

'Fly The Ensign Proudly''

Channel Chatter

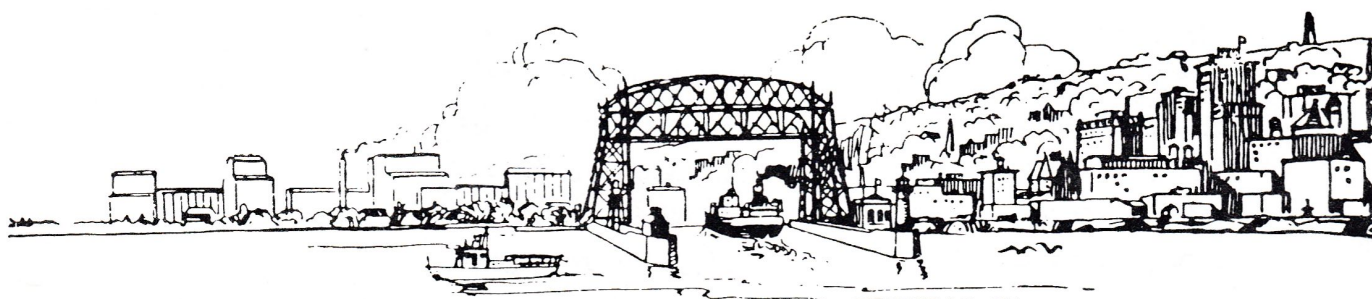
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A Unit of the United States Power Squadron
District 10

Vol. 88

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No. 1



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Understanding LORAN-C**



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

Winter is once again upon us. Our boats are laid up and our activities have shifted gears. Some members have already "gone south" to warmer climes. Others are talking about vacations that include bare boat charters and ocean fishing.

Your education department is busy at work offering you the courses that will further promote safe and fun boating. Don't forget to offer your help in the upcoming Public Boating Course starting in January at Duluth Technical Institute (formerly DAVTI). Remember the help and support that was given you when you took this course. The students in this upcoming class will be eager to learn just as we were. We need members to help correct the tests each week as well as assisting the instructors. We all felt good when a Duluth Power Squadron Member was there to turn to. Let's keep up the team effort in helping others achieve their goals in safe boating education.

Don't forget to mark your calendar for the spring courses being offered to you. They are listed elsewhere in the Channel Chatter.

We want you to get involved in the social and civic services side of our Duluth Power Squadron life as well. This past summer has many fond memories of the activities and functions that we had. What great turnouts we experienced, and, of course, the weather was, for the most part, perfect. Our most recent social activity, the Christmas Party was another example of hard work by the chairs: MIKE SUNDBERG and GLORIA DESMEDT. What a party and we all thank them for their extra efforts. The general membership meetings have had terrific turnouts. There certainly is a lot of socializing that goes on there!

During Safe Boating Week in June we make up and distribute over 400 packets with safe boating tips and information. It takes work to get the material, stuff the packets and then distribute them to appropriate facilities and marinas. That's part of the civic services we do. So there is life after education.

For anyone that loves boats and boating of any kind, there is not a better way to learn and maintain state-of-the-art level of knowledge in recreational boating. Keep up your membership, be involved and enjoy your Squadron for all it's worth.

Reference the Channel Chatter advertisers. They are a very vital support to our Squadron. Our Channel Chatter is the communication link within the membership. Because of other commitments that members have, they cannot attend every meeting and activity that we have, but the Channel Chatter gets to every member every time. Because of the companies and agencies that advertise, we are able to print and mail this information to you in a professional and timely manner. These community-minded people deserve your consideration when you are purchasing services and goods that they have. Let them know that you appreciate their support by telling them and showing them in your future business transactions. As an advertiser myself, I know it is appreciated.

Speaking of support, As you know we have been holding our Executive Committee meetings at the JOLLY FISHER RESTAURANT. Owner, ANDY MARAS, a squadron member himself, had donated the private meeting room for our use. We will have had 10 meetings there and he keeps his offer open to us. It sure gives a good feeling to have people like ANDY on the Duluth Power Squadron team.

The holidays are upon us. Candy and I wish each of you and your loved ones a safe, sincere, and memorable occasion.

Harvey Hengel, Commander

EDUCATION OFFICER'S REPORT

The PILOTING and WEATHER classes have just finished and students are awaiting the results of the examinations. GOOD LUCK TO ALL!

NAVIGATION classes continue with instructor Skip Waterhouse, N.

COMING ATTRACTIONS

MARK YOUR CALENDARS

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

ATTENTION: All members interested in taking SAIL...

SAIL will begin on Thursday, 4 February 1988. Please call and sign up so a sufficient quantity of class materials can be ordered. SEAMANSHIP is a prerequisite for this course. Call 724-2223 and sign up now! More information will be forthcoming on class location and instructor.

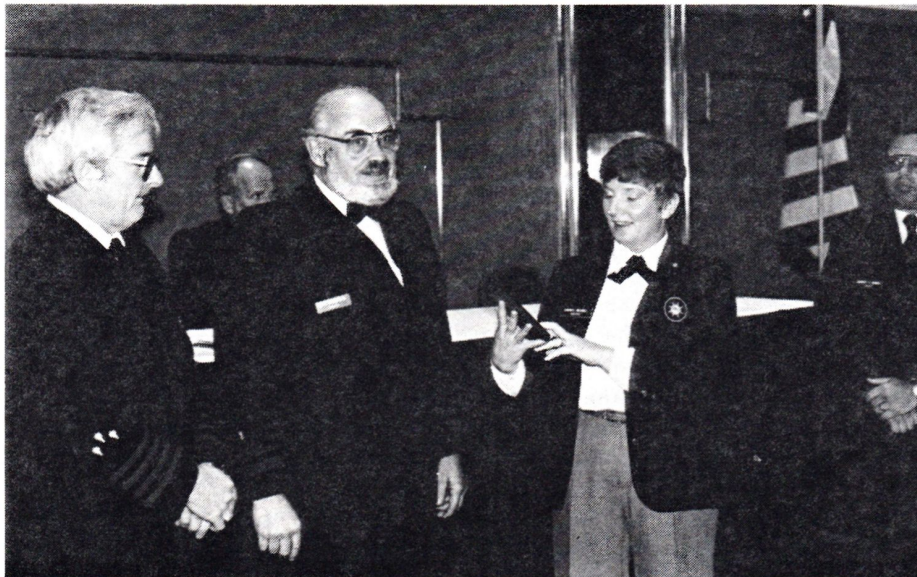
SEAMANSHIP will be offered in April 1988. All new members, plan to take this first course in the education ladder leading to Navigation.

CONGRATULATIONS CONGRATULATIONS CONGRATULATIONS

The following members have completed the Advanced Grade of NAVIGATION:

Richard Bakke, N

James Munger, N



EDUCATIONAL ACHIEVEMENT

With the recent completion of NAVIGATION, D/Lt. ROBERT J. BYRNE, N, and D/1/Lt. DANIEL SIMONSON, N, have now obtained a full certificate, having passed all USPS Advanced Grades and Elective Courses. They carry after their names an N to signify this full certificate achievement, and may proudly wear the Educational Achievement Award Grades Insignia on their uniform.

D/Lt. ROBERT BYRNE, N, and D/1/Lt. DANIEL SIMONSON, N, receiving their Educational Achievement Award from SEO Candance Hengel, JN.

EXECUTIVE OFFICER'S REPORT

I was just told that Phyllis and I are first time grandparents, it's a BOY! Just thought you'd like to know.

Another first for Phyllis and me was to go to a District 10 Conference, the Fall Conference at Sturgeon Bay. I'm glad COMMANDER HENGEL asked me to report on it because it was very worthwhile and interesting. Sturgeon Bay, Wisconsin is situated on a channel between Lake Michigan and Green Bay. Having two good sized shipbuilding companies, it's boating oriented. Also it's in the heart of Door County, famous for its scenery, tourism, fishing, antique shops, and cherry orchards.

Phyllis and some other First Mates took in the sight-seeing and shopping while the rest of us attended meetings. The meetings included Preparation of Co-op Charting Reports by our own P/C BOB BYRNE and P/C DAVE CARLSON, review of New Public Relations material, Tips for Editors of Squadron Newsletters, and other sessions with emphasis on Instructor Qualification by Bill Price, Operations Training by James Phinney, and a keynote speech by Bill Seldon (National Vice-Commander from our National Office).

V/C Seldon was an excellent speaker. He sold all of us on the public good that is being done through our work in the areas of Public Boating Classes, educating our membership and Co-op Charting. He carried the message from National Headquarters that it is in all of our best interests to build a strong local organization through increasing membership, attendance at our General Meetings, conducting Operations Training sessions, and just generally having our local Squadron getting involved in anything to do with boating on the local level. His energetic approach showed us why USPS is an organization of DOERS.

For a change of pace, they gave us a guided tour through Palmer-Johnson Shipyard, a hi-tech custom yacht builder. Never dreamed people could spend that much on boats. An example: One of their recent customers rented a plane and flew all the workers who worked on his boat to Las Vegas for a day.

Another interesting aspect of the Conference was the meeting of members from other Squadrons, finding out what they're doing, etc. I would highly recommend that if you haven't already done so, attend a future Conference, the next one is in the spring of 1988 at Fox Cities, just south of Green Bay and is scheduled for April.

Executive Officer, KEN JOHNSON, JN

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TREASURER'S REPORT

Again I report that the Duluth Squadron is in excellent financial condition.

A reminder to all members, and that is to pay your 1988 dues before January 1st. The dues have not been coming in very fast, so let's all try and remember to mail them in right away — before you get tied up with the holidays.

Treasurer, GLORIA VITULLO, S

SQUADRON ACTIVITIES

Although our boating activities have come to a stop, the Duluth Power Squadron goes on full speed ahead.

There were two Executive Board Meetings, both held at the Jolly Fisher. Both meetings were well attended, however, no report was received by the editor on the meetings.

There were also two General Meetings held and about 70 members were in attendance at both meetings. They were both held at the Radisson Hotel and included a fine meal and excellent programs. Again no report was received.

We all hope that you will continue to attend both General and Executive Board meetings and bring a friend or potential member.

Editor, DON HANSEN, AP

DISTRICT NEWS

The District 10 Conference was held on October 2-3 in Sturgeon Bay, WI. The meeting was well attended.

EX/O KEN JOHNSON has already reported on some of the activities so I will only add a few things.

Education: Copies of current educational materials available to Squadrons were handed out to all SEO's and Commanders. DEO Henry Twelmeyer reviewed each course briefly and answered any questions pertaining to them. A rundown of Educational courses taught in 1987 and number of students passed was given for each of the 11 Squadrons in the District.

Public Relations Seminar: A packet of new PR materials was received and reviewed. All Squadron PR officers should now have the new manual. The new PSA (Public Service Announcement) video was viewed. It is really well put together and gets the message across. Information on where to order the tape was available.

It was emphasized to all that we must get out and beef up our PR of the USPS, and make it a well-known organization. Suggestions for doing this were discussed.

SEO CANDANCE HENGEL, JN

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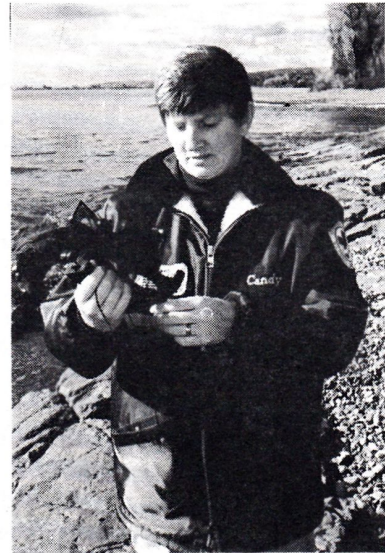
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DISTRICT TEN'S NOMINATION FOR THE CHARLES F. CHAPMAN AWARD



Candance (Candy) Hengel, JN, has been selected as District 10's nominee to National Headquarters for the Charles F. Chapman Excellence in Teaching Award. Candy, presently SEO of the Duluth Power Squadron, was selected as the outstanding candidate from her Squadron to be considered by District 10 in representing our District in the National USPS competition.

Educational achievements have increased several fold in the Duluth Squadron through her drive in leadership and participation. Candy personally took over the Skipper Saver Program and graduated more than sixty students. Additional successful completions are being logged as she completes another course. The popularity of the course has resulted in a waiting list.

However, Skipper Saver was only a small part of her educational accomplishments. Testimonial letters in Candy's behalf tell of her active leadership and participation in Public Sail & Boating, Seamanship, Piloting, Advanced Piloting, Junior Navigation, and Operations Training.

Candy not only completes the courses but returns to help out in the courses that she has already completed.

Her leadership has resulted in a new enthusiasm of Squadron members offering to take part in assisting other members to reach higher levels of achievement.

GOOD LUCK to Candy in the National Competition!!!

NATIONAL NEWS

It was announced that the Cooperative Charting Program is progressing very well, being ahead of last year's production by a small margin. Also on the topic of Co-op Charting, in January of 1988 it will mark the 25th anniversary of the Program. We should all be very proud of this program. Special ceremonies will be arranged on a National level.

It was announced that, in conjunction with other preparations for celebrating the 75th Anniversary Year, the National Public Relations Committee is conducting a contest to identify an "Official Song of USPS". Squadron songs are to be submitted for district judging at the fall 1988 conferences. District winners will be sent to National for judging by a panel of "well-known composers, publishers, musicians, singers and so forth". The top three entries will be played at Miami Beach at the Annual Meeting in February, 1989.

It was reported that as of 31 August there was 55,052 Active and 11,995 Family Members for a total of 67,047 members. This is an increase of 2,140 more members than a year ago.

Boat insurance through USPS: Your December issue of the ENSIGN has an application type of form for you to fill out and send in to get a quote on insurance for your boat. This is a brand new program that is available through your being a member of the USPS. Their rates will be competitive (cheaper?) and they will have an agent in Duluth to serve you. The date for this to start is set for 1 February 1988, but you are able to send in the no obligation quote form immediately. If you are interested, send it in, it can't hurt, and it may be "cheaper".

ROBERT BYRNE

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UPCOMING SQUADRON ACTIVITIES

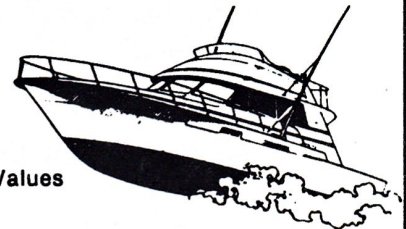
MARK YOUR CALENDARS!!!

- | | |
|---------|--|
| Dec. 25 | MERRY CHRISTMAS! |
| Jan. 5 | Public Boating Class, plan on attending and help out the Squadron, D.T.I., 1900 hours. |
| Jan. 11 | Executive Board Meeting. Everyone is welcome to attend. Jolly Fisher, 1830 hours. |
| Jan. 21 | General Meeting, plan on attending and bring a friend or potential new member. |
| Feb. 18 | Annual Meeting and Election. The most important meeting of the year, so mark your calendars for this one. |
| Mar. 5 | Change of Watch. The big event of the year, so come and show your appreciation for the outgoing Bridge and your support for the new one. |

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BOAT OWNERS ASSOCIATION OF THE UNITED STATES

(Boat/U.S.)

Your Duluth Power Squadron has reached a cooperating group accord with Boat/U.S.

Boat/U.S. is a 21 year organization that was started by a small group of boat owners and operators that wanted to form a group to look after their interests and give them services which would be useful and money-saving. One of their primary goals was to become a single source of information and assistance on all matters related to boating, and that unless they could return savings to the members above and beyond the annual membership fee, the proposition would not be realistic. Their goal was to mobilize boat owners into an effective force to look after their interests, particularly on Capitol Hill. They have proven that boat owners as a group could negotiate highly preferable terms for the necessities involved in owning a boat. As a boat owners organization, they can pass these special savings and privileges along to their members. Some of the ways they have helped boat owners is: up to 50% off list prices on boating gear and equipment, towing reimbursement services, boating equipment reports, and in-depth product evaluation and tests. They are the nation's strongest voice for boaters on a Federal Legislation level and have a consumer protection bureau to help their members with problems they have with manufacturers and suppliers. This list goes on . . .

With the agreement that your Duluth Power Squadron has reached with Boat/U.S., the annual membership dues for joining Boat/U.S. is \$8.50 instead of their regular annual dues of \$17.00.

The application for membership to Boat/U.S. will be at all of our Squadron General Meetings. If you want one sent to you, call COMMANDER HENGEL at 724-2223. We all feel that this is a fine organization and recommend it highly.

CONGRATULATIONS!
DULUTH POWER & SAIL SQUADRON
"Navigators:" Dick Bakke, P/C Bob Byrne, P/C Dave Carlson, Al Klopp, Dr. Jim Munger, Dan Simonson.
Love — Kay, Martha, Corinne, Doris, Peg & Marlene

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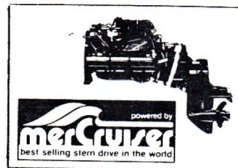
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THINGS TO PONDER

Life without water? Not only impossible, but inconceivable to the boaters who live on and love the changeable waters of Lake Superior. We can't imagine being permanently based anyplace in the world where we didn't have speedy access to a large body of water, whether it be sea, ocean, lake, or river.

Our own water, Lake Superior, evokes many emotions: awe, as we consider the power and might of her anger; fear, when she manifests her destructive force; dismay, at her inconsistency, as her waters reach record high levels one year and make navigating our channel troublesome the next; resentment, when she puts on her temperamental nature, complete with fog, rain and cold; laughter, as she gives up her treasures of fish and agates and wind for our sails; joy, at the pleasure we receive from her beauty and her strength; and peace, as we gaze upon her moonlit surface on a calm summer night. Our lives revolve around the moody, ever-changing and uncontrollable waters of Lake Superior.

Life without water? Impossible!

JAMES "SMILEY" MEEHAN & DIANA MEEHAN

The story goes that the Captain of the ship saw what looked like the light of another ship heading toward him.

He ordered his signalman to contact the other ship.

The message was: "Change your course 10 degrees to the south."

The reply was: "Change your course 10 degrees to the north."

The last exchange infuriated the Captain so he signalled back:

"I'm a battleship — change your course 10 degrees to the south."

Reply: "I'm a lighthouse — change your course 10 degrees to the north!"



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CELEBRATION TIME

Duluth's new **NAVIGATORS** celebrate at the Jolly Fisher with their First Mates.



Jim Munger, Dan Simonson, Al Klopp, Bob Byrne, Dick Bakke, Dave Carlson.

THANKS,
AL



Jim & Peg Munger, Dan & Marlene Simonson, Dave & Corinne Carlson, Bob & Martha Byrne, Kay & Dick Bakke, Doris & Al Klopp



New members being sworn in at the General Meeting 22 October 1987.

(Left to right) Family Members: GINA WUORINEN & PAUL FITCH
Active Members: VERNON PETERSON, JOSEPH RADTKE & MARK NYMAN



New members being sworn in at the General Meeting 19 November 1987.

(Left to right) Active Members: RICHARD ROUTHIER, GLORIA DESMEDT, DAVID NYHOLM, PAUL BOUCHER & ROBERT BEAUDIN, (also, not pictured THOMAS SERSHON).

Third from the left is our new Family Member, LORETTA JOHNSON.

Recipes to Make Your Catch Special

by GLORIA DESMEDT

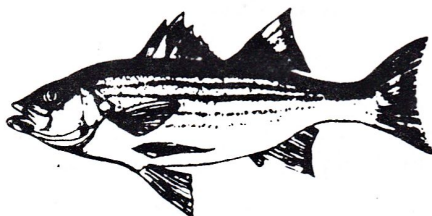
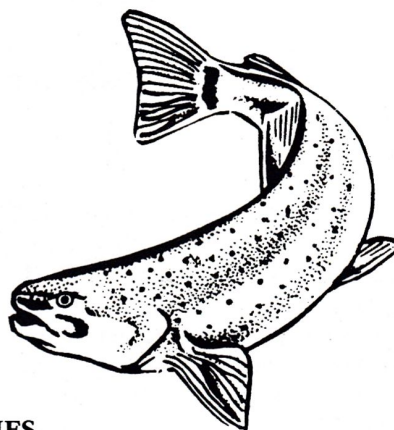
Looking for something different? Try some of these recipes to make your catch special.

FISH IN SOUR CREAM

4 T. butter in shallow pan, melt 450 degree oven. Put in fillets for 30 min. uncovered.

Mix — 1/2 pt. sour cream, cap full of real lemon, toasted almonds optional

Pour over fish and bake 10 min. uncovered.



TRIPLE COATED WALLEYE

1/2 cup flour
1/2 cup cornmeal
1 T. salt
1/4 tsp. pepper

Mix and drop fish in above mixture then mix the following and dip fish in.

2 eggs
1/3 cup milk

Dip in 1 cup of bread crumbs and then fry.

FISH PATTIES

3 cups or 1 1/2 lbs. fish	1/2 tsp. pepper
1 medium onion	2 eggs
1 1/2 tsp. salt	1-2 cups milk
1 tsp. nutmeg	butter or oil for frying

Grind fish and onion together. Add salt, nutmeg, pepper, and eggs and beat well.

Add 1/2 cup milk and beat the mixture.

Gradually add the remaining milk until the mixture is as heavy as a batter for drop cookies. Make into patties and fry in the butter or oil.



FISH TIPS

Milk added to fish during the final 10-15 minutes of baking or broiling will vastly improve the flavor of the fish and eliminate much of the oiliness.

Seasonings to try when baking or broiling — parsley, dill, garlic salt, onion salt, Mrs. Dash, Worcestershire sauce, thyme, curry powder, oregano, basil, dry mustard.



DULUTH POWER SQUADRON

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UNITED STATES POWER SQUADRONS

DULUTH, MINNESOTA

NOTES & QUOTES From Dick Bibby . . .

After a conscientious search for material to fill these pages I have once again been influenced by our Squadron's historical background and the gentlemen that have played multiple roles over the years to insure the continued strength of Duluth Power Squadron. Back in September 1967, under the command of WILLIAM CALL, the CHANNEL CHATTER, under a feature column entitled "WHO AM I", gave special tributes to a distinguished member of the organization. This noble skipper was one of the original Charter members "and" had also served as Commander for two full executive terms in 1948 and 1949.

Let us turn back the pages of history and read, verbatim, this testimonial written some twenty years ago. Our older members will recognize their long standing shipmate and hopefully our younger skippers will enjoy this bit of reminiscence as an essential and interesting page of the Squadron's historical record. The true identity of this individual will be revealed at the conclusion of this column . . .

WHO AM I???

Born and raised in Duluth, I have lived most of my life on Park Point. From about ten years old I have enjoyed a variety of boating, with much fun, but little incident.

Sailing and ice-boating with friends who boasted of such craft has always been part of my life, but my first boat of my own was a canoe with a sail. This boat was fitted with a sail made especially for the canoe, which had side-boards for stability, and was steered with the paddle merely held in the hand. I still have the sail in my attic. Perhaps I can resurrect this kind of sailing again someday.

My first cabin cruiser was the now famous "TOSSING TESSIE", which Cal Harrison, Ted Jacobs, and I rebuilt from an old dilapidated cruiser. Along about this time I acquired a wife who got her sea legs aboard the "TESSIE". Eventually I bought out my partners, and, after some years, I sold the "TT" to Bruce Nimmo, so I could buy a Lightning sailboat, which I still have.

The purchase of our cabin cruiser, the "POLARIS", entailed taking the boat trip of a lifetime. We bought it from an owner in Chattanooga, Tennessee, and we went there in April to bring her home. It was 85 above zero when Doctor Huderle, Bruce Nimmo, and I motored 500 miles up the Tennessee River to Paducah, Kentucky, then on the Ohio River to Cairo on the Mississippi. From St. Louis, we went to Chicago on the Illinois River, and then on to the Soo, where we had ice on the decks in May. This was a most enjoyable 4 weeks, seeing so much of the country, visiting with tugboat crews, and negotiating 18 locks before the Soo, which was nothing compared to some of the earlier ones. After 4 or 5 years, this boat was replaced by another "POLARIS", now a Roamer, our present craft.

I learned about the Power Squadron classes starting mostly because I had done a lot of boating with the men who got these classes started. Most of them were Park Pointers at that time, as was I. After those early classes



DULUTH POWER SQUADRON

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DULUTH, MINNESOTA

with Captain Swenson, we took the exam, and I was one of those lucky enough to pass. When we first began boating, everything was rough and ready. We had no refrigeration, light plants, heads, etc. aboard, but we had fun without them. We first went to Isle Royale aboard the "TOSSING TESSIE", six people and a dog, crowded by today's standards, but we will never forget the trip. The island was in the process of becoming a National Park, and the local residents were loudly pro and con. We stayed at the fisherman's docks since they were the only ones, of course. Their hospitality could always be depended upon. If you saw two or three pleasure boats in a two week cruise of Isle Royale you were lucky in those days. Despite all the changes in boating over the years, people who engage in this sport still seem to be having the time of their lives.

WHO AM I!!!

George A. (Bill) Wilfred

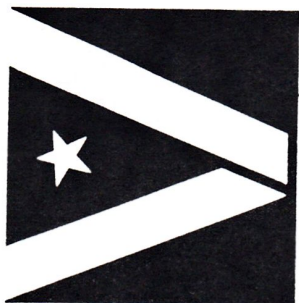
For years I have been subjected to the Sea Stories of DELL FORSYTH which constantly revolved around the stalwart old U.S. Naval Training Ship U.S.S. "PADUCAH" (PG-18). This grand old vintage vessel was built as a gunboat in 1905 at Morris Heights, New York and through the course of her lengthy naval service also conducted Oceanographic survey operations. The 200 foot, 940 ton ship was sold to private interests in 1945 and renamed the "GEULA" in 1948 and was one of the Exodus ships that carried Jewish refugees to Palestine. The "PADUCAH" and her aged sister "DUBUQUE" remained coal-fired and retained their too tall natural-draught funnels. These old gunboats were in service at the outbreak of the Second World War and were wholly obsolete but their retention in the Navy underlined the extreme shortage of escort, patrol and training vessels. Their sluggish 12 knots ruled them too slow for active employment, and after some initial patrol work were otherwise mainly used for training purposes.

As Duluthians our interest in the "PADUCAH" are inspired by the ship's involvement with this port and the fact that most of her crew hailed from the Duluth/Superior area, which included Dell Forsyth.

Just recently I came across a copy of a Log Sheet on the "PADUCAH" which covers a 33 day, 3,027 total steaming miles trip from Chicago to Brooklyn Navy Yard covering the dates of 13 November 1940 through 7 December 1940. This voyage saw the tiny vessel transiting the Welland Canal, St. Lawrence River, Northumberland Strait into the Atlantic Ocean. She then proceeded down the coast of Nova Scotia, hence Boston, Cape Cod Canal, Long Island Sound and on to New York Harbor.

Thus the proof of Dell's claim to fame in his beloved "PADUCAH". Some of us old timers went to sea in Naval craft and others in Merchantmen, but ONLY Captain Dell can say that he rode the grand old "PADUCAH". We believe you now Captain Dell!!!

RICHARD BIBBY



Understanding LORAN-C

Reprinted with permission from the July/August 1985 CHARTER INDUSTRY Trade News.

WIS-SG-86-428-6

LORAN-C? "It's expensive, difficult to understand and there are so many types on the market that I don't know which one to buy", say many boaters when asked if they have considered using it.

LORAN-C is a navigation tool which can bring you safely back to port in the fog or help you return to within 50 feet of a reef or off-shore wreck. It only seems difficult to understand because of the unique terms which must be learned before using the unit.

A short history of navigation is necessary to understand the LORAN-C navigation system and its application. Early mariners directed their craft by following a coastline or by steering toward a recognizable landmark. They estimated their position by calculating the direction and distance traveled from their last known position (Dead Reckoning).

The invention and improvement of compasses, timepieces and optical instruments helped. Knowledge of geography and the movement of celestial bodies such as the stars, sun and moon improved the accuracy of navigation.

However, during long periods of bad weather which denied reference to visual landmarks or celestial information, mariners frequently got lost or were unable to confirm progress. There was need for a system of navigation which provided the mariner with reference points which did not depend upon the weather. The development of radio provided the basis for satisfying the need for all-weather navigation systems.

LORAN stands for LONG RANGE Navigation. It is an electronic system that uses shore-based radio transmitters and ship-board receivers to allow mariners to determine their position. LORAN operates in all kinds of weather, 24 hours a day.

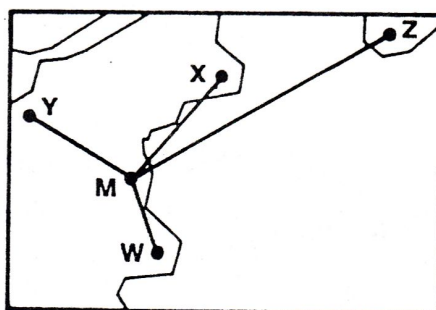
The first system, LORAN-A, was developed at MIT for use in World War II. Its more accurate replacement, LORAN-C, was developed during the late 1950's and early 1960's.

The introduction of low-cost LORAN receivers has brought the use of LORAN-C within the grasp of thousands of com-

mercial and sport fishermen. There are thirteen LORAN-C chains operating in the U.S. and overseas.

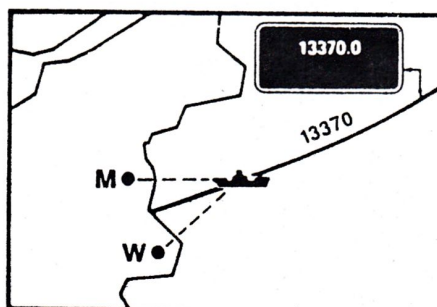
How Loran Works

A chain of three to five land-based transmitting stations separated by several hundred miles is established. Within the chain, one station is designated as the Master Station (M) and the other stations are designated as Secondary Station, W, X, Y and Z. Signals transmitted from the secondaries are synchronized with the master signal.



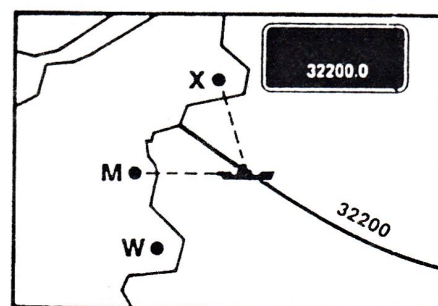
The Master Station (M) and the Secondary Station (W) transmit synchronized pulses at precise time intervals. The Loran-C receiver measures the slight difference in time that it takes for these pulsed signals to reach the ship from this pair of transmitters.

A time difference measurement is taken from the Master station (M) and another of the secondary stations (in this case W). The LORAN-C receiver displays the time difference between M and W.

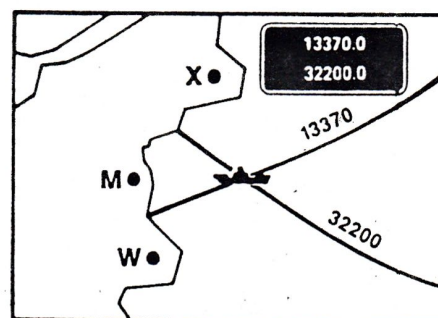


This time difference (TD) is measured in microseconds, or millionths of a second, and is then displayed as one read-out on the receiver. In the example the time difference displayed is 13370.0 microseconds. This time difference can be plotted on a Loran-C chart as a line-of-position (LOP).

The vessel's position is located somewhere along the 13370 line-of-position.



In this example, the time difference displayed is 32200.0 microseconds. This time difference is plotted on a LORAN-C chart as a Line-Of-Position (LOP) and the vessel's position is located somewhere along the 32200.0 Line-Of-Position.



The second LOP intersects the first LOP, so the ship's exact position is where the two LOP's intersect — 13370.0 and 32200.0.

Several factors in the LORAN C system collectively determine its accuracy: transmitters, receivers, charts and you the operator. Each component contributes a small error. Overall, system accu-

racy is the result of the combination of the individual accuracies of all these components.

To realize the full benefits of LORAN-C you need a good quality receiver and proper antenna which have been correctly installed. Selecting the right LORAN-C receiver and knowing how to operate it properly are both important. However, the best LORAN receiver is useless unless it is installed properly.

ANTENNA LOCATION — The antenna should be located as high as possible and away from all other antennas and metal objects. Locating the antenna in the vicinity of metal objects can cause a large reduction of signal strength at the receiver. Install the antenna temporarily and try the receiver. If it works well, the antenna and coupler can be permanently mounted there.

GROUNDING of the antenna coupler and receiver are equal in importance to antenna location. Ground the receiver and coupler to the engine block with a 1 inch wide copper strap. On metal boats a ground strap can be attached to the mast or hull.

RECEIVER PLACEMENT plays a role in proper operation of LORAN. Do not mount it in direct sunlight or preferably within 3 feet of your magnetic compass. Protect it from excessive heat, dampness, spray and vibration.

USING YOUR LORAN. Each type of LORAN-C receiver has different controls and the steps the operator must perform vary with the type of receiver. In general, you operate a fully-automatic LORAN-C receiver as follows:

- Turn on the receiver
- Select the chain and secondary stations
- Notch filters are usually pre-set at the factory or automatically tuned within the unit. (Notch filters are used to filter out interfering signals) The operator's manual should be consulted for details on notch filter tuning.
- The receiver will take over, acquire the signals, lock on the proper point on the LORAN signal and display the Time Differences (TD's). TD's provide the best indication of position because some accuracy is lost in translating LORAN coordinates into longitude and latitude.

SELECTING THE PROPER CHAIN is necessary for best results. Select a chain that you can use for the entire voyage or continuously in your local area. This allows you to "lock on" the receiver prior to departure and put it in the "track" position for the entire trip. Contact the District Coast Guard Office for information on the preferred chain to use in your area.

Loran-C Chain Designations

CHAIN NAME	NEW DESIGNATION
North Pacific	9990
Northwest Pacific	9970
U.S. East Coast	9960
U.S. West Coast	9940
Great Lakes	8970

SECONDARY STATION selection depends upon which chain has secondary stations offering the greatest potential for accurate navigation. LORAN-C chains have been designed to give a two Line-Of-Position (LOP) fix. Each master-secondary pair produces one LOP. In some

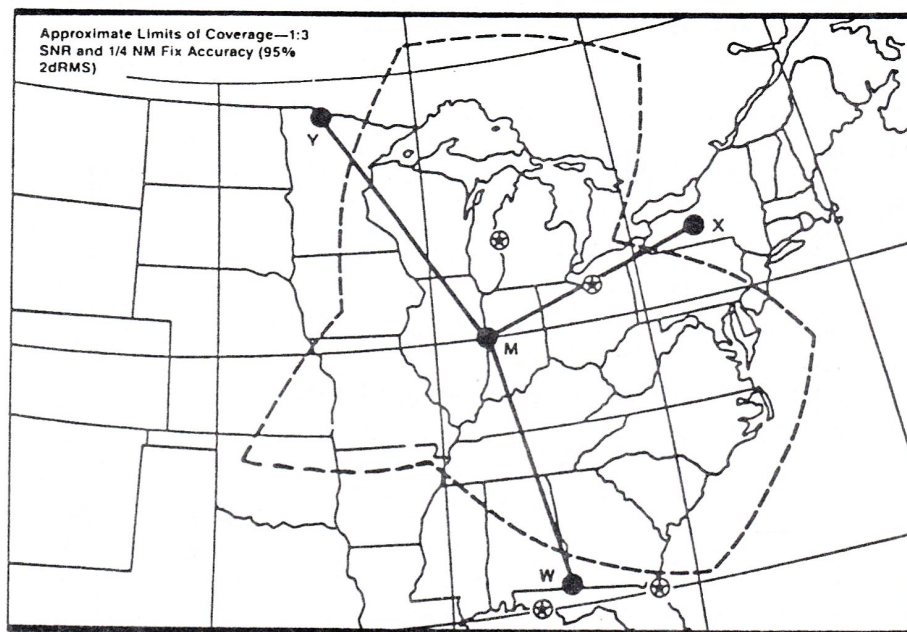
areas, a third usable LOP is available and many receivers will track more than two secondaries.

PLOTTING FIXES is easily accomplished with LORAN because the two time differences provide a highly accurate measuring system. They are a measure of the difference in time of arrival at the receiver between the Master and secondary signals. The grid of time differences is printed on the chart.

In order to determine your position the Time Differences displayed on your LORAN receiver must be plotted on a chart. This is easily done with a device called a LORAN-C interpolator.

LORAN-C is an extremely useful navigation tool which can be used by both the experienced and novice boater. However, before you decide to purchase a LORAN receiver ask the dealer for both an in-store and on the water demonstration. Request a copy of the unit's instruction manual so that you can review it before purchasing a LORAN.

Readers desiring additional information should order a booklet published by the Coast Guard titled, LORAN-C USER HANDBOOK. It is often available in Government Bookstores, marine electronic outlets or can be ordered directly from the U.S. Government Printing Office, Washington, D.C., 20402 for \$4.50. ■



LORAN-C

GREAT LAKES CHAIN GRI 8970

LEGEND:
 ● TRANSMITTING
 ⊙ MONITOR
 ⊕ MONITOR (AUTOMATED)

M DANA
 W MALONE
 X SENECA
 Y BAUDETTE

DULUTH POWER SQUADRON 1988 DUES SCHEDULE

	DEC 87	JAN 88	FEB 88	MAR 88	APR 88	MAY 88	JUN 88	JUL 88	AUG 88	SEP 88	OCT 88	NOV 88
Single:												
National	16.20	14.85	13.50	12.15	10.80	9.45	8.10	6.75	5.40	4.05	2.70	1.35
District	7.80	7.15	6.50	5.85	5.20	4.55	3.90	3.25	2.60	1.95	1.30	.65
Squadron	17.00	15.60	14.18	12.46	11.34	9.92	8.50	7.08	5.66	4.24	2.82	1.40
Entry Fee	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Total	47.00	43.60	40.18	36.46	33.34	29.92	26.50	23.08	19.66	16.24	12.82	9.40
Family:												
National	22.20	20.35	18.50	16.65	14.80	12.95	11.10	9.25	7.40	5.55	3.70	1.85
District	7.80	7.15	6.50	5.85	5.20	4.55	3.90	3.25	2.60	1.95	1.30	.65
Squadron	18.50	17.07	15.64	14.21	12.78	11.35	9.92	8.49	7.06	5.63	4.20	2.82
Entry Fee	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Total	54.50	50.57	46.64	42.71	38.78	34.85	30.92	26.99	23.06	19.13	15.20	11.32

New member dues for 1988: Consist of a one time entry fee of \$6.00 plus \$1.35 per month for each month of membership, month on "official date of membership" listed on form MEM/COM 27A through November inclusive.

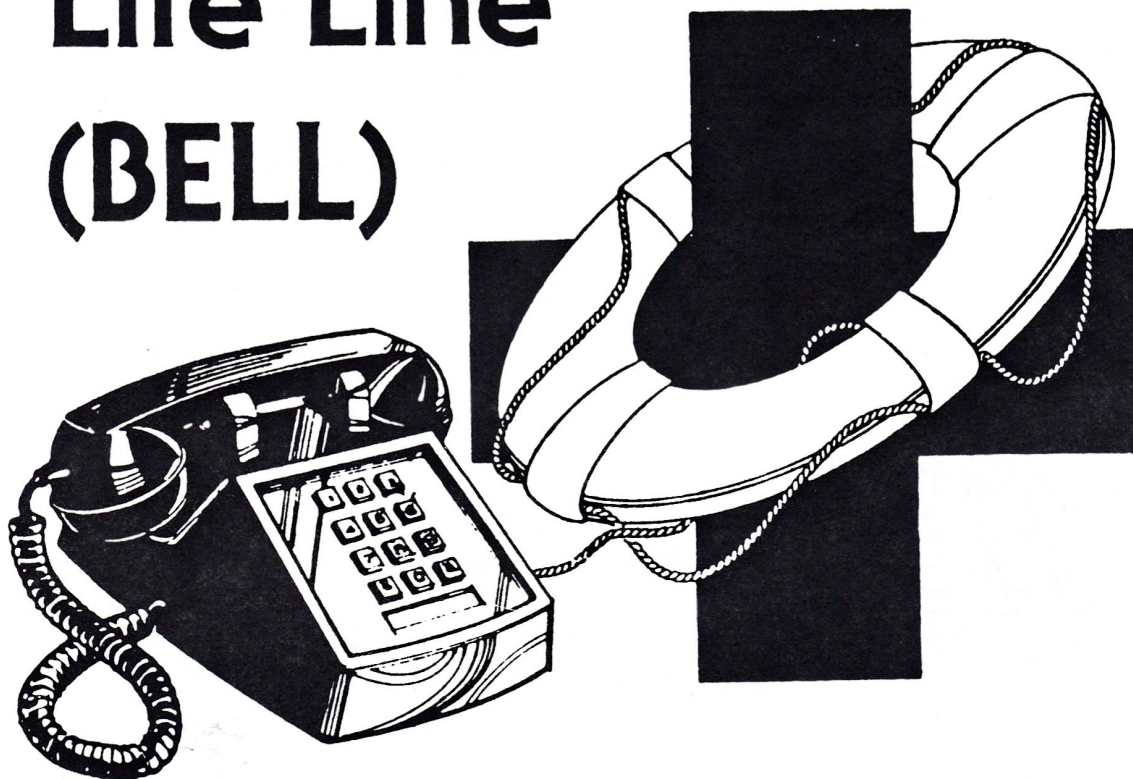
New member Family Plan for 1988: Consists of a one time entry fee of \$6.00 plus \$1.85 per month (\$1.35 pro-rated dues and \$.50 Family membership dues) for each month of membership; month of "official date of membership listed on Form MEM/COM 27B through November inclusive.

Family Member Entry Fee: This is a one time fee of \$3.00 charged for each Family Member. It is payable at the same time as the applicable active member dues and Family membership dues.

Reinstating members who paid 1987 National dues will pay \$14.85 National dues plus \$2.00 reinstatement fee. Reinstating members who did not pay 1987 National dues will pay \$16.20 National dues plus \$2.00 reinstatement fee. **These amounts apply regardless of the month of reinstatement.**

Apprentice Fee: There is an initial \$6.00 fee for new Apprentices.

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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EDITOR'S NOTE

My congratulations to GLORIA VITULLO for the fine job she has done laying out the new look for the CHANNEL CHATTER. She does all this as well as taking care of the billing. I hope you all enjoy the new look.

REMEMBER TO PATRONIZE all of the fine advertisers who make this paper possible. If you're looking for Christmas gifts, SEE SOME OF OUR ADVERTISERS!

The DON HANSEN family would like to wish all of our friends in the Duluth Power Squadron a very MERRY CHRISTMAS AND HAPPY NEW YEAR, and thank you for your support in the last year.

REMEMBER, the deadline for the next issue is 16 JANUARY 1988.