

"Fly The Ensign Proudly"

Channel Chatter

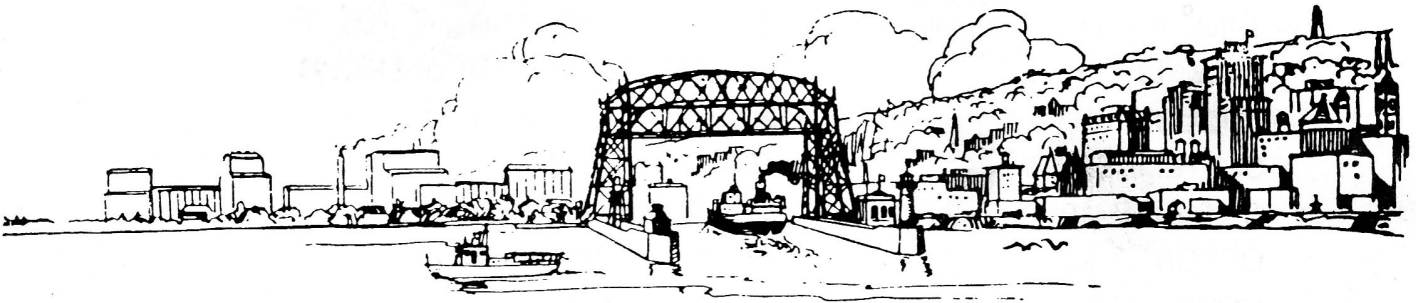
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A Unit of the United States Power Squadron
District 10

Vol. 87

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No. 16



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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

COMMANDER'S MESSAGE

MERIT MARKS are the only form of compensation that our members receive for their efforts they expend in furthering the interest, programs and objectives of the United States Power Squadron, it's Districts and the Duluth Power Squadron.

Any Active Member of the United States Power Squadron, who, during the calendar year, has contributed substantially to the promotion of the interests of the United States Power Squadrons may be awarded by the Chief Commander the right to wear a Merit Mark according to the USPS bylaws Article IX. A member must have worked; having a rank, title or being a committee member in name only does not qualify for a Merit Mark. Merit Marks are based upon a calendar year (January through December, 1987). I must have the information to me no later than November 1, 1987 Any member that earns MM after that but before the end of the year should submit them to me and I will send in a supplementary recommendation report.

Make it your responsibility to report your Squadron activities to me so I can prepare the recommendations and forward them to the area monitors for recommendation to the Chief Commander of USPS.

In 1986, 47 Duluth Power Squadron Members MM were approved by the Chief Commander. We hope to exceed that number this year. It would be my pleasure to recommend each and every member, but, as Past Commanders of your Squadron have demonstrated, I will not sacrifice quality for quantity.

Elsewhere in the Channel Chatter is a convenient form that you may use. Complete the form and send it to me by November 1, 1987 if you think you qualify for a Merit Mark.

HERE-THERE-EVERYWHERE

That seemed to be the feeling on all of the activities that your Squadron was involved in since the last issue of the Channel Chatter. We have had 3 Executive board meetings, many planning sessions in between to keep "up to speed", and hard work by many committees and individuals to give you, the members, the best possible activities anywhere. We have had educational contests in the Predicted Log, WAYNE YOUNGREN, Chair, using Time-Distance-Speed and attempting to match your ETA; Treasure Hunt, DAVE POULIN, Chair, where you had to use charts, know distances and magnetic directions. Then "that" Social Event, the Corn Roast, JOHN & GLORIA DESMEDT chaired this one. There were fun & games for all ages, and all ages certainly had fun. Commanders cruise was 19 September.

Squadron Education Officer (SEO), CANDY HENGEL, JN, has instructors teaching the Weather and Piloting courses.

2,3,4, October we go to the District 10 Conference at Sturgeon Bay, Wisconsin. We will be reporting back to you in the next issue.

See you at the 22 October General Membership Meeting.

" S A F E R B O A T I N G T H R O U G H E D U C A T I O N "

#####

THE FOLLOWING CLASSES ARE NOW UNDERWAY

WEATHER began under the watchful eye of ROBERT WILSON, S., on September 16.

DENNIS BRADLEY, S., is instructing **PILOTING**, which began September 21.

NAVIGATION students are reducing their sights under the guidance of SKIP WATERHOUSE, N.

COMING ATTRACTIONS

===== MARK YOUR CALENDARS =====

Tuesday, January 5th, 1988, is the date set for the USPS **PUBLIC SAIL & BOATING CLASS**. Please mark your calendars and plan to help your Squadron with this Public Educational Course. It's a great opportunity to meet new people...share ideas...generate interest for new members...AND...your efforts go towards earning a MERIT MARK.

SAIL will be offered April of 1988.

SEAMANSHIP will be offered Winter of 1988.

EDUCATIONAL ACHIEVEMENT

The following members have successfully completed all aspects of the Advanced Grade of **NAVIGATION, N**:

Robert Byrne

David Carlson

Albert Klopp

Daniel Simonson

.....CONGRATULATIONS ON A JOB WELL DONE

CHARLES F. CHAPMAN AWARD FOR EXCELLENCE IN TEACHING

In 1983, the HEARST MARINE BOOKS established an award called the CHARLES F. CHAPMAN AWARD FOR EXCELLENCE IN TEACHING. The award includes the presentation of \$1,000.00 to the USPS Educational Fund in honor of the winning individual. For the first time in history, the Duluth Power Squadron Educational Department has submitted CANDANCE L. HENGEL, JN as a nominee for this award. Candidates are nominated on their teaching experience for the current year and 2 years prior, teaching aids used and developed, the ability to inspire students to take other courses, numbers of members starting the courses and completing, and his/her abilities to teach. Length of membership in USPS and number of years spent as an active teacher is not a selection criteria, although it may be considered. Each candidate may have 5 signed letters of recommendation. Her nomination has been sent on to District 10. One nominee will be selected from all Squadrons within their District. Each District's nominee will then be submitted to National, and the award presented to the winning candidate at the National Annual Meeting in January, 1988.

EXECUTIVE OFFICER'S REPORT

At a recent Executive Board Meeting, P/C BOB BYRNE reported on our progress in Co-Op Charting. The program sounded so interesting that I got some more information and literature from BOB and went out and checked some Survey Marks myself. I completed the forms to show the results and submitted them to BOB. It was fun, interesting, challenging and at the same time I performed a public service. Therefore, I hope others will become familiar with it and have the same experience.

It seems that our USPS is authorized by the U.S. Department of Commerce, Coast and Geodetic Survey, to perform this service. I believe we are the only organization that the Department of Commerce has so authorized, possibly because they feel USPS is capable and responsible in this regard. The program is divided into two general categories: 1) The navigation information shown on charts, and 2) survey marks (bench mark) established on land and used to establish property lines.

I took the second category and selected three Survey Marks to report on — one in Jay Cooke Park, one north of Fish Lake, and the other near the Mirror Lake Lookout Tower. None of them had been checked since they were set in 1952 but were easily accessible.

There were four concrete posts at each Mark. There was the Station itself, two reference marks (posts) anywhere from 50 to 300 feet away which could be used to re-establish the Station if it were destroyed, and an azimuth post up to a quarter mile away which provides a second contingency. All posts were buried in the ground so the top was at about ground level when they were originally set.

The thing that made it interesting was that there were directions on how to find each one and it was like looking for lost treasure, because after 30 or 40 years they are not easy to find. The reward was the satisfaction of finding the Marks after measuring distances, taking compass bearings, poking around in the brush, leaves, grass, etc. Once a DNR officer stopped to ask if I had lost something. Some of the posts had been destroyed and this was made part of the reports. Presumably these will be replaced.

It's BOB BYRNE'S desire to get more of our Squadron involved in this very useful and worthwhile community service next year.

EXECUTIVE OFFICER, KEN JOHNSON, JN

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TREASURER'S REPORT

The Duluth Power Squadron is currently in sound financial condition. We have money in both the Savings and Checking accounts as well as a Savings Certificate.

Our Profit from the Corn Roast was approximately \$869.00.

A reminder that when the 1988 dues come due there will be an increase in District dues, not the local Squadron dues. In future Channel Chatters I hope to have a breakdown of the dues structure and a schedule of dues pro-rated throughout the year.

SQUADRON TREASURER, GLORIA VITULLO, S

ADMISSIONS OFFICER'S REPORT

The following prospective members were proposed for membership in the Duluth Power Squadron as per Membership Procedures Manual requirements. The following listed individuals are presented to the Squadron Membership for approval: Robert Beaudin, Loretta Johnson, Kevin Owens, Carol Price and Richard Routhier.

ADMISSIONS OFFICER, LARRY ANDERSON

SQUADRON ACTIVITIES

There have been two Executive Board Meetings in the last two months. Both were held at the Jolly Fisher and there was a good turnout of members at each. No General Meetings were scheduled for these last months.

There were several activities in August and September and there are reports to follow from the Chairpeople of these events.

TREASURE HUNT A SUCCESS!

5 September, 1987

Forty-one Squadron members and first mates participated in our Annual Treasure Hunt. They were required to pick up one playing card at each of five stops. The best poker hand won. The trail, which was marked by devious clues, started at the Arena and ended at the Squadron Dock. Several participants discovered that two clues and cards were at one location, after the event was complete.

The three winners in the women's division were 1st place, Diana Meehan, 2nd place, Alyce Rauchenfels, and 3rd place, Daryle Rock. The winners in the men's division were 1st place, Russ Westberg, 2nd place, Dick Bibby and 3rd place, Manley Grover. A pot luck supper was served after the event.

Chairman DAVE POULIN thanks all those who helped make the event possible.

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1987 PREDICTED LOG CONTEST

The "Weather God" looked favorable on our latest Predicted Log Contest, held on Saturday morning with briefing taking place at the Squadron Dock. A bright sun and a freshening southwest wind made for a fine boat ride on Lake Superior.

Seven cruisers took to the water, with all timepieces covered, including Loran, sum logs, etc., to prevent any accidental references to time or speed. Also aboard was an "observer" who maintained discipline and gave the Captain his turn times.

All courses were quadrangular in shape and totalled eight miles in length. The "calculated estimated time en route" ranged from 48 min. & 20 sec. to 1 hr., 7 min. & 54 sec.

The results were as follows:

1st place	DOLPHIN
2nd place	EIGHT-BALL
3rd place	HARCAN
4th place	ATLANTIS
5th place	SHERI-SUE
6th place	SUGAR & SPICE
7th place	ROCK-Y

My congratulations to the Captains.

A special thanks to the observers: SUE STOKES, MARTHA BURNS, CANDY HENGEL, CORINNE CARLSON, DARYLE ROCK, MELISSA STOKES and FRIEND. All, I'm told, took great pleasure in telling the Captains "where to go!"

My apology to the Captains for position changes in the results. An error was uncovered in the preliminary calculations which caused a shift in final position.

PREDICTED LOG, CHAIRMAN, P/C WAYNE A. YOUNGREN, AP

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CORN ROAST '87

The annual Duluth Power Squadron Corn Roast was held Sunday, September 6, at the Power Squadron Dock in Allouez. The day was sunny, warm, fun and profitable. Over 180 persons were in attendance. The Squadron members and guests arrived in approximately 45 boats, 5 motor homes and 30 other vehicles.

The days activities began shortly after 12 noon. Snacks were provided of beef, fish, soup and ice cream early in the afternoon by Squadron members.

The games and contests for young and old followed. The corn eating contest was covered by Channel 3 television and aired later in the day. Money in the haystack as usual was a favorite of the youngsters. A new favorite was a game where they searched the grounds for wrapped candy and made the sound of animals. Adults seemed to prefer throwing things at each other. The water balloon toss due to popular demand was run twice with about 40 people participating each time. Momentum gathered and even more joined in for the egg toss. Contrary to the belief of some, no hard boiled eggs were included. Horseshoes, jarts and bocci ball tournaments were on-going throughout the day and into the evening. Patty Rose and David Churchill won the horseshoe tournament, Tom Grover and Peter Isabell won the jart tournament, the Tom Holts and Harry Mungers won the bocci ball tournament. Volleyball was played off and on during the day on a non-tournament basis.

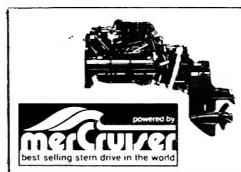
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CORN ROAST *Continued*

Late afternoon was highlighted by crab races and a sponge throwing concession. Squadron Executive Officers volunteered their faces as the targets for wet sponges. COMMANDER HENGEL seemed to have second thoughts as he faced three members simultaneously with water laden sponges and revenge written across their faces.

Duke Skorich's roast beef dinner was served by a weird looking crew consisting of a duck, a shark, a revolutionary, a confederate and assortment of other characters. The hats of the serving crew were compliments of Dede Kennedy. Roasted corn was a highlight of the meal.

After dinner the activities centered around games of chance. Later play money was used to bid on auction items. After the auction the party divided into three groups —the early retirees, the bonfire and sing-along group and the dancers. The dancers partied until lights out about 2:45 A.M.

Monday A.M. saw the start of another beautiful day. Some boats left at daybreak for early morning fishing. The remaining crew was in charge of two tasks — clean-up and finishing the last of the remaining keg. Both tasks were completed with ease. The Commander, who was in charge of Monday's entertainment committee did a splendid job accompanied by his side kicks, the misters VITULLO and MEEHAN. The days activities concluded with a burnt offering being made to the gods for the beautiful weather. Mr. Meehan's cut-offs that should have been burned 5 years ago were set ablaze to the sounds of taps played by MARK NYMAN. With an offering such as this we should be blessed with good Corn Roast weather for the next two years at least. Maybe by that time we will be able to relieve Mr. Meehan of either his brimless hat or the white flowered polyester shirt for continued favor.

Approximately 35 families were involved in helping to insure the success of the Corn Roast. Thanks Squadron!

CORN ROAST CHAIRPERSONS,

JOHN & GLORIA DESMEDT

CORN ROAST VOLUNTEERS

The families of:

Larry Anderson	Fred Johnson
Richard Bibby	Leo Kennedy
Howard Boynton	Robert Kervina
Robert Byrne	Ronald Klein
David Carlson	James Meehan
Fred Crandall	Bruce Nimmo
Harland Eggert	Walter Plude
Manley Grover	David Poulin
Thomas Grover	Eugene Rock
William Gooder	John Soetebier
Robert Haigh	Robert Stokes
Donald Hansen	Richard Vitullo
Erling Hansen	Steven Walsh
Commander Hengel	Russell Westberg
Steven Johnsen	Arne Wuorinen

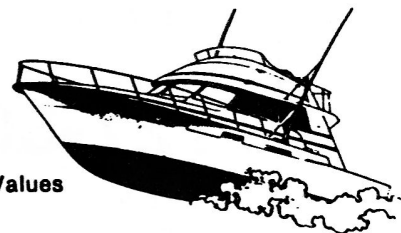
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Many thanks to all of those that helped from the whole Squadron and especially to the tremendous job that GLORIA and JOHN DESMEDT did to give us one of the greatest Corn Roasts ever, "THANK YOU."

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COMMANDER'S CRUISE

19, 20 September, 1987

The weather didn't cooperate for this outdoor activity, BUT, we didn't let a little rain and wind discourage us. The Commander departed the port terminal at 1330, and headed up river in a gentle rain. The HARCAN was the only boat that ventured out on this part of the cruise. I think everyone else decided to see if he'd really go through with it. At the Bong Bridge, he turned around and headed for the Power Squadron dock. Soon, like little ducklings, other boats began to show up and join us.

Howard Boynton had already set up camp in his trailer, and with a little material and ingenuity, we soon had a cozy shelter from the elements. The evening was spent devouring cheese, crackers, and 66 polish, brats, and Italian sausage. Our thanks go out to "hot pepper Meehan" for his barbecuing abilities, and that little something extra he gave a few people.

Sunday we awakened to much the same weather, but after a rain shower we had a break in the weather action, and out came the champagne and rolls.

Boats attending were:

MAURICE	ARROWHEAD
DI-VONNE	HARCAN
VIKING	ATLANTIS
SHERI-SUE	EASY RIDER
NIGHTHAWK	SKIPPER SAM II

Those not caring to come by boat but did come were:

Lenny Robinson
Larry & Nancy Anderson
Ken Johnson
Howard & Edith Boynton

45 people were present and enjoyed the outing.

CDR. HARVEY HENGEL, JN

THANKS

Many "THANKS" go to all the Chairpeople who helped in these many events. If you did not attend you really missed some good times.

And from the Chairpeople, many "THANKS" to all those members who pitched in to make these events successful...and they were!!!

At the Corn Roast these articles were found:

1 pr. of women's glasses with case,

1 black cigarette case holder,

1 gold chain,

If these are yours, call Candy Hengel 724-2223.

FYI

The 1987 OPERATIONS MANUAL UPDATES have been received from National. If any member has an OPERATIONS MANUAL and has not yet received the '87 update, please call 724-2223 for a copy.

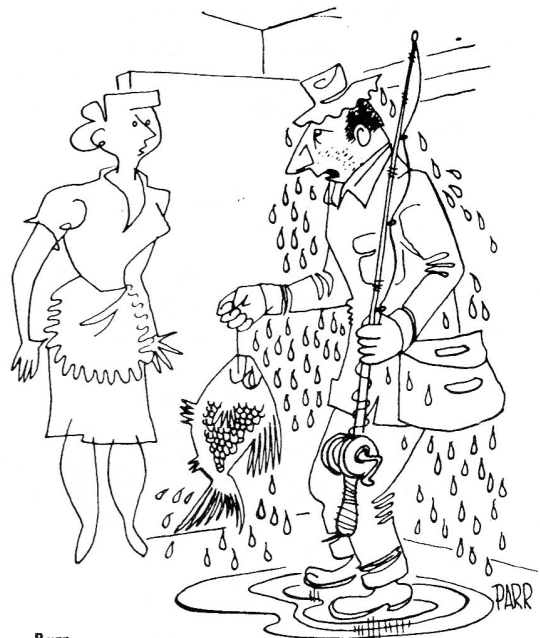
DISTRICT 10 NEWS

The only District 10 news to report this month is that a Conference is being held October 2-3 in Sturgeon Bay, WI. A full report on the Conference from the Commander will be in the next Channel Chatter.

Unfortunately the Conference will be over before you receive this paper. About 6-8 people from Duluth are to attend.

Hope all who attend have an enjoyable time.

Also remember that as mentioned before, the District has raised the dues over \$2.00 for 1988. This will appear on your dues statement.



Parr

"I caught the fish but the boat got away!"

NATIONAL NEWS

The National Executive Officer has stated that some Squadrons are inviting all Boating Course students to attend a Squadron social event. This practice is viewed by the Operating Committee as being permissible, but only if membership is not discussed at the event.

The National Educational Officer mentioned that the Boating Course is going well and reported that there was an increase of 11/last year. He also mentioned that funding will be sought from the USPS Educational Fund for support of the "History of the USPS Educational Department" being written by P/R/C John Wilds, N. The finished product is estimated at 240 double-sided pages. Five hundred copies will be proposed as a first edition.

The National Operating Committee approved a request to develop a "Cruising Guide" at a cost of \$15,000.

They also approved printing of 10,000 copies of a 16 page Ship's Store Catalog for Squadron distribution. The cost of printing will be defrayed by net revenues from the Ship's Store.

The Membership Committee will have a new "Membership Procedures Manual" to be ready for a fall membership push.

The USPS Educational Fund has a principal of \$627,000 on a cost basis and \$687,000 on a market basis. Contributions were more than \$19,500 for the first 5 months of the year.

There are many other interesting articles on National policy and meetings. If anyone is interested in reading some of these reports please contact the Commander who will see that you receive a copy. In this paper I just try to pick out a few things that I feel may be of interest to our Membership.

MERIT MARKS

The time for Merit Marks is coming due so all Chairmen of the many activities during the year please make sure you furnish the Commander with a list of those who have contributed to the Squadron. There is a form on another page which the Commander would like filled out if you think you have earned a Merit Mark. Remember, just helping out in a food line or attendance at a meeting does not constitute a Merit Mark. You must help out, especially in Education, and attend meetings throughout the year. Please fill out the form and send it to the Commander. Thank you.



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UPCOMING SQUADRON ACTIVITIES

MARK YOUR CALENDARS!!!!

Oct. 2-3 District 10 Conference to be held in Sturgeon Bay, WI.

Oct. 19 Executive Board Meeting. Everyone is welcome to attend; call the Commander for further information.

Oct. 22 General Meeting. It will be held at the Radisson Hotel; make your plans now and watch your mail for more information.

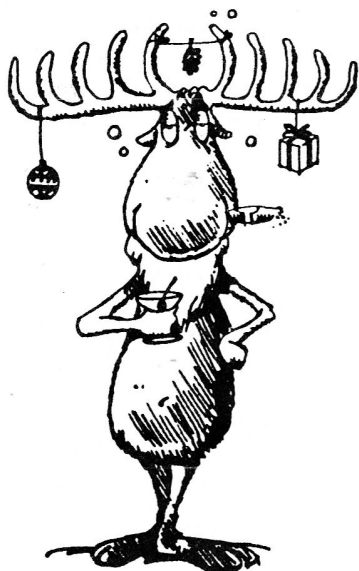
Nov. 9 Executive Board Meeting. You should plan on attending.

Nov. 19 General Meeting. I'm sure Commander Hengel has a fine program in store for us, so mark your calendar.

Dec. 5 Christmas Party.

Don't Miss

The Christmas Party!



HO! HO! HO! Hi everyone! Don't forget, you must mark your calendar! Santa Claus is coming early this year. He will be at the Radisson Hotel (Superior Street level) from 8:00 PM to midnight on December 5th.

There will be food and music for all!!!

Look for more information in the next issue.

CHAIRMAN, MIKE SUNDBERG

YOUR SQUADRON CLASS INSTRUCTOR

He's only a human being (just like you) with a family, a mortgaged home, car payments and a lawn to mow on weekends. He has a sense of humor and he understands your language. He'll go back and forth with you on a debate, but will limit it to a minute or two and then cut you short. He means no harm, it's just that there's too much to cover to spend a lot of time debating. He will, however, be very happy to discuss anything during the coffee break or after class. Just remember that there are other students in the class also.

He's as close to you as your telephone and will be glad to help you if he can, at any time reasonable. He makes mistakes and once in a while he eats crow. He is not there to embarrass you and hopes that you will not do the same to him. He gives tests, and very often calls on you in class, so be ready. Most of all he likes to teach and feels most rewarded when, after all is said and done you the student —

- a) Learn the content and context of the course so that you will boat more safely, comfortably and enjoyably.
- b) Realize that he is teaching from his own love of boating, that he is not paid by anyone to teach, that he has spent many long hours qualifying himself to teach you.
- c) Understand that he is teaching a prepared outline course that is set up by USPS and that he will give you a test prepared on the content of that course by USPS.
- d) Appreciate the knowledge, time and effort of many people that have gone into presenting that course for you and that you do appreciate it enough to help the Squadron continue to give these courses it enough to help the Squadron continue to give these courses by becoming active in our program.

THE
Squadron
UNITED STATES POWER SQUADRONS



CORN ROAST RAMBLINGS

- Account of Corn Roast happenings — some accurate, some well-known, some little-known and some exaggerated.
- Money we donate each year for the use of the Boy Scout tent goes to help send boys to camp.
- Smiley Meehan entered the water balloon toss three times before it was over. Each time soaking his daughter Heather and still didn't come close to winning.
- Dede Kennedy has a supply of crazy hats that doesn't quit. The back seat of their Suburban is filled with hats all neatly catalogued for use at the drop of a hat.
- Patty Rose and David Churchill just blew away all their competition in the horseshoe tournament.
- Howard Boynton sure has a lot of stamina for a fella his age. One of the last to call it quits at night and the first raring to go in the morning.
- When the lights went out in the tent, cigarette lighters went on immediately and the fun continued without skipping a beat.
- Leo Kennedy was the trouble shooter who kept the electricity going but his wife Dede couldn't wear her electrical hat due to power failure.
- Bob Kervina seasoned the beef he grilled the day before with lots of garlic in the form of cloves and salt.
- Larry Anderson and Steve Johnsen caught the fish they grilled.
- Erling Hansen obtained his soup recipe in Europe. Originally he put vodka in it. Did it have vodka this year?
- The festive unisex wet sponge target was designed and painted by Daryle Rock. Some of us were wondering who she used as a model.
- Research for this year's Corn Roast uncovered a multitude of Squadron talent. Singers, musicians, artists and lots of good cooks are in our ranks. We only need to tap the resources.
- Bruce Nimmo and his guitar led our sing-a-long with help from Ron Klein.
- Gina Wuorinen made the crab apple jelly that was auctioned off.
- Next year's Corn Roast will have even more improved electrical capabilities. Care will still be needed to not use appliances. Lights and refrigerators will still be about all that we can handle for such a large group.
- A reminder — courtesy and common sense are the order of the day when rafting to other boats. The boats closest to the dock deserve the utmost consideration and respect.
- We are looking for new Corn Roast chairpersons for next year. The DeSmedt's will work with them but assume a secondary role. It's not too early to start thinking about volunteering your time.

USPS September 5th — 6th 1987

Squadron Dock

Listed below are the boats which participated in these events and were berthed at the Duluth Power Squadron Dock. Attempt is also made to cover the vehicular units as well. Our sincere apology goes to any Squadron member that is not included herein.

- | | | |
|----------------------|-----------------------|----------------------|
| 1. "ODYSSEY" | 14. "SCOTCH & WATER" | 27. "SYNAPSE" |
| 2. "SUNKIST" | 15. "LEISURE GAL" | 28. "TWO BITS" |
| 3. "C-GULL" | 16. "DAYSTAR" | 29. "WAHOO III" |
| 4. "SNIFFER II" | 17. "NANCY ANN" | 30. "DI-VONNE II" |
| 5. "EASY RIDER" | 18. "EIGHT BALL" | 31. "NO PROBLEM" |
| 6. "FLYING DUTCHMAN" | 19. "CONTAGIOUS" | 32. "SEA SPIRIT" |
| 7. "ROCKY" & Tender | 20. "SHERI-SUE" | 33. "KINSHIP" |
| 8. "ARROWHEAD" | 21. "ATLANTIS" | 34. "SEABIRD" |
| 9. "LIL' ARROWHEAD" | 22. "HARCAN" & Tender | 35. "TYLER TOO" |
| 10. "DOLPHIN" | 23. "SUGAR N' SPICE" | 36. "GUARDIAN ANGEL" |
| 11. "MOLLY R" | 24. "MAURICE" | 37. "JER JOY" |
| 12. "NIGHTHAWK" | 25. "LADY CATHERINE" | 38. "VIKING" |
| 13. "OVER EAST" | 26. "GLORIA JEAN II" | 39. "GERRI ANN" |

NOTE: The above list does not count small craft such as dinghies, whalers, etc. There were a total of forty-five (45) craft counted, large and small.

Automotive Units

Trailer-Boyntons Motor Home-W.A. George

Tent Camper-Eggert's guest

Trailer-Grovers

Motor Home-DeSmedts

Thirty (30) Automobiles

Courtesy of Richard Bibby

Merit Mark Information

Name _____ Date _____
Squadron Office Held _____ Phone (H) _____ (O) _____

Please circle the number of each activity in which you were involved since 1 January, 1987. We realize that no inventory could contain all Squadron activities, so put additional information on a separate paper.

1. I taught or assisted in teaching _____ classes. List classes or courses _____
2. I proctored _____ classes. List classes or courses _____
3. I filed reports on _____ Geodetic Markers as a part of Coop Charting.
4. I interviewed _____ Boating Class students.
5. I participated in the Safe Boating Week Program.
6. I helped present _____ new member pre-induction or induction classes.
7. I worked at the booth at Barkers Island.
8. I attended _____ meetings of the _____ Committee.
9. I attended _____ meetings of the _____ Committee.
10. I attended _____ meetings of the _____ Committee.
11. I participated in the Predicted Log Contest.
12. I participated in the presentation of _____ safety demonstrations.
13. I helped present _____ orientation classes.
14. I sold _____ ads in the Channel Chatter.
15. I wrote _____ articles for the Channel Chatter.
16. I submitted _____ photos for the Channel Chatter.
17. I worked at addressing and mailing of _____ issues of the Channel Chatter.
18. I attended _____ meetings of governmental agencies on behalf of the Squadron.
19. I participated in _____ National Meetings.
20. I participated in _____ District Conferences.
21. I participated in _____ General Meetings.
22. I attended _____ Executive Committee Meetings.
23. I worked at the Power Squadron Dock Clean-Up.
24. I helped present the program at _____ General Meetings.
25. I presented part of the Operations Training Program.
26. I worked on _____ social events. List them.

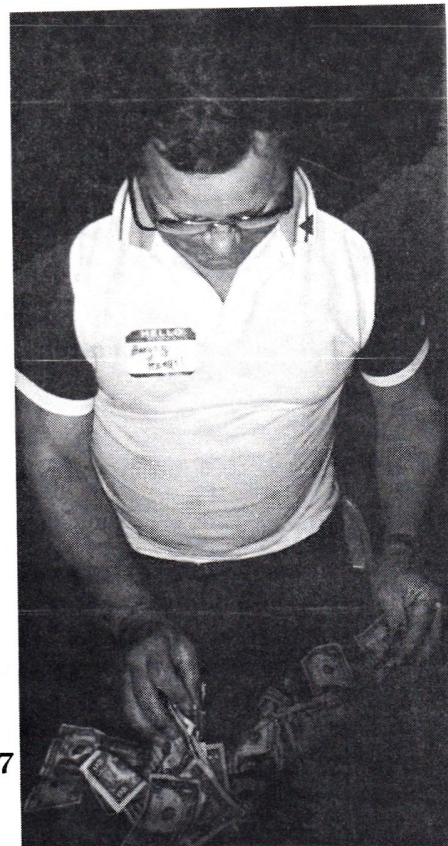
Send by November 1, 1987.

Send to: Harvey A. Hengel, Commander
2801 E. 2nd St.
Duluth, MN 55812

P.S. Dear Commander:
In the future I want to help out with:



Martha boogies on down.

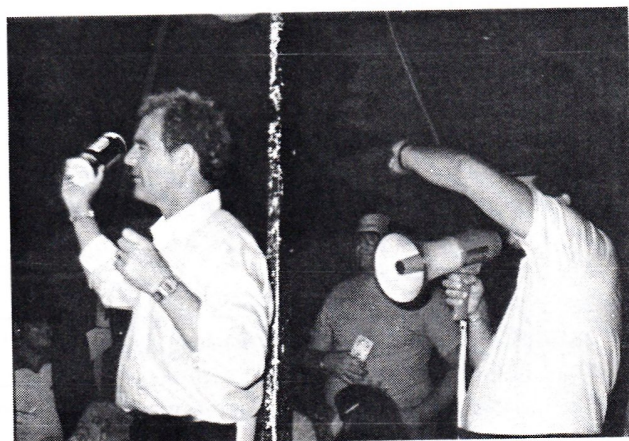


Whew! For a minute I thought there really was two bits in here.

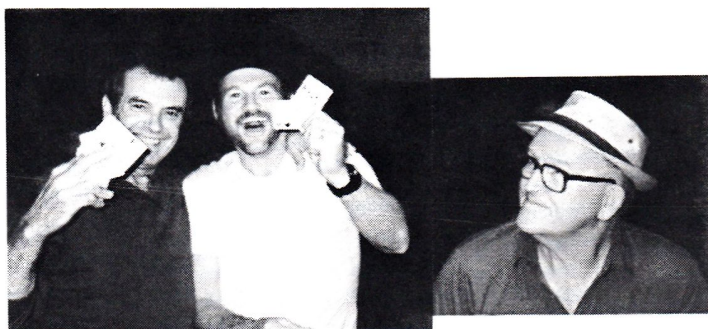


CORN ROAST '87

Move it! Move it! Move it!



Sold!



Are we having fun yet!

I'm not sure.



Sweet nothings.



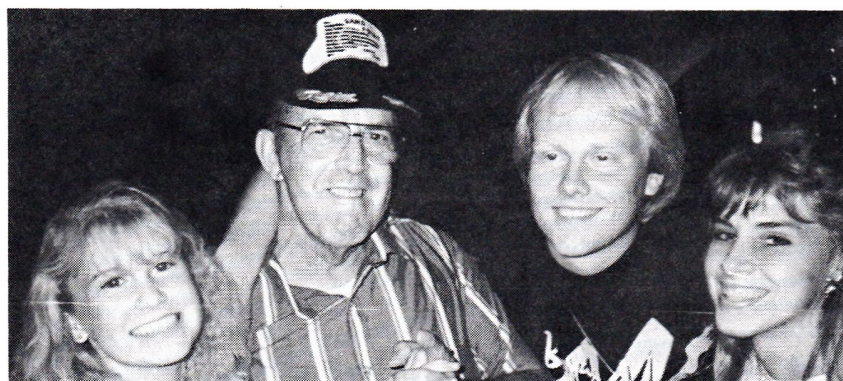
It's your turn next, Harvey.



Are my Mom and Dad still here?

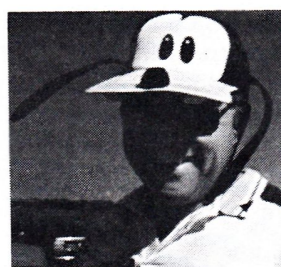


Wow! A Direct Hit!

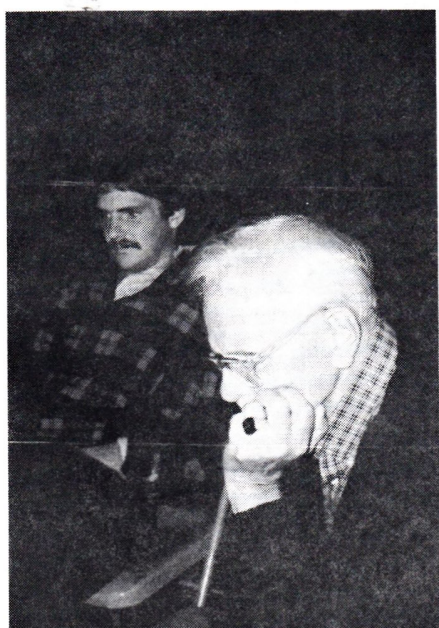


Those Stokes kids are something else.

CORN ROAST '87



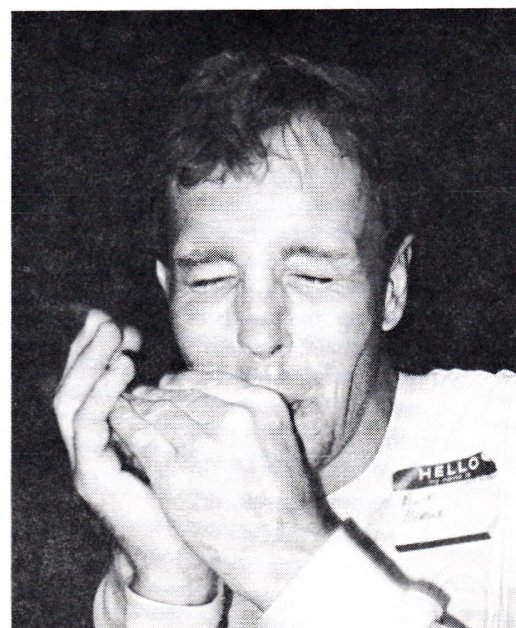
Commander?



The thinker.



Burnt offerings.



Day is done. Gone the sun.



DULUTH POWER SQUADRON

A UNIT OF

UNITED STATES POWER SQUADRONS

DULUTH, MINNESOTA

"NOTES & QUOTES" FROM DICK BIBBY

Back in the 1 July 1977 issue of CHANNEL CHATTER, issued under the command of WAYNE MOSINIAK, there appeared a very worthwhile article. Although this piece is now over ten years old, it still represents excellent advice for all "power" boaters, so take heed . . .

Watch your engine gauges, particularly oil pressure and temperature gauges. Monitoring these important instruments could mean the difference between a pleasant boating trip and a lengthy ordeal at sea while you wait for someone to come along and tow your disabled boat back to port. And, it could save you the cost of re-building an engine. **Marine growth, plastic bags, or other trash can clog the water intake of your engine cooling system.** A rapid rise in temperature will result and the engine should be stopped at once. If you're lucky, the obstructing material may drop off the intake screen and you may be able to resume your trip as soon as the engine temperature drops to normal. With high powered engines which require large amounts of cooling water, the water pump may be strong enough to suck grass or plastic bags right up into the water hoses. This might take more time to remedy but with through-hull fittings with shut-off valves, you may even be able to correct this more serious problem. In any event, get into the good habit of periodically checking those gauges. You may be able to prevent a minor problem from becoming a major one. And remember we become more eligible for this problem when running very slow, as with trolling while fishing. Some experiencing this problem have reportedly freed the water intake by reversing the engine and running astern for several minutes.

To illustrate the problem and how it can happen, take note of the following story.

Just recently, Commander Gil Porter, USCG Retired, was running very slowly while fishing off Knife River in his "COMPASS ROSE." His engine suddenly overheated and he stopped the Perkins diesel promptly. Through an unfortunate chain of events, Commander Porter was severely burned over his face, arms and chest and spent some two weeks in the Miller Dwan Burn Center. Later, when he had recovered and investigated the cause of the overheating of the engine, they discovered a **plastic ice cube bag from Aitkin, Minnesota clogging the water intake for his engine's cooling system!!!**

As a former recipient of the Sacred Calabash Award I might send along a friendly reminder to "all" members to keep your eyes and ears open as to strange "goings-on", "goofs", "happenings", and any other choice tidbits about fellow Squadron members and boating friends (???). Informant's and spy's identity will remain anonymous. Give your friend the publicity he deserves. Help the Squadron to properly preserve the Calabash Extravaganza. Some of our best sources of Calabash material have always been those members who hope that by informing on their friends they will themselves either be eliminated from the list or at least moved further down . . . Just remember, Captains and Mates, the famous quote by P/C K. M. Brooks back in February of 1941 . . . "One never knows when the boomerang will boom!"

Notes & Quotes (Continued)

In any event if you have any related material of this classified nature, contact "Nippers" DICK VITULLO, who is presently the proud keeper of the 32 oz. glass growler and fur lined pottie unit, and he will be happy to receive your report.

Many new members have been interested in the background of our Squadron Dock. In response, I will offer a few historical notes on the subject. . . The site was formerly the location of Cargill's Itasca Elevator which was built back in the 1890's and was closed down 31 October 1968. The elevator had a storage capacity of 2.4 million bushels and nine loading spouts. Surviving well past the opening of the Seaway in 1959 this elevator loaded hundreds of maximum Seaway-size lake and ocean-going vessels although they experienced difficulty in making the turn, inbound and outbound loaded, to and from the facility. Although our illustrious Historian, P/C Howard Boynton, probably has more details, it seems that a handful of members back in 1969-1970 had great foresight and obtained a lease on the property after the elevator was razed. The first full season of operation was in 1970 and it immediately became the most popular meeting place in the harbor for boaters and was labeled an instant success. It was not uncommon to see forty to fifty boats nested in at the dock on weekends that first year of operation. Many members played all important roles making it a reality and gave endless hours of donated labor to transform the area into a usable recreational facility. Trees were planted, a large grill was built as well as a shuffleboard court, etc., The names most often mentioned in past records credit ED BARTEL, WAYNE YOUNGREN, ED KATZMAREK and LARRY COWAN for making it possible. At the Corn Roast held 8 September 1973, with the dock filled to capacity, the highlight of the evening was the official dedication of the dock, to be forever known as "COWAN COVE." A framed proclamation was presented to Mr. Cowan in appreciation of his dedicated service in founding the facility. If space permits I will publish an aerial view of the dock as it appeared prior to leveling of the Itasca Elevator in the next issue of the Channel Chatter.

Anyone that thinks these "old-timers" didn't have fun, listen to the plans for "this" Summer Cruise event that was held over eighteen years ago in July of 1969. The plans called for the cruise to originate at Madeline Island after the Annual 4 July Squadron Rendezvous. Their boats left on 7 July for Houghton-Hancock, with a possible gas stop at Ontonagon. From Houghton the flotilla traveled East through the Keweenaw Canal, around the point and into "beautiful Copper Harbor." Then back to the Apostles by the 12 July. Wayne Youngren's name is up front again as the Chairman of the event. P/C Youngren is still giving his time to our Squadron as he just recently Chaired the Predicted Log event.

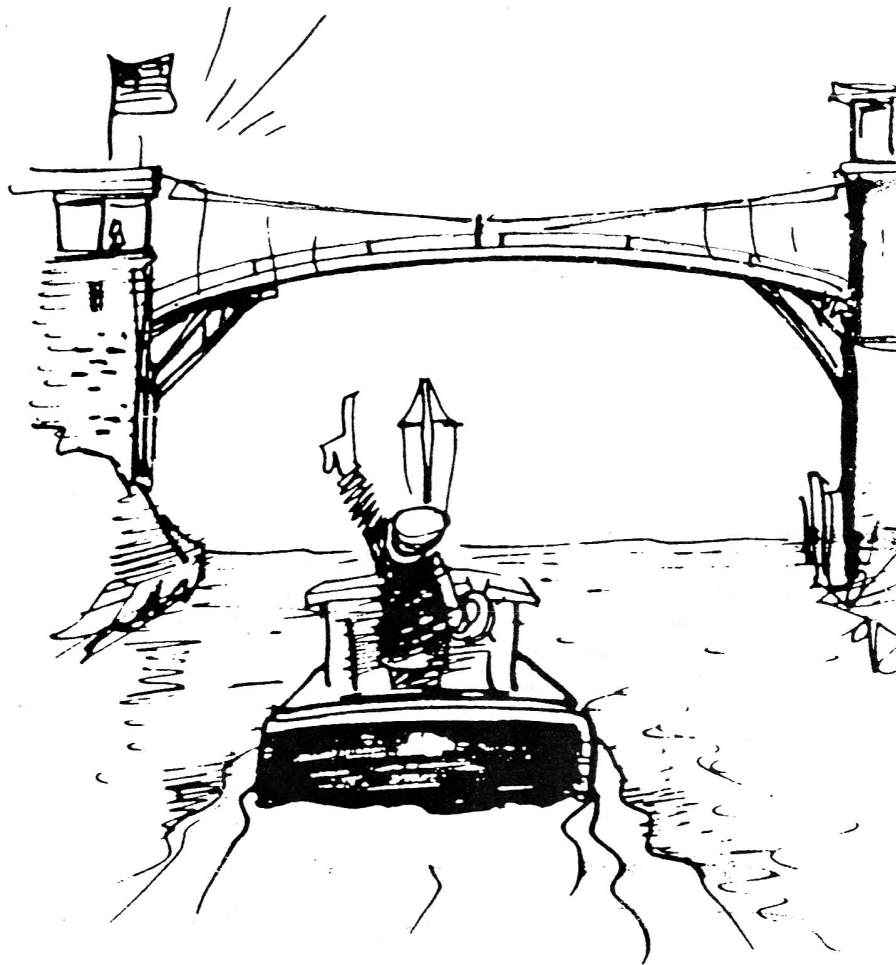
I note that back in 1962 the Channel Chatter contained a column entitled "First Mate Sounds Off!" Why not try a modern version of something like this? Quite obviously our Squadron is blessed with many gals that could do a good job with it. . . We also note that Doris Mae Drill, in the same edition, wrote a beautiful story called "Boatmen's Paradise" which describes Lake Superior, AND a writing team, calling themselves simply Dorothy & Louella, in this issue offer a full page called "Bilge Breezes." (Come on ladies, contact Editor Donnie!!! Are you listening Mrs. "M"??)

In fact, "Bilge Breezes" made the following comment 25 (twenty-five) years ago. . . "Hardest working boatman this year is Al Ryckman who has two boats to get ready. He stands around chinning with everyone while his First Mate is busy with the paint brush."

Twenty years ago the Channel Chatter sported a page called "Behind the Canvas Curtain" by the Drifters. They reported that "Calabash scouts would never be able to accuse Ed Drill of leaving the plugs out of boats last summer; he plugged every hole in one craft's hull, including those for the head and the sink."

I have tons of good material here but Editor Hansen just informed me "NOTES & QUOTES" has been set up for two pages only. . . See you next time, and Smooth Sailing.

R. BIBBY



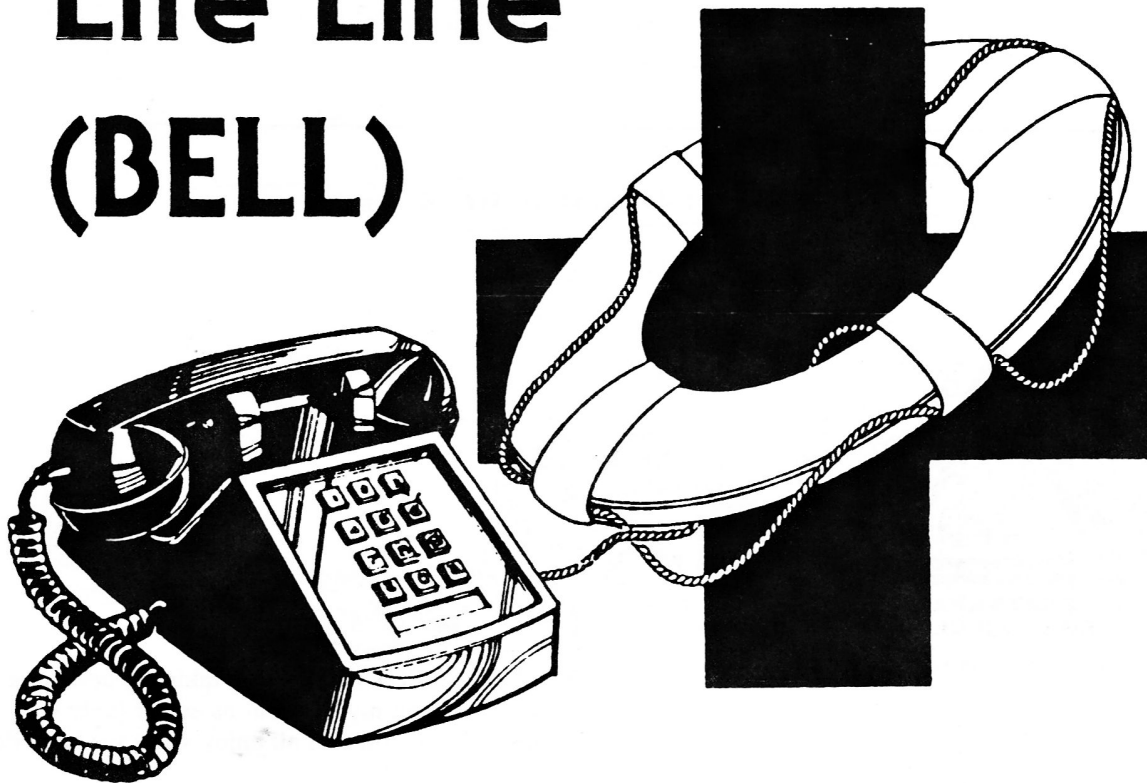
NEW DRAWBRIDGE RULES IN EFFECT

The Coast Guard is enforcing new drawbridge rules that have come about as a result of recent amendments to the bridge laws. The changes, which affect both the vessel operator and the bridge operator are as follows:

1. It is unlawful for a vessel operator to request a drawbridge to open for any unstructural vessel appurtenance which is not essential to navigation or which is easily lowered.
2. It is unlawful for a drawbridge operator to unreasonably delay the opening of a draw after the opening signal is given to the vessel operator. (This applies only during the time specified in each Drawbridge Regulation during which the draw must be opened on signal.)
3. Violations of these rules will make the person liable to a maximum civil penalty of \$1000 for each offense.
4. Complaints about alleged violations, by either the bridge operator or the vessel operator, should be sent to the District Commander of the Coast Guard District in which the drawbridge is located.

July 1987 YACHT FINDER

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.

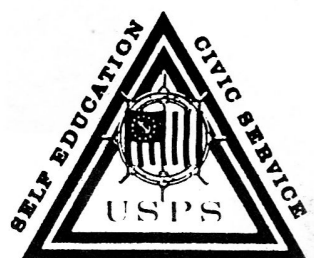
To contact BELL have the Marine Operator place a call to (218) 726-HELP.

 **ST MARY'S**
Emergency Care & Trauma Center

DULUTH POWER SQUADRON

3547 Wargin Road

Duluth, MN 55810



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UNITED STATES POWER SQUADRONS

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Editor's Note

The CHANNEL CHATTER is taking a new look and, even as I am on my way out as editor (only two more issues), I hope you will all enjoy what we have done.

The changes are for several reasons: lighter paper to save on mailing costs, more organized appearance, a hope that the paper will get out to you quicker so articles are not out of date when you receive them, hopefully a better format and ease of laying out articles, and lastly, hopefully, less work for the editor.

We hope you approve of the changes. Let us know how you feel.

I thank all Officers for their reports, especially the Chairmen of the many Squadron activities. They all did a super job on the activities and in furnishing me with reports. THANK YOU!

THANKS as always to our advertisers who help support this paper. PATRONIZE THEM!!!!

The Deadline for the next issue is NOVEMBER 15.