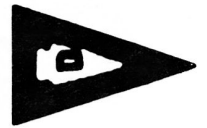


*"Fly The Ensign Proudly"*



# ***Channel Chatter***

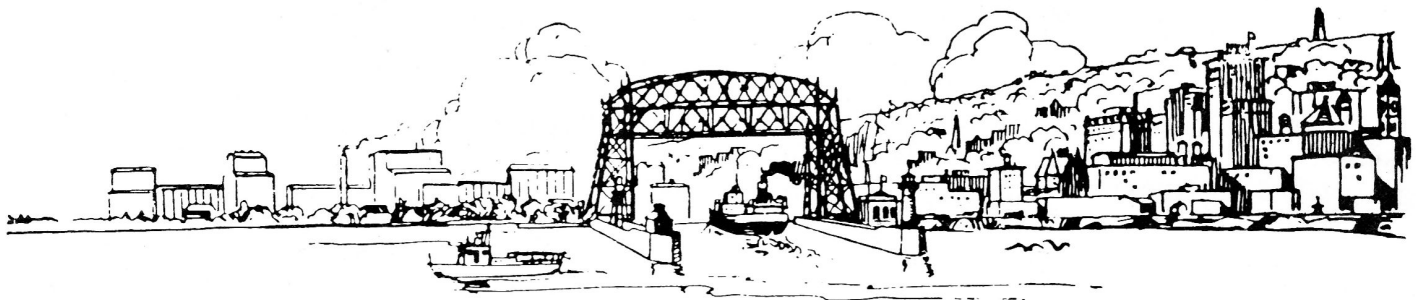
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District 10

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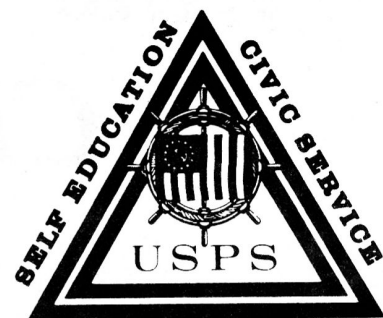
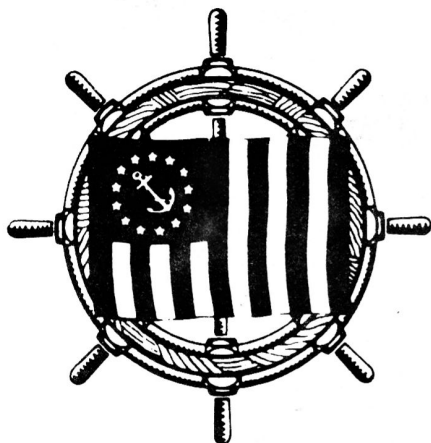
**Vol. 88   Duluth, Minnesota, October - November 1988   No. 5**

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## **ON THE INSIDE**

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CORN ROAST 88  
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COMMANDERS CRUISE  
NEW TENT  
NOTES AND QUOTES  
COOPERATIVE CHARTING**



**FRATERNAL  
BOATING CLUB**

UNITED STATES POWER SQUADRONS

**DULUTH POWER SQUADRON**  
**MEETINGS & EVENTS FOR 1988-1989**

**DATES**

OCTOBER 10  
OCTOBER 20  
NOVEMBER 7  
NOVEMBER 17  
JANUARY 9, 1989  
JANUARY 19  
FEBRUARY 16

**MEETINGS**

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

**DATES**

OCTOBER 28 - 30,  
DECEMBER 3  
FEBRUARY 8-12,  
  
MARCH 4, 1989  
MAY 18-21,  
  
SEPTEMBER 14-17,

**EVENTS**

DIST. 10 CONFERENCE @ OSHKOSH  
CHRISTMAS PARTY  
ANNUAL MEETING, 75TH ANIVERSARY  
MIAMI BEACH, FL  
CHANGE OF WATCH  
SPRING GOVERNING BOARD  
BOSTON, MA  
FALL GOVERNING BOARD  
RICHMOND, VA



## COMMANDERS MESSAGE

Again we come to the end of another boating season and we all have to say its been one of the best here where the weather plays such a big part. The two big events - the 4th of July and the Corn Roast each had excellent turnouts and excellent weather. It's time now to focus on the educational part of boating. I can't stress enough the quality of the educational material and information that's available to members of the USPS. It's hard to find course material and teaching aids any better. Most of the manuals and curricula have been prepared by professionals, and the teachers we have make it very easy and non-intimidating - it's fun. Lets take advantage of them. If you haven't taken courses such as Weather, Marine Electronics, or the basic Seamanship, Piloting and Advanced Piloting, I would highly recommend them. Call either Candy Hengel or Dan Simomson to find out where and when.

Over the years the Squadron has accumulated equipment, teaching aids, material for various events. We have been fortunate to have had the use of

storage space at Lyle Brothers Auto Parts, free of charge. It has been appreciated and we thank the Lyles for the help over the years. Changes are being made however at their building and it has been necessary to make a move. Fortunately our Assistant Educational Officer, Dan Simonson, has provided us with excellent storage space in the basement of one of his apartment buildings. If anyone needs material from this new storeroom see our Property Officer, Dell Forsyth.

I would be remiss if I did not say something about the outstanding job that John and Gloria DeSmedt and their helpers did in organizing and running the Corn Roast. It was just super - a most fitting way to end our boating season. John also spearheaded the purchase of the big tent including engineering and making all the support poles, and stakes. A most valuable addition.

Hope to see all of you at our first General Meeting this fall on October 20th.

Ken Johnson N  
Commander

**Safe  
Boating  
is MORE FUN!**



# Back to School

I hope each and every one of you had a very enjoyable season of boating. I certainly have, but am now thinking about all of our fine educational courses available, and busy securing instructors and materials to be able to offer a wide range for the upcoming fall and winter season.

## 1988-1989 EDUCATIONAL CALENDAR

CLASS	WEEKS	START	CLASS CHRM.	COST*
PILOTING	14	OPEN		\$12.00
ADVANCED PILOTING	26	OCT. 88	P/C GENE ROCK, <u>N</u> LT/C CANDY HENGEL, <u>N</u>	\$15.00
MARINE ELECTRONICS	14	JAN. 89	P/C JOHN HARRISON, AP	\$12.00
INSTRUCTOR QUALIFICATION	14	WINTER 89		\$12.00
SEAMANSHIP	8	APRIL 89	STEVE & RITA JOHNSEN	\$11.00
SKIPPER SAVER	2	APRIL 89	LT/C CANDY HENGEL, <u>N</u>	\$ 7.00

\* does not include cost to take exam.

For additional family members sharing a student manual, there will be an additional \$3.00 charge per family member.

A separate flyer will be mailed in ample time before the start of each of these class sessions, detailing time, place, and specifics of course.

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.

A short description of the course offered is printed here for your convenience.

**SEAMANSHIP** Teaches principles to enable the novice power or sail boater to take his boat out on local waters for safe, enjoyable boating. An individual must have passed the Public Sail and Boating course exam as a pre-requisite. One may also sit in on the Seamanship course, and write the Public Sail and Boating course exam prior to taking the Seamanship exam.



## EDUCATION [CONTINUED]

**PILOTING** Piloting is an introductory course in determining the position and safe movement of a boat near land by use of landmarks, bouys, and soundings. The course teaches chart reading, aids to navigation, use of the Mariner's compass and aspects of seamanship essential to safe piloting. The Advanced Grade of SEAMANSHIP is a pre-requisite.

**ADVANCED PILOTING** Presents techniques for piloting in unfamiliar waters and conditions of restricted visibility. The position and progress of the boat is determined by obtaining a line of position or a "fix" from information derived from observations, tables and various instruments. The Advanced Grade of Piloting is a Pre-requisite. An ambitious student who has Seamanship can take AP and self study the Piloting, and take the Piloting exam prior to taking the AP exam.

**MARINE ELECTRONICS** Endeavors to make the student more aware of the electrical and electronic equipment now available to make boating safer and more convenient, explaining in non-technical terms how these devices work and how they should be installed, operated and maintained.

**INSTRUCTOR QUALIFICATION** Designed for those with an interest in teaching USPS courses. The course is concerned with teaching methods and familiarization with the instructional aids available to the modern teacher.

**SKIPPER SAVER** A course designed for the entire family, covering basic First Aid procedures, CPR, [cardio-pulmonary resuscitation], radio-telephone operation, basic boat handling maneuvers.

For advance enrollment in any course, please return the form below. You are most welcome to call if further information is needed.

Instructors are needed for Piloting and Instructor Qualification. If an individual or individuals would like to work on these courses. We are also in need of classroom space for our classes. Class rooms should accommodate 15-20 people, with a blackboard and tables for students to work on. If anyone has any suggestions, please call me and I'll be happy to make all the contacts. Please contact Candy Hengel, 724-2223

\*\*\*\*\*

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

TELEPHONE \_\_\_\_\_

SEAMANSHIP \_\_\_\_\_ PILOTING \_\_\_\_\_ ADVANCED PILOTING \_\_\_\_\_

MARINE ELECTRONICS \_\_\_\_\_ INSTRUCTOR QUALIFICATION \_\_\_\_\_ SKIPPER SAVER \_\_\_\_\_



Candance Hengel, N  
Squadron Educational Officer  
2801 E. 2nd Street  
Duluth, MN 55812  
724-2223



## RESULTS PREDICTED LOG CONTEST

Being on the winning boat certainly will not prejudice our recollection of a most enjoyable event, the PREDICTED LOG CONTEST.

Everyone gathered at the Squadron Dock on Saturday, August 20, 1988 at 0900. There was considerable deliberation as to who was going on which boat as observers. After the final decision, Ken Johnson had the opportunity to have 1st Mate Gina Wuorinen and 1st Passenger Betty Nyholm ride as observers. To some folks, that already seemed a considerable handicap, but Ken was willing to take the risk with his two new observers.

Captain Ken Johnson of the Kay Jay had plotted a time of 19 minutes, 30 seconds while Captain Candy Hengel had plotted a time of 62 minutes for her course. Captain Dave Carlson had plotted a time of 59 minutes 30 seconds, Captain Arne Wuorinen a time of 60 minutes and Captain Dick Bibby a time of 65 minutes 30 seconds.

While some of the observers were trying to decide which sun outfit to wear, the Captains of the EIGHT BALL, GET-A-WAY, HARCAN, KAY JAY and the SNIFFER II were reviewing their predicted times with their observers, and then the task began. As everyone departed from the dock and exited the Superior entry, it became apparent that the wind and waves would play an important part in making this a more interesting event.

Each boat returned to the Squadron Dock with no difficulty in completing the task. Each Captain and their observers walked the dock reminiscing their course, anxiously awaiting the results as Captain Wayne Youngren and his First Mate, Queneth, tallied the scores.

Cheers of victory rang out when Captain Wayne announced that the Kay Jay had come in 1st with a 1.14% chance of error, the Harcan with a 1.2% error and the Eight Ball with a 3.27% error.

Special thanks are extended to Wayne and Queneth for conducting a successful Predicted Log Contest and contributing to a most delightful day.

Submitted by Gina Wuorinen and Betty Nyholm

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## CORN ROAST 1988



The 1988 Corn Roast was held as usual on Labor Day weekend at the squadron dock. There were 175 members and guests who arrived in a variety of boats and overnight vehicles. Most stayed for the entire three day weekend. The Treasure Hunt and Tent Christening took place on Saturday, the Corn Roast on Sunday, clean up and R and R on Monday.

Hot dogs and coneys were served early on Sunday afternoon. Candy delighted us with a wild rice soup as well. Betty and Dave Nyholm kept the dock a busy place with games for all ages. There was cribbage and kings in the corner being played in the tent, horseshoes and lawn darts across the road and games for the children and adults in front of the dock area.

Tournament winners were -- Horseshoes, Arne Wuorinen and Smily Meehan, -- Lawn darts, Lyle Rock for the seniors with Steve Grover for the under 18 bracket, -- Kings in the corner, Martha Byrne, -- Cribbage, Steve Johnsen.

Late afternoon Smily ran the crab races and sponge toss.

Our dinner was superb!! Bob Kervina and Joe Bullyan with help from Ron Scinocca cooked two huge rounds of beef over a wood fire. Harvey and crew prepared the corn on the grill. Betty Nyholm, Candy Hengel and Gloria DeSmedt made homemade dinner rolls of cracked wheat and honey. Erling Hansen prepared his famous vegetable soup. Salad, beans and cake rounded out the menu.

After dinner the casino got under way. It concluded with many fine prizes being auctioned off by Dick Vitullo and Bob Stokes. At the bon fire, Bruce Nimmo played his guitar and smores were served.

Monday morning coffee, juice and cinnamon-pecan rolls were served. The rolls having been baked by the same gals who made the dinner rolls and again with lots of honey from Nyholm's bees.

Believing that our good weather was due to our last years burnt offering of Smiley's cut-offs, we decided to do the same again this year. For added insurance we used his ripped and ripe "50 mission jacket while Bruce Nimmo played taps during the burning.

Volleyball was then played by the younger set. About noon leftovers were served to the remaining few. Boats departed the dock at their leisure at the conclusion of a wonderful weekend.

Thank you to all who worked to make the weekend a success.

John and Gloria DeSmedt  
Corn Roast Chairpersons

### VESSELS AT CORN ROAST 1988

SCOTCH & WATER	SYNAPSE
SUNKIST	SEVENTH SON
HARCAN	THE ROSE
ROCK-Y	JOHAN
MOLLY R.	ARROWHEAD
SUGAR N' SPICE	NIGHTHAWK
CONTAGIOUS	EASY RIDER
EIGHT BALL	DOLPHIN
SNIFFER III	SHERI-SUE
ATLANTIS	GLORIA JEAN III
PARADICE	RAMONA
WAHOO III	DI-VONNE II
NO PROBLEM	SKIPPER SAM II
DODGE BUOY	VOYAGEUR
TWO BITS	JO-NANN
MOONLIGHT II	JER-JOY
VIKING	GET-A-WAY

Also 8 Mobile homes, 31 Cars and trucks, 4 outboards. I hoped that all vessel crews were listed if I missed anyone, please accept my apologies.

Richard Bibby  
Corn Roast Dock Master





## THE MISSING SWING SET

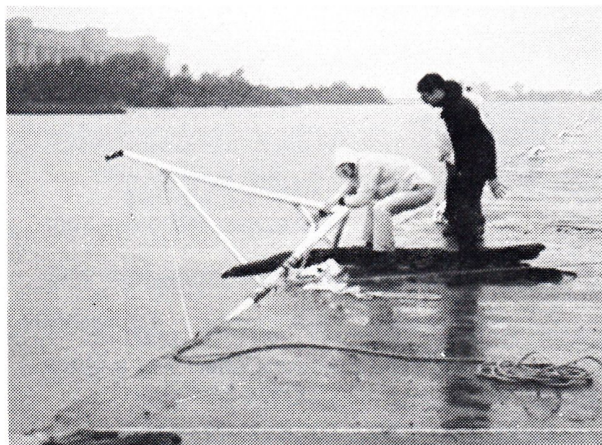
The Power Squadron Dock was the victim of vandals this past month. Our swing set was tossed in the water. The discovery was made just prior to the Predicted Log. A dragging operation was conducted first and then a few days later two divers were sent down and the swing set was hauled up.

The immediate concern was that an unsuspecting boat might obtain major hull damage before the swing set could be pulled out. The divers had a very difficult time as the water is so dark. They had a set of battery operated headlights and still could see only inches ahead. After locating the swing set the divers tied a line to it and our squadron members pulled it out with two four wheel drive trucks. The swing set came out a mangled mess. The crew spent several hours in pouring rain to accomplish the task. The crew consisted of Dick Bibby, Bob Byrne, John DeSmedt, Candy and Harvey Hengel, Ken Johnson, Leo Kennedy and Sid Mason.

John DeSmedt returned to the dock later and cut the poles that were damaged and unuseable so the unit didn't get thrown in the water again in its present state.

Wayne Carlson has volunteered to make a new swing set. A committee headed by Bob Stokes and Arne Wuorinen has been set-up to research the alternatives and liabilities involved with replacing the unit.

Meanwhile, the Superior Police have assured us that they are making two squad visits a night to the dock. If you have any ideas on a possible means of securing the area please contact Gene Rock.



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## COMMANDERS CRUISE

The Commanders Cruise was held the weekend of September 17-18. The first day, was an exceptionally beautiful Indian Summer day. Boats cruised to the squadron dock at their leisure. The commander provided refreshments, hors d'oeuvres, brats and coneys. Ken set up his fishing dark house as a movie theater with a television and tape player to show the Titanic, Alaskan Adventures, Hypothermia and Laurel and Hardy.

A highlight of the weekend was the Ritchey's return from eleven weeks on Lake Superior, also the Waterhouse's return from their European Cruise. Everyone was anxious to hear how the trips went and what harbors they had visited. Maybe we can have them show pictures and speak at one of our general meetings again. The return of these two couples made for a funfilled afternoon of comparing notes on everyone's summer adventures. Plus it was just plain good to have them back again.

On Sunday morning the commander again treated all to a semi-continental breakfast. Semi, because brats and hotdogs were also eaten.

The commander would like to thank all those who came and especially those who helped. Those of us who were in attendance would also like to thank the commander for a delightful weekend.

\*\*\*\*\*

## CAN YOU HELP

Your Squadron is in need of a trailer preferably an enclosed unit to store and haul our tent with. If you have a trailer with a bed approximately 8x6 enclosed or open that you are not using and would like to either make a donation or sell it to the squadron please contact either John DeSmedt or Dave Carlson. Remember Donations to a nonprofit organization is tax deductible.

## FLY YOUR ENSIGN



## DEADLINE NOTICE!

**NEXT CHANNEL CHATTER  
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## AT LAST OUR OWN TENT

Did you see it? Our new tent that the Squadron has purchased, it was used for the first time at the Corn Roast. The tent is a used one and is approximately the same size as the one we have rented for many years from the Boy Scouts. The dimensions differ somewhat and it is in much better condition.

Gene Rock was instrumental in obtaining the tent. John DeSmedt had Proctor Canvas evaluate it. He and his father made new poles and stakes. Commander Johnson, David Carlson and Howard Boynton were also on the tent Committee.

We are now actively searching for an enclosed trailer to store the tent in. Anyone having knowledge of one please contact anyone of the above mentioned members.

The tent was christened at the corn roast with a bottle of champagne provided by our Commander who gave a brief speech and toast. Gloria DeSmedt did the honors by christening the tent with a bottle of champagne across a tent stake. We all enjoyed the remaining champagne.

At present a committee headed by Don Hansen is looking into the cost of pouring additional cement to increase the size of the pad we now have so the tent will rest completely on cement.

When you see the tent being put up or taken down please volunteer your help. It will be gratefully accepted.

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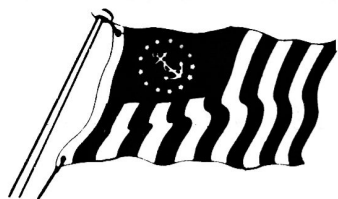
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## NOTES AND QUOTES FROM DICK BIBBY



I noted in the 17 September "LAKE LOG CHIPS" that a George Baker, who works for Great Lakes Marine and Engine Salvage Corp., has recently purchased the "TELSON QUEEN", which has been laid up in Superior, Wi. for about eight years. Built in 1941 as U.S.S. "ENERGY", the 90-foot wooden research vessel was noted in passage down the Soo in mid-August, looking very rough. Her new owner plans to restore her as a dive charter boat.

Also of interest, as noted in the Federal Register of 13 May 1988, is the following action taken reference our Great Lakes VHF-FM Radiotelephone Communications system. The amended rules designate VHF marine channel 13 in lieu of channel 16 as the bridge-to-bridge channel on the Great Lakes. These rules resulted from informal coordination between the Canadian and U.S. Coast Guards and will relieve the increasing congestion on Channel 16 which is currently being used for bridge-to-bridge communications. DATE: These rules will not become effective until concurrence is obtained from Canada and the Chief Private Radio Bureau issues and publishes an order in the Federal Register specifying the effective date. Officials have indicated agreement was reached with Canada approximately June 1st, which will allow for a 90-day implementation date which would make the change to Channel 13 effective on or about 1 September 1988.

I have been intensely interested in the historical background of our harbor and the Great Lakes for many years. Perhaps Squadron members will be interested in some of this background relating to Park Point and our world famous Aerial Bridge? The problem of access to the Point had existed since 1871 when the Duluth Ship Canal was cut through to Lake Superior. There was heavy demand at the turn-of-the-century for ready access to Minnesota Point (Park Point). Although rowboats and steam ferries of various descriptions served to get people to and from the point, this was not always convenient, particularly in the winter months when ice choked the canal and bay. A temporary suspension bridge was sometimes put in place for the winter. It swayed in the wind and took great courage or outright desperation to cross. Ferries like the "ELLEN D.",

"ANNIE L. SMITH", and "ESTELLE", among many served the residents of Park Point. Obviously a permanent solution for safe, reliable access was needed. The solution arrived at, after exploring many other ideas, was an Aerial Transfer Bridge. This was not a new idea, but it was unique in the United States and was patterned after a suspended car bridge in Rouen, France. This initial bridge was completed in 1905 and carried up to 65-1/2 tons, which included automobiles, horses and wagons and pedestrian traffic. It cost five [.05] cents and took about 2-1/2 minutes to transit the 300' wide Ship Canal one way, and a round trip was made about every 10 minutes when demand was heavy. Two 40 horsepower electric motors beneath the suspended car or gondola pulled cables which moved it from side to side while hanging from tracks mounted on the fixed truss overhead.

After about 20 years of operation it became obvious that the Aerial Transfer Bridge could not keep up with increasing demands. Once again, several designs for an alternate bridge were examined, rejected, and re-examined, until a final Aerial Lift Bridge plan was selected. The new design incorporated major structural elements of the original bridge, including the fixed head span and the two towers, reducing both cost and construction time. The new vertical lift span was built with two lanes for vehicles, including streetcars, and two walkways for pedestrians. There was no toll or fare involved for using the new bridge when it was completed in 1930.

Just as with the original Aerial Transfer Bridge, the structure was [and is] owned and operated by the City of Duluth. The surrounding park and Ship Canal are maintained by the U.S. Army Corps of Engineers. Ships transitting the canal continued to have priority, but those people wishing passage to Park Point now had continuous access except for brief periods when a ship was actually using the canal. The new bridge's first lift for a vessel was on 20 March 1930 when the Corps of Engineers's tug "ESSAYONS" made an outbound passage specifically to test operational readiness for the upcoming shipping season. Some 5321 lifts were made that first year. [Credit FACT SHEET U.S. Army Corps of Engineers]

WILL YOU BE THERE ?

## DISTRICT 10 CONFERENCE

OCTOBER 28-30 1988

OSHKOSH, WISCONSIN

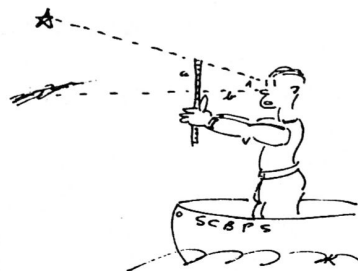
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Tan A=a/b

## COOPERATIVE CHARTING

As of Oct. 1 1988 Coop Charting will begin it's new year!!!!!! For the past two years Duluth has had just enough participants to receive Honor Roll status. This is good but I think we can do better. Every member should make a little effort to become involved in this worthwhile project. The big push this year is going to be corrections to nautical charts. They will give more credit for these reports. If you are interested please give me a call. Now is the the time to get started.

The five members who put us on the Honor Roll this year are.

Commander Kenneth A. Johnson N  
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P/C Harvey A. Hengel N  
P/C David C. Carlson N  
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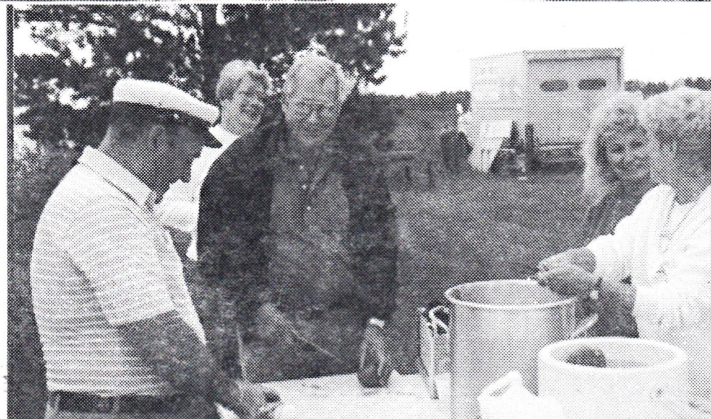
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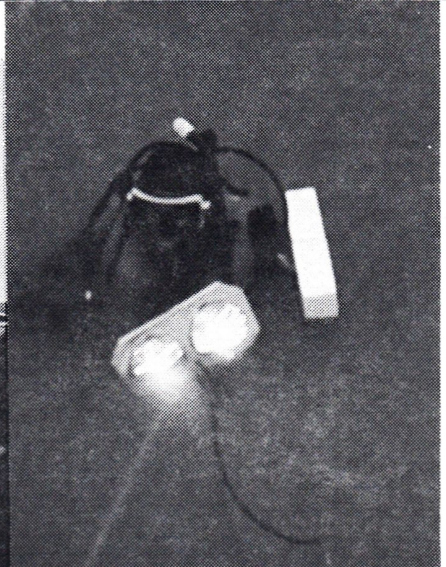


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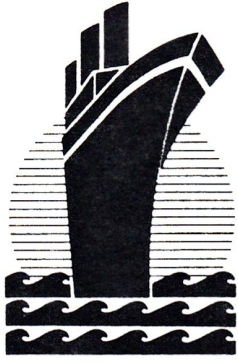




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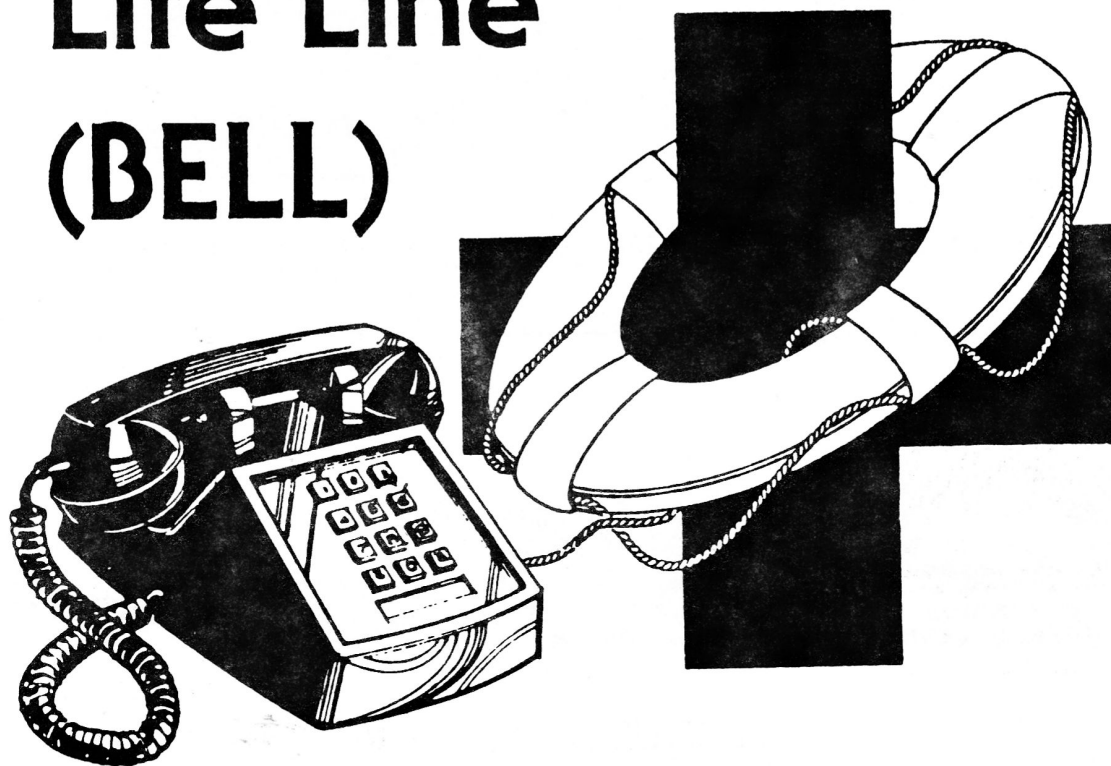
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