	\$15.00
PILOTING	12 (approx)	SEPT. 21 Mon.	DEC.	DENNIS BRADLEY	\$12.00
NAVIGATION	30	SEPT. 15 Tues.	APRIL, 88	RON WATERHOUSE, N	\$20.00
SAIL	12	WINTER, 88			\$16.00
SEAMANSHIP	8	APRIL, 88	MAY, 88	STEVE, RITA JOHNSEN,AP	\$11.00
SPEAKING & TEACHING	8-10	WINTER, 88		LARRY ANDERSON	\$12.00

* DOES NOT include cost to take the exam.

As of this printing time, not all start up dates, class locations, or instructors have been secured. A separate educational flyer will come out in ample time before the start of each course, listing all the detailed information.

Much time and effort has been put into arranging and preparing these courses for you. Please take advantage of them. If pre-enrollment does not generate an adequate enrollment as viewed by the instructor, the class will not be conducted at this time.

To enroll in any course, please return the form below. You are most welcome to call if further information is needed. A short description of the courses offered is printed here for your convenience.

NAME _____
ADDRESS _____
PHONE _____

SEAMANSHIP _____ NAVIGATION _____ SEAMANSHIP _____
PILOTING _____ SAIL _____ SPEAKING & TEACHING _____

CANDANCE HENGEL, JN
Squadron Educational Officer
2601 E. 2nd St., Duluth MN 55812
724-2223, Or 723-1870

USPS EDUCATIONAL COURSES

- WEATHER** The object of the Weather Course is to aid the student in gaining an understanding to the factors involved in atmospheric processes so that these factors can be evaluated properly and used intelligently to forecast the weather, especially the short term local weather outlook.
- PILOTING** Piloting is an introductory course in determining the position and safe movement of a boat near land by use of landmarks, buoys, and soundings. The course teaches chart reading, aids to navigation, use of the Mariner's compass and aspects of seamanship essential to safe piloting. Seamanship is a pre-requisite.
- NAVIGATION** Navigation is an advanced course in celestial navigation. The principal method of sight reduction is by H.O. 229, however, sight reduction by special methods, H.O. 211, Air Almanac and H.O. 249 are also covered. Demonstration of excellent proficiency with the sextant is required. The grade of JN is a pre-requisite.
- SAIL** The purpose of the Sail Course is to teach the fundamentals of sailing and sailboat handling. It is intended to be a course for novice sailors. Some theory is presented to help the beginning sailor understand why things happen and to establish a foundation for advanced sailing pursuits.
- SEAMANSHIP** Seamanship teaches principles to enable the novice power or sail boater to take his boat out on local waters for safe, enjoyable boating. "Rules of the Road, safety requirements, boat operation and maneuvering, chart reading and boat trailering are covered.
- SPEAKING & TEACHING** Speaking & Teaching is designed for USPS Officers, teachers, assistant teachers, proctors, and any member asked to speak before small groups or large, or to teach USPS courses. reparation, teaching methods, and speaking aids are a few of the subjects covered.

#####

The following Squadron Members have received the AG of SEAMANSHIP:

ROBERT YATES	JAMES NASLUND
WILLIAM C. CARLSON	KAREN NASLUND
MARY MARKON	FRED CRANDALL
DENNIS MARKON	BONNIE MATUSESKI
MARY RICHEY	MARK MATUSESKI
GILBERT RICHEY	ALAN ANDERSON
PAUL D. FITCH	ROGER MAIDA
DAVID FITCH	TOM MAIDA
	MICHAEL MAIDA

The following Squadron Members have received the AG of JUNIOR NAVIGATION:

KENNETH JOHNSON	RUSSELL WESTBERG
CANDY HENGEL	GENE ROCK
HARVEY HENCEL	JAMES MEEHAN, JR.

CONGRATULATIONS to each and every one of you. We hope to see you this fall in one of our excellent educational courses.

From The Administrative Officer

BOATING ETIQUETTE AND USING COMMON SENSE

There are some things that most of us know but could use a refresher on.

1. HELP IN DOCKING, I boat by myself a great deal and with a single crew it can be tricky coming into a narrow slip-add to that some strong or gusty winds and it's scary. Offers of help from boaters on the dock are always reassuring and welcome. It's a courteous gesture even when it appears that the incoming boat has enough help on board. My experience has been that Power Squadron members are most courteous in this respect.
2. RAFTING AT A DOCK, Here again, our members are most courteous. When there is no room along the dock, there is always offers to tie up along side their boat. By keeping up this courtesy wherever we are, it will encourage others to reciprocate and make boating more fun for all.
3. EXCESS WAKE, This is a serious concern for safe boating as well as on land erosion problems. Certainly it is more prominent a problem as the number of boaters increase. There are areas that a "NO WAKE" should be adhered to in addition to the signed areas. Proper Boating Etiquette is real important here. I have fished from a canoe, up the St. Louis River, and had to fend for my life to avoid capsizing when it would have been very easy for the on coming boat to slow down, steer clear to give more distance or do both. Remember the larger your vessel potentially the greater the wake. Commerical pleasure & work vessels create strong backwash as well as large boat capsizing wakes. As more boaters use our area, we have to be conscious of the effects of our wake on others. There are already regulations that we are responsible for the wakes we create, lets be responsible boaters so additional laws do not have to be enacted. We love our freedom. Let's keep it.
4. RAISING THE AERIAL BRIDGE, My last comment has to do with boaters that need to have the Aerial Bridge lifted. We should be reminded that there is a continuous stream of vehicle traffic crossing the bridge which must be interrupted. Courtesy dictates that there are other boaters who will be needing it raised, you should wait for a "group" entry or exit. The Wednesday night sailboat racers are a good example of this. The Vista boats make regularly scheduled trips onto the lake that require raising the bridge (watch their strong wake). Consider the Superior entry if convenient. This does not mean that we shouldn't request a "lift", but we should be conscious of the problem and make an effort to minimize the inconvenience of others. Let's not aggravate the drivers using the bridge to & from Park Point as well as possibly slowing up a response of emergency vehicles using the bridge. We do not want or need undesirable restrictions placed upon us. Use common sense & boating etiquette.

PRACTICE & TEACH SAFE BOATING. IT'S FUN.

Ken Johnson, JN

Safe Boating **LEARN IT**

SQUADRON ACTIVITIES

D O C K C L E A N U P

ALLOUEZ POWER SQUADRON
PROPERTY

May 30, 1987

The following is list of Members, and others, who assisted with the Annual Spring Clean-Up of the Squadron Dock Property at Allouez.

Candy Hengel
Harvey Hengel
Gloria Vitullo

Dick Vitullo
Dick Bibby
Bob Stokes
Dennis Markon

Mary Markon
Bob Byrne
Jack Soetebier
Ginnie Soetebier

--NOTE: Jack came over in
his boat & Supplied
electricity for various
power tools.

Arne Wourinen
Gina Wourinen
Bryan Wourinen
Greg Wourinen
Erland Bjork
John DeSmedt
Gloria DeSmedt
Miskey' Stokes
Del Forsyth *****
Kenneth Johnson
Russell Westberg
Dave Poulin
Leo Kennedy
Dave Carlson

Judy Westberg
Bob Haigh

Chad Lowney-Sea Scout
Paul Crosby-Sea Scout
Chris Sundeen-Sea Scout
Brian Bunn-Sea Scout
Heidi Miller-Sea Scout
Julie Van Aert-Sea Scout
Gloria Vreeland-MATE-Sea Scout
Pam Vreeland-BOSUN' Sea Scout
Jodi Vreeland-Sea Scout
Mike McNaughton-Sea Scout
Chris Holman-Sea Scout
Tammy Conklin-Sea Scout
Tom Dennis-SKIPPER-Sea Scout
Monica Anderson-Sea Scout

***** Del Forsyth was the inspiration of bringing out the above mentioned 14 (fourteen) Sea Scouts which obviously worked very hard in the reality of grooming our Power Squadron property.

Hopefully no one has been omitted in the above list of persons who made an appearance on this Saturday - 30 May, 1987. The Work Party was scheduled for 1000 hours and ample refreshment was provided by Commander Hengel, which included beverage, assorted cookies, sweet-rolls and Danish. All told there were forty-one people who gave this lovely Saturday to the good cause of working on behalf of the Duluth Squadron and considerable improvement of the large Dock and grounds area was accomplished. Quite obviously the event was one of the best efforts in recent years.

Submitted, P/C Richard Bibby



DULUTH POWER SQUADRON

A UNIT OF

UNITED STATES POWER SQUADRONS

DULUTH, MINNESOTA

July 10, 1987

TO: Commander Harvey Hengel

FROM: Dick Bibby, Chairman, Duluth Squadron 48 Year Anniversary

SUBJECT: Report on this Saturday 27 June, 1987 Event

First and most important in any successful event are the people that quietly labor behind the scenes, with numerous scheduled meetings, and decisions made, that will properly work out the intimate details of the occasion. As Chairman it was my good fortune to receive total cooperation from the following Committee members who by their able assistance guaranteed the good outcome of the event. Initial and basic credit belongs to Commander Hengel himself for his fore-sight in the promotion of the 48 Year Anniversary idea, and for following through with the organization and administration of the gathering. Therefore I am deeply indebted to the following Squadron members.

Commander Hengel
Candy Hengel
Larry Anderson
Nancy Anderson
Dell Forsyth
Bob Stokes

John DeSmedt
Gloria DeSmedt
Harlan Eggert
Mavis Eggert
Dick Vitullo
Gloria Vitullo

Quite obviously we were blessed with a most lovely day for this Anniversary event. Some twenty boats and their crews showed up and we "logged" five (plus) additional members and their families which motored over in various mobile homes, trailers and autos.

Those in attendance were treated to a most unbelievable performance of radio controlled model airplanes by Roger DeBasio and Pat Snidarich, and we can thank Harlan Eggert for getting these two R/C pilot experts over to Allouez. There were no less than five (5) games on hand for the enjoyment of the adults and kids as well. P/C Dave Carlson rigged new lines for the swing sets which were constantly in use both night and day. Consider the provided improvement for our Squadron craft with the newly installed electrical outlets the length of the dock... Special consideration and thanks are given to Dick Vitullo for donating literally gallons of chocolate, vanilla and strawberry ice cream, AND the two (2) super' raffle prizes which involved a beautiful AMF 26" inch men's 3-speed bicycle, and a R/C "Raid Bug". (Few members in recent years have so generously contributed to our Squadron)

Gloria DeSmedt very kindly labored in her kitchen to produce the most delicious chocolate and strawberry ice cream "topping". (Gloria later drove the left over ice cream all the way to her Riverside home freezer rather than have it go to waste. This effort provided ice cream, once again, for the July 4th event)

Two Charter members, namely, Stanford Jacobs and Wilfred George, were in attendance and given special recognition... There was a moment of silence observed for our deceased

Page # 2 - Chairman's Report
on 48 Year Anniversary Event

Charter members... A "tip of the hat" goes to Dell Forsyth for taking care of our invitation to his beloved Sea Scout Explorers, which along with their obvious sailing abilities, are also second to none in the ice cream eating department. We also thank the all important Phone Committee which did a good job following up on the event "Flyer".

Special thanks are due Bob Stokes who, early on, agreed to assist me in the overall planning of the event... Heather Meehan deserves consideration for her special effort in selling raffle tickets which offered important support to the financial success of the event... Once again arrangements were made for the portable Pottie, or Satellite comfort station which served the gathering very well, especially our Sailing Scouts and others who drove to the dock location.

We all were delighted with the way the Continental Breakfast worked out and pleased with the large number of boats that stayed over Saturday night for the AM Sunday serving. There was an abundance of Orange Juice, Tomato Juice, coffee and delicious Danish, with all the trimmings. Larry and Nancy Anderson did an excellent job with this breakfast and "everyone" very thoroughly enjoyed the five dozen breakfast rolls supplied by Captain Jack Soetebier's Patty Cake Shop...

Finally, there was the event's "Sing-A-Long" around the old camp fire staged in the "wee" small hours of Sunday morning... Properly inspired by the lovely tones of Jim Marshall's harmonica and perhaps prolonged by the generous hospitality of Dick Vitullo's libation "nippers" this period of "musical appreciation" (??) made a long lasting impression on those in attendance. (Special apology was later offered to the crews of boats moored near by who were trying to sleep !!!)

Thank you one and all for your good attendance, for the substantial time and generous donations given by Committee members, and to Harvey for his leadership with this event. Perhaps later on arrangements can be made for our membership to view the Video efforts of Candy Hengel, who reportedly obtained excellent coverage of the outing with her video camera.

There follows a listing of Squadron boats observed at the event, and names of additional members who motored over. Hopefully the list is complete...

"HARCAN"	"DAY STAR"	"LEISURE GAL"	"SHERI SUE"	"SKIPPER SAM"
"NANCY ANN"	"THE PEBBLE"	"CONTAGIOUS"	"NIGHT HAWK"	"ATLANTIS"
"ARROWHEAD"	"CHEVELIAR II"	"DIAZEPAM"	* "TRINKET"	"GET AWAY"
"GLORIA JEAN II"		"SNIFFER II"	"EASY RIDER"	"DI-VONNE II"
"THUNDERBIRD III"		"FLYING DUTCHMAN"	"KAY JAY"	"SUGAR N' SPICE"
				"EIGHT BALL"

MANLEY GROVERS... P/C HOWARD BOYNTON Crew... P/C WILFRED GEORGE Crew...
DELL FORSYTH P/C RAY IGNATIUS Crew... ROBERT HANNIGANS
Former P/C WILLIAM C. CALL (1967) of "Thunderbird III"

The R/C Model Plane Pilots, ROGER DeBASIO and PAT SNIDARICH

* NOTE: Dennis and Mary Markon's "TRINKET" represented the only Sailing Craft in attendance !!! A quick scan of our Roster reveals a total of 23 (twenty-three) wind driven vessels in the Squadron, including the "Trinket". Come on guys, let's give Denny and Mary some support from more of our Sailing Masters... When we look down that long Squadron dock the impressive high spars are conspicuous by their absence.

Respectfully submitted,

Dick Bibby, Chairman

SQUADRON ACTIVITIES CON'T

The Duluth Squadron has had two very busy months. There were two Executive Board meetings which were attended by many members as well as many, many meetings to set up the various Squadron activities.

The Dock Clean-Up which was May 30th was well attended and everyone did their share of work. A report on this activity is in a previous page. Many THANKS go to all those who showed up and helped out.

On June 27th the Duluth Power Squadron celebrated their 48th anniversary. Commander Hengel came up with the idea of having a party and P/C Richard Bibby and committee made it a reality. Richard also has furnished a report in previous pages. Many THANKS to all who helped out and also to those who attended.

The July 4th rendezvous and parade was a great success thanks to ARNE and GINA WUORINEN. They have furnished me with this report;

"The Duluth Power Squadron had a terrific 4th of July celebration with 23 boats attending the potluck dinner, decorating of boats and watching family and friends in two interesting games of balloon toss.

Prizes were given to all who participated in the balloon toss games and first prizes were given to Jessica and Julie Johnsen, daughters of Steve and Rita; along with P/C Don Hansen and his daughter, Yvonne for their skills of knowing how to throw and catch a water balloon.

Once the three judges (Smiley, Bob Stokes, and Arne Wuorinen) found one another, a meeting of the minds was formed and came up with the following conclusions: an honorable mention was given to the boat and its crew for their participation in costumes worn to the festivities, for a job well done in boat decorations, the DOLPHIN was awarded first place, the JIMMY JOHN second, the KAY JAY third, and three ties for fourth place were given to the HARCAN, EIGHT BALL, and Y-KNOT.

Arne and Gina would like to thank all who helped them during the day and McDonalds in making the event another fun power Squadron excursion."

The Duluth Power Squadron would also like to say THANK you to Arne and Gina.

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DISTRICT 10 NEWS

Not much District 10 news other than a reminder of the upcoming District Conference which will be held on October 2-3-4 in Sturgeon Bay, Wisconsin.

Activities include a Fish Boil, Luncheons, Banquet Dinner and of course the meetings which are held on Friday evening and Saturday.

The Conference will be held in the Commodore Inn & Marina. More information will be out in the "10's COMMUNICATOR."

If anyone is interested in helping out with the "10's COMMUNICATOR" or would like to take out an ad in the magazine, please contact P/C Don Hansen. He sure could use your help!

Also, you will notice next year that the USPS dues will be going up. This is because at the last Conference held in Madison, last Spring the District voted to raise the dues \$2.40 per member. This is not a local raise, this is on a District level. The Duluth Squadron has voted at the last executive board meeting to not raise our dues.

Hope some of you will plan on attending the Fall Conference in Sturgeon Bay.

NATIONAL NEWS

On a National level, C/C Miner reminds us that even thou a radio operator's license is no longer required in this country, one is required if you operate your boat in Canadian waters.

The National Operating Committee reaffirmed its support of USPS policy in opposition to state by state certified instructors as a prerequisite for boat operator licensing.

The National Law Officer is opposed to the compulsory boating education guidelines being promoted by the National Association of State Boating Law Administrators.

The NBF is also opposed to two proposals before Congress seeking to impose Coast Guard user fees of \$20 and \$30 per annum, respectively.



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FALL
Governing Board

1987 MEETING



DISTRICT 30, YOUR HOST...10-13 SEPT.

CROWN CENTER HOTEL, KANSAS CITY, MO.

Mark Your Calendar

SCHEDULE OF EVENTS

- Aug. 1-9 Rendezvous and Cruisin in the Apostle Islands with our friends from the St. Paul and Minnetonka Squadrons.
- Aug. 10 Executive Board Meeting, every one is welcome to attend.
- Aug. 29 Predicted Log Race, come and test your skills against other members of the Squadron.
- Sept. 5 Treasure Hunt, Dave Poulin has promised an interesting and challenging Treasure Hunt, so lets all plan on partaking.
- Sept. 6 Annual Corn Roast, at the Squadron Dock, Gloria and John DeSmedt have promised one of the best corn roasts ever. So make plans and bring friends.
- Sept. 14 Executive Board Meeting, plan on attending, we need new ideas.
- Oct. 2-4 District Fall Conference to be held in Sturgeon Bay, lets all show up and support the District.

WEATHER

Weather is everybody's concern. But, getting bad weather reports for Lake Superior sometimes is difficult, as computers go down and the Coast Guard can only relay on reports from the National Weather Service.

When a storm develops right over our head, there is one way we can be of assistance and help other boaters. This is a SECURITY call on Channel 16, and this is legal. i.e.; SECURITY, SECURITY, SECURITY. This is the "DRY ROT," WSU 9999. We have a squall line or a bad thunder storm heading for Lake Superior. Then repeat the message a second time.

For those of us who know the weather, this could be of great help to other boaters.

And, of course, the safest way of all if you don't know the weather is to take a USPS course. They're excellent.

ROBERT SMITH, AP

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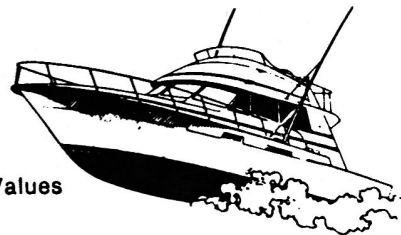
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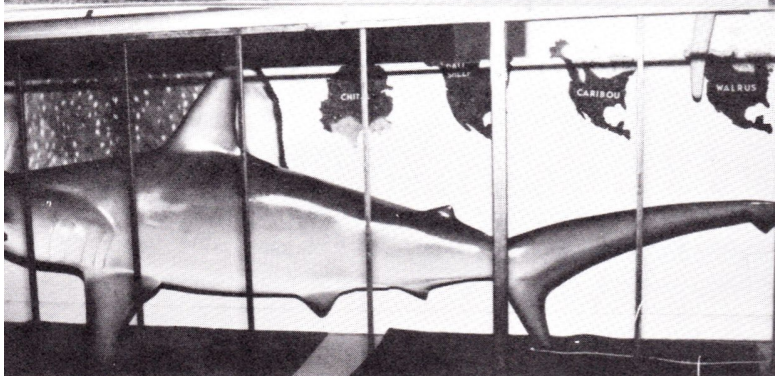
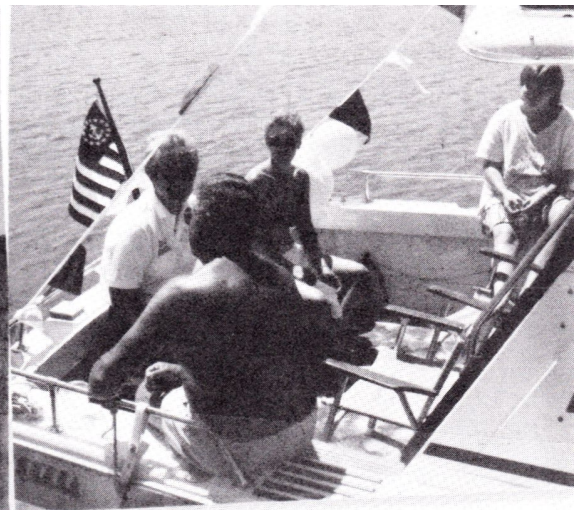
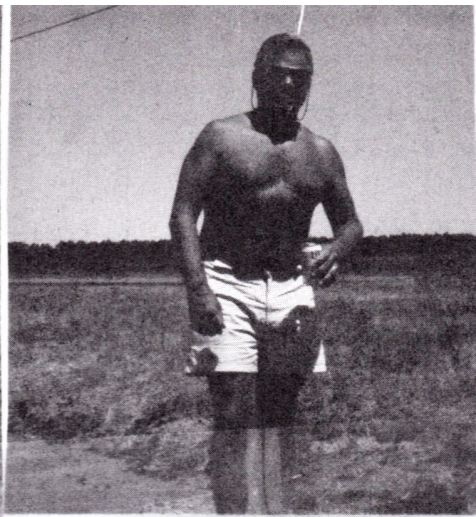
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PREDICTED LOG CONTESTS

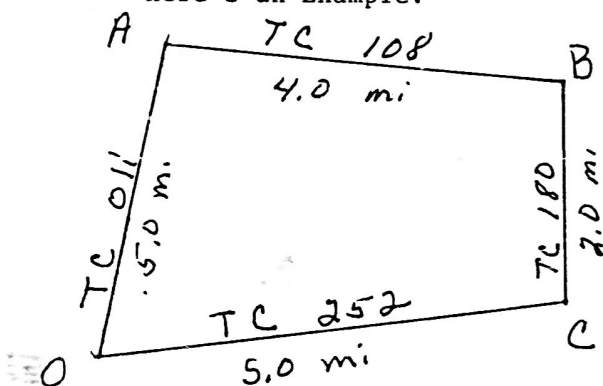
SATURDAY, AUGUST 29th, 1987

- 0900 SKIPPERS & OBSERVERS MEET AT SQUADRON DOCK FOR BRIEFING & INSTRUCTION
- 1000 CONTEST WILL GET UNDERWAY, WILL DEPART SQUADRON DOCK, RUN OUT SUPERIOR ENTRY

PREDICTED LOGGING IS:

1. Cruising with a purpose
2. A Contest, NOT a race, there is no emphasis on speed
3. Predicting in advance, the time required to run each leg of a course
4. A test of the Skippers' skills in Piloting, Navigation, and boat dependability
5. Challenging, Interesting, and FUN

Here's an Example:



Predict time to run from:

O to A _____

A to B _____

B to C _____

C to O _____

RULES

RULES

RULES

1. Only a compass and tachometer may be used to run this contest. Use of any other electronic device will disqualify contestant. Contestants should have a PLOTTER, DIVIDERS & HARBOR CHART.
2. Each boat will have a neutral observer.
3. All time pieces will be turned over to observer.
4. Observer will inform Skipper of course change.
5. Percentage error will indicate the winner.

PRIZES WILL BE AWARDED TO 1st, 2nd, & 3rd PLACE WINNERS AT THE CORN ROAST, ON SEPTEMBER 6, 1987.

Alternate date of September 6, 1987, 0900. morning of the CORN ROAST will be used if weather does not permit us to run the contest on August 29th, 1987

PREDICTED LOG CONTESTS; HISTORY, BOATING BENEFITS

WHAT IS PREDICTED LOGGING, AND WHAT ARE PREDICTED LOG CONTESTS?

Predicted Logging is cruising with a purpose, as contrasted with unplanned, unplotted, "line of sight" cruising. The latter eventually becomes less and less fun, allows our training to get rusty, and does not prepare us for the emergencies which frequently arise while cruising aimlessly, even when conditions are nice at the start.

A Predicted Log Contest, according to the American Power Boating Association, consists of running a prescribed course of 25 miles or more in length, with three or more legs in the course. However because of the fuel situation, shorter contests are being urged. They require at least two check points, in addition to the start and finish. Official sanction for contests is available from the APBA, however many other types of Predicted Log and speed-time-distance contests are run on the Predicted Log theme. It is a contest, NOT a race, as there is no emphasis on speed. The problem is to predict in advance the time required by the contestant to run each leg of the course, and the overall time for the entire course, with the difference between the predicted time and the actual time being the error. Errors in each leg are cumulative; slow and fast leg errors do not offset each other. The winner is the skipper with the least percentage of error. (An example of the cumulative error: you were one minute fast on the first leg and one minute slow on the second leg; because each leg is an entity in itself the errors do not offset each other and you now have a total error of two minutes.)

A handicap factor is sometimes applied to compensate the slower boats for more time exposed to the elements; however, in many contests a handicap is not used or it may be modified.

WHY PARTICIPATE IN PREDICTED LOG CONTESTS?

These are tests of piloting, navigation and boat dependability rather than speed. The determining factors are: careful piloting, accurate calculation of boat speed, proper consideration of wind, currents, sea conditions and other contributing factors. These afford an excellent and pleasurable opportunity to practice your USPS education. This will utilize your knowledge of navigation, seamanship and your boat in accurately predicting the time required to negotiate a prescribed course without knowing the actual or elapsed time after the start.

PREPARATIONS NECESSARY TO ENGAGE IN A PREDICTED LOG CONTEST

COMPASS

The compass should be accurately compensated or a deviation table prepared and used. Each skipper should learn how to lay out a course; steer a straight course, and not just follow other boats.

TACHOMETERS

Tachometers are the only equipment allowed during a Predicted Log Contest to determine the boat's speed. Select a comfortable cruising speed, both for your boat and crew, under the prevailing weather conditions.

SYNCHRONIZATION

If your boat has twin engines, use but one tachometer (always use the same one - port or starboard) as your primary control for RPM and synchronize the other engine with it. Unless you have an automatic synchronizer the best method is "sound", as two tachometers will rarely agree precisely when engines are synchronized. Often there may be as much as 100 RPM or more variation between the two instruments. When increasing speed, move throttles up to desired point rather than passing above your predetermined speed and then backing the throttles down. This avoids cable slippage. Set throttles as accurately as possible.

ENGINES

Engines should be in reliable condition. In order to minimize errors the boat should carry approximately the same amount of fuel, water and personnel weight during the contest as was carried on the speed trial runs. Sufficient fuel for the contest and for emergencies should be in the tanks. Fuel filters should be checked. Closed cooling systems should be checked for water leaks, and engines and transmissions checked for oil leaks.

SAFETY EQUIPMENT

All equipment required by the Coast Guard and any special equipment required by the contest committee must be aboard and in good condition. A courtesy motorboat examination by the Coast Guard Auxiliary is required by some contest committees, and, the decal affixed, or suitable evidence furnished that an equivalent examination has been made and passed. The crew should be familiar with all safety equipment, location of life jackets, dinghies, life rafts, flares, etc.

DISTANCE

One of the greatest sources of error is in the incorrect measurement of distances so they must be accurately measured on charts and double checked, preferably by a member of your crew. The contest committee usually furnishes the "committee distance" for each leg and the total distance for the contest. If the contestant's measurement varies more than 1/10 of a mile on a leg he should triple check his own measurement and, if there is still a variance, should check with the contest committee. The contestant should also be aware that the committee can be in error too.

DETERMINE TURN TIMES

Prepare information as to the time, in seconds, required to change course from one heading to another. The easiest way to establish the time required by a specific boat to make a given course change, is to time a turn of 360° at your control speed in the tightest turn possible without losing too much speed. Then divide 360° by the number of seconds required for this turn which will result in a reasonable accurate turn time in degrees per second. For example, if you took 72 seconds to make a 360° turn, your turn time is 5° per second. If a turn of 45° is required in a Predicted Log Contest, divide 45° by $5^{\circ} = 9$ seconds additional time required to make this turn of 45° .

Since a turn at a check point is usually begun as "Mark" is called, the time necessary for this turn is added to the next leg of your calculations. On the other hand, if the turn is to be made at an intermediate point, the turn time is of course added to the previous leg.

SELECTION OF RUNNING SPEED

Select the speed for the contest based on your own personal experience in running your boat in the weather that is anticipated. Your speed should be comfortable for the crew and the boat. In the case of a displacement hull, the speed should not approach the hull speed. It is a much better tactic to use a speed where an increase in tachometer setting will still increase your speed significantly. In the case of a planing hull, the speed should not be just over or just under the speed at which the boat planes as this is an unstable spot. Some skippers prefer to run fast in a Predicted Log Contest in order to be affected less by wake, wind, etc. Other skippers prefer to run slowly to take advantage of the handicap factor in contests where used.

STEERING

Steering is one of the most important factors in a Predicted Log Contest, and one of the most tiresome and sometimes boring tasks. Some skippers form a "team" of one or more crew members to share the steering, stressing the importance of holding the prescribed course as closely as possible. The crew, if inexperienced, should also be told how difficult it is to maintain an accurate course, so the helmsman must concentrate on this at all times. Wheel watches should also be set up so that the helmsman will not be at the wheel for too long a period. Watches of no longer than a half-hour will contribute not only to more accurate steering but also more enjoyment to the contest.

"Teams" on other boats will also encourage skippers with limited knowledge to seek a friend with greater boating education, such as Advanced Piloting, to join him as a skipper-navigator team. They will also be encouraged to seek more education for themselves from the demonstration of what advanced courses can do to make boating safer and more pleasurable.

TRIM

It is desirable that crew members, observers and guests remain in the same relative locations aboard the boat during a contest so their normal movements will not affect the boat's trim as every change of trim will affect your speed. This is much more important, of course, for smaller boats than it is for large cruisers.



CITY OF DULUTH

DEPARTMENT OF PUBLIC WORKS
201 City Hall • Duluth, Minnesota 55802-1192
218/723-3321

July 14, 1987

TO: SAILBOAT AND POWER BOAT OWNERS

This year we have enjoyed unusually great weather conditions. The number of days and weekends that we've been able to be out on Lake Superior and St. Louis Bay exceeds all other years. I personally enjoy seeing the activity in the Bay and on the Lake with the power boats and sailboats.

This increased activity is causing some problems with the operation of the Aerial Bridge. Each time you enter or leave the Harbor and the Bridge is required to be raised and lowered, this causes congestion with the vehicular traffic utilizing Park Point.

The City is in the midst of its tourism season, and we're promoting the use of the Park Point Beach House and Recreation Area. The delays encountered in getting to the facilities can lead to frustration of the tourists. I am aware that the majority of the boat owners try to group up before passing under the Aerial Bridge. I would like to ask for additional cooperation and understanding of the traffic problem on Park Point, and that an extra effort be made this summer to reduce the number of Bridge openings by the boat owners grouping before asking the Bridge to raise.

Your cooperation would be appreciated.

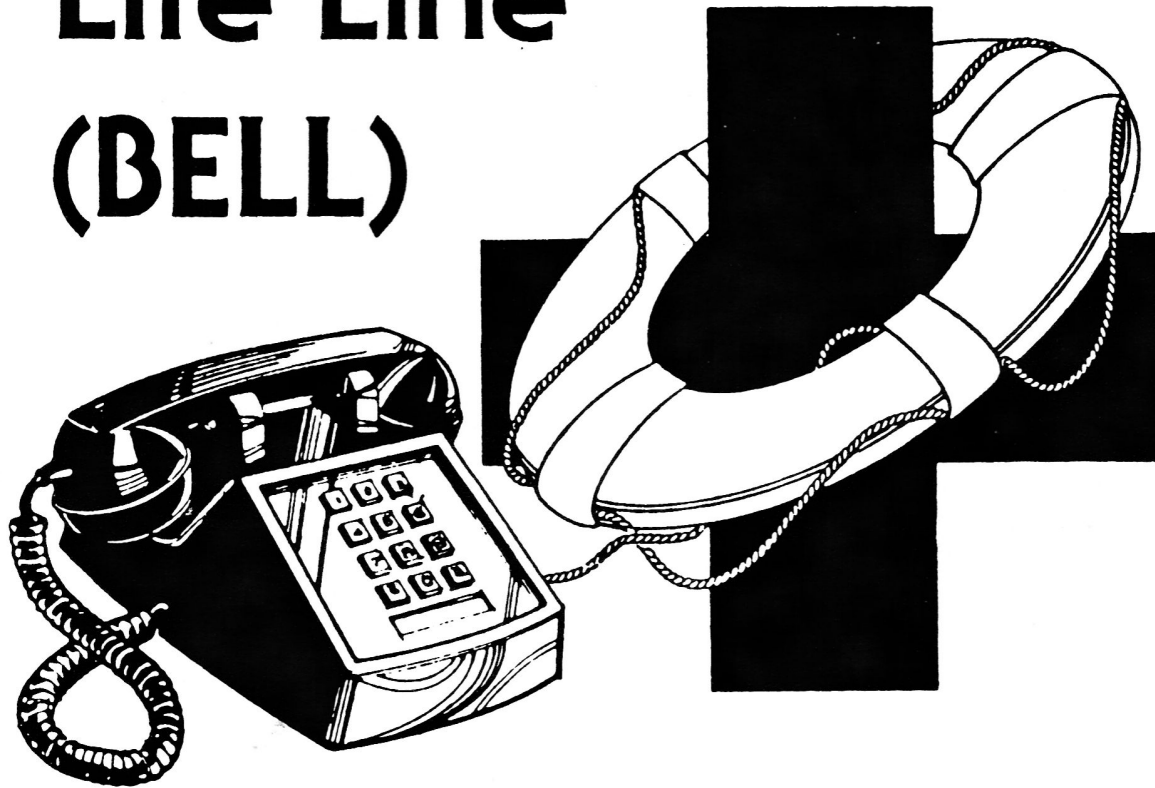
Sincerely,

John H. Carlson
Acting Public Works Director/
City Engineer

JHC:kw

cc: DULUTH POWER SQUADRON
DULUTH KEEL CLUB
242 YACHT CLUB
SPIRIT LAKE MARINE
LAKEHEAD BOAT BASIN
MARINE GENERAL SUPPLY
BARKER'S ISLAND MARINA

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.



Emergency Care & Trauma Center

DULUTH POWER SQUADRON
3547 Wargin Road
Duluth, MN 55810



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Editors Note ...

Many thanks again go to those Officers who have furnished me with reports or articles.

I especially want to thank those who got them to me on time. I can not get this paper out on time if I have to wait for articles or reports that have been promised. **PLEASE MEET THE DEADLINES.** I will again publish the deadlines for the rest of the year.

THANKS as always to the advertisers who help support this paper. Please remember these people and businesses and **PATRONIZE THEM.**

Thanks again go to Gloria Vitullo who does an excellent job handling advertising. We can always use more ads.

The DEADLINE FOR THE NEXT ISSUE IS SEPTEMBER 20.

PLEASE MEET THE DEADLINE!!!!!!

P/C Don Hansen, AP
Editor