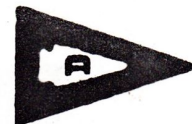




"Fly The Ensign Proudly"

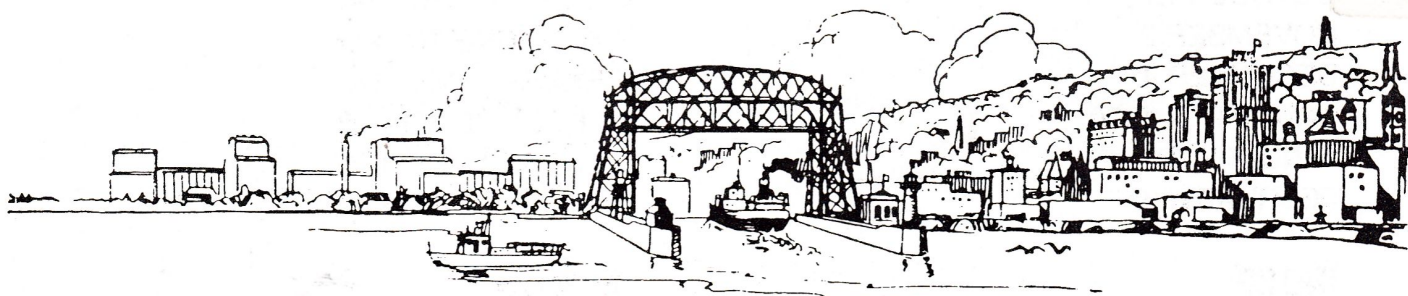


Channel Chatter

Published by The Duluth Power Squadron

A Unit of the United States Power Squadron
District 10

Vol. 89 Duluth, Minnesota February - March 1989 No. 1

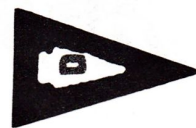


ON THE INSIDE

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SLATE OF OFFICERS
ANNUAL MEETING
BOAT US ACCORD



DULUTH POWER SQUADRON MEETINGS & EVENTS 1989-1990



DATES

FEBRUARY 16
MARCH 9
APRIL 6
APRIL 20
MAY 4
MAY 18
JUNE 1
JULY 6
AUGUST 3
SEPTEMBER 7
OCTOBER 5
OCTOBER 19
NOVEMBER 2
DECEMBER 9
JANUARY 4, 1990
JANUARY 18
FEBRUARY 15

DATES

MARCH 4, 1989
MARCH 17-19
APRIL 29
MAY
MAY 20
JUNE 10 (WEEK OF)
JUNE 27-JULY 4

AUGUST 19
SEPTEMBER 2
SEPTEMBER 3
SEPTEMBER 22-24
DECEMBER 9
MARCH 3, 1990

MEETINGS

ANNUAL MEETING & ELECTION
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

EVENTS

CHANGE OF WATCH
DISTRICT 10 CONF. MILWAUKEE
FITTING OUT PARTY
CANADIAN CHANGE OF WATCH
DOCK CLEAN UP
VOYAGE OF THE ENSIGN
50TH ANIVERSARY CELEBRATION
FESTIVITIES AND BOAT PARADE
PREDICTED LOG
TREASURE HUNT
CORN ROAST
DISTRICT 10 CONF. DULUTH
CHRISTMAS PARTY
CHANGE OF WATCH

TRAINED SKIPPERS MAKE *Boating* SAFER



COMMANDERS MESSAGE

This will be my last message to you as Commander and I must say the year has gone by fast. I have enjoyed every minute of it. All of you members have been great and the Squadron has grown in many ways. We are better, wiser and safer boaters as a result of the many classes; we had excellent turnout and participation in the many social events; our fund raisers, Coop Charting, Safety Program, Channel Chatter and Explorer Scouting program were very successful; we now own a large meeting tent; changed storeroom location; won the Prince Henry award and made significant contributions to District 10 activities.

During this past year I've been most impressed with and I believe the Squadron is indebted to a group of our Past Commanders. They have been large contributors in all aspects of our Squadron and its activities. They are a hardworking and dedicated group who are really the fiber and backbone of the organization. They are always in attendance at Executive Board

Meetings, General Meetings and always with a helping hand. A special thanks to Past Commanders, Howard Boynton, Robert Stokes, Eugene Rock, Robert Byrne, Richard Bibby, Donald Hansen, David Carlson and Harvey Hengel.

Our advertisers in the Channel Chatter are also a special group. They deserve our business and support. Let's make sure we give it to them.

Thanks to Andy Maras a Squadron member and owner of the Jolly Fisher Restaurant who has been providing us with a meeting room for all of our Executive Board Meetings. Lastly, in this issue there is a listing of members who recieved a Merit Mark for 1988. Our thanks to these members who have been doing the work - above and beyond the call of duty.

Kenneth Johnson, N
Commander

Learn Boating Safety
Have More Fun Afloat



EXECUTIVE DEPARTMENT

The year 1988 has recently drawn to a close. The lake and the bay are locked in Winter's icy grip. With a warm fire and a hot cup of coffee, it's time to reflect on the success's of the past year. We started with the Change of Watch, the various conference's attended by our members and Officers, the Fitting Out Party, Dock Clean Up, by our dedicated members preparing that area for our exclusive use, the 4th of July Festivities, the Predicted Log Race, the Treasure Hunt and the Corn Roast week end. This pretty well wrapped up the USPS functions for our boating season, leaving only the Christmas Party to look forward to in 1988. All these functions were a success because someone was willing to go that extra mile. Thanks to all of you who helped from the Bridge and the members of the Power Squadron.

Now it's time to look ahead and start preparing our boats, ourselves and the boating public for the coming season. For USPS members, several classes are in progress and more are planned. (as noted else where in this publication)

The Public Boating Class started on a cold night in January (as usual!) with a good turn out of 102 enthusiastic

students, all eager to learn the basics of boating.

A full slate of events are planned for the coming year. This will require the combined efforts of all of us to make them as successful as in past years.

One last thought before closing, remember the OPERATIONS TRAINING PROGRAM. The date has been changed to 7/8 April 1989, and anyone desiring more information or to register call me at 722-0049 or Candy at 724-2223.

Here's looking forward to a very safe and enjoyable boating season.

Lt/C Harlan A. Eggert, AP
Executive Officer

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Now in its second printing with heavier paper stock. The powerful stories of the most famous shipwrecks preserved within the inland sea. From the publishers of *Lake Superior Magazine*, this exciting book is fully illustrated with color and black-and-white photography. It includes museums, reference listings, an index and maps. 100 pages, softcover.

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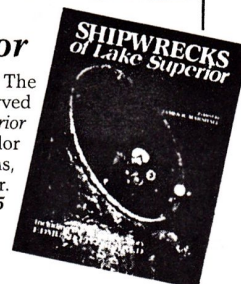
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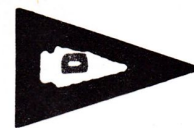


Duluth Power Squadron

SAIL AND POWER BOATING

A UNIT OF

UNITED STATES POWER SQUADRONS
DULUTH, MINNESOTA



MERIT MARK RECOGNITION

The following members are to be commended for their contributions during 1988 toward furthering the interests, programs and objectives of the USPS. Each has contributed a minimum of 20 hours of his or her time by instructing courses; proctoring classes, serving on committees; holding Squadron office; helping plan, organize or conduct Squadron sponsored events and activities. Their names and accomplishments were submitted to our area merit mark monitor and on to the Chief Commander. Each has been awarded a Merit Mark.

Dale W. Amundson
Larry J. Anderson
Richard A. Bakke
P/C Richard D. Bibby
Merlyn C. Bowker
P/C Howard L. Boynton
Dennis Bradley
P/C Robert J. Byrne
P/C David C. Carlson
John R. DeSmedt
Gloria DeSmedt
Harlan A. Eggert
Dell W. Forsyth
P/C Manley Goldfine
William C. Gooder
Manley R. Grover
Robert Haigh
P/C Donald P. Hansen
Erling R. Hansen

P/C John Harrison
Candance L. Hengel
P/C Harvey A. Hengel
Rita V. Johnsen
Steven Johnsen
Frederick V. Johnson
Leo J. Kennedy
Neil H. Kent
Robert F. Kervina
Albert E. Klopp
Donn Larson
James R. Marshall
Sidney R. Mason
James L. Meehan Jr.
David S. Miller
James E. Munger
James W. Naslund
Karen A. Naslund
P/C Bruce C. Nimmo

Charles S. Nimmo
John E. Novy
David R. Nyholm
David F. Poulin
Walter H. Rauschenfels
Gilbert T. Richey
Mary M. Richey
James D. Robinson Jr.
P/C Eugene L. Rock
Daniel Simonson
P/C John W. Soetebier
P/C Robert E. Stokes
Michael J. Sundberg
Gloria J. Vitullo
Richard J. Vitullo
P/C Ron E. Waterhouse
Robert E. Wilson
Arne D. Wuorinen
P/C Wayne A. Youngren

"CONGRATULATIONS"

BOATING EDUCATION NEWS

6 Students have written the open and closed book exam for PILOTING and are awaiting results. We wish them all good luck.

ADVANCED PILOTING continues with 21 students who are very enthusiastic and working diligently to complete this course. Starting with the class sessions on February 23, 1989, through March 23, 1989, I would like any Squadron member who has some spare time to come up and give this class and the instructors help with monitoring. Please see Candy Hengel for specifics.

PUBLIC SAIL and BOAT COURSE began on Tuesday, January 10, 1989. We need lots of help with this course. Please set aside your tuesday evenings and come up and help out.

MARINE ELECTRONICS will begin on Monday, February 6, 1989. John Harrison will be the instructor. See article in this issue.

SEAMANSHIP will begin on Tuesday, March 28, through May 2, 1989. Steve and Rita Johnsen, AP's, will be the course instructors. Details will be mailed to all members in time to enroll in this first and very important advanced grade.

A SKIPPER SAVER class will be offered late March and or early April.

It will be conducted in two sessions. The class will be offered to all the students of the Boating course and any and all Duluth Power Squadron members. For those of you who have taken this course before, but would like to refresh on First Aid procedures and CPR, (cardio-pulmonary resuscitation), you are most welcome to sit in on this class.

CONGRATULATIONS to Larry Anderson, who passed the S (Seamanship) exam November 1988.

The following is a list of Educational Property of the Duluth Power Squadron. If any member wishes to borrow any of these items, you may contact the SEO and make arrangements to do so.

EQUIPMENT

- 2 Ebbco plastic sextants
- 6 Davis Mark 15 sextants
- 1 Hezzanith sextant # 67459
- 7 Starfinders
- 6 LHA computers
- 1 Celestial teaching globe
- 1 GAF projector ser. # 16652
- 1 empty slide carousel
- 1 Orientation program, slide series, 8 carousels
- 3 Pointers for screens/blackboards
- 1 Beseler OHT VU Graph, Century

continued on next page

Education continued

BOOKS

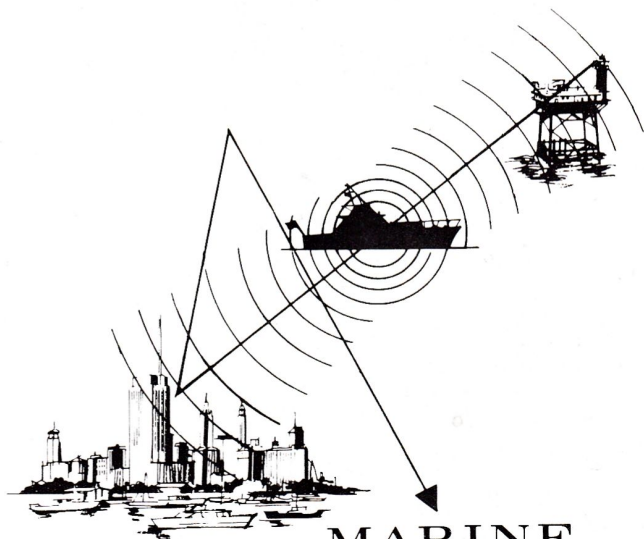
- 3 DOON Meteorolgy
2, 2nd edition, 1, 3rd edition
- 4 Sight Reduction Tables
H.O. Pub. 229, vol. 4
- 1 American Practical Navigation
H.O. Pub. # 9 Bowditch, 1966
- 2 American Practical Navigation
H.O. Pub. # 9 Bowditch, 1962
- 1 American Practical Navigation
H.O. vol. 1 Bowditch, 1977
- 1 American Prcatical Navigation
H.O. vol. 2 Bowditch, 1975

VIDEO TAPES:

- SEAMANSHIP-tapes of 1987 class sessions
- JUNIOR NAVIGATION-tapes of 86-87 class sessions
- NAVIGATION-tapes 85, 87-88 class sessions
- SAIL-video; "Come Sail With Us". Steve Sampson, video; USPS "Sailing".
- WEATHER-Footage of Minneapolis tornado, 1986. video tape "The Unchained Godess".
- OPERATIONS TRAINING-tapes of 1987 OTP classes
- PUBLIC SAIL and BOATING COURSE-US COAST GUARD "Boating Safety, A Little Common Sense". US COAST GUARD a film on aids to navigation, "Road Signs of the Waterways". US COAST GUARD "The Choice is Yours"
- DISTRICT 10-tape "Drowning Machine, Wader Safety, Trailer Handling, Boat Handling".

20/20 TV REPORT-"Report on Boating"
16mm film "College for Nautical Knowledge".

SLIDES with tape cassette, "PFD'S Your Friends For Life".



MARINE ELECTRONICS COURSE



WHEN: MONDAY, 6 FEBRUARY 1989

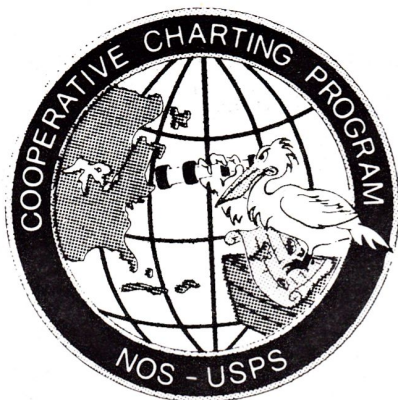
TIME: 7:00 - 9:00 P.M.

WHERE: Herbert Service Center,
Rice Lake and Arrowhead Rd
Use east parking lot and entrance.

Instructor John Harrison will cover 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.

Cost: \$12.00 per student, \$3.00 for each student sharing a manual.

Call Candy Hengel, 724-2223, for add'l. information and preregistration.



Another Cooperative Charting year is off and running. Duluth has been on the Honor Roll for the past two years, but only with the minimum number of members participating. This is good, but I think we can do better than this. This program is very easy to participate in. Ask any of the members who have turned in reports and they will be glad to assist you.

I will be setting up a Saturday search party in the spring when the ground again becomes multicolored. All you have to do is say "SELF, this is the year I am going to participate", and come and join us. Fun and a feeling of accomplishment are guaranteed. If you have an area around a lake cabin, summer home or hunting or fishing area that you would like to work and find out more about, contact me to see if there are any geodetic marks in that area that you can locate. You will know the area better when you get through.

LETS ALL GET INVOLVED.

P/C Robert Byrne, N
Chairperson
Cooperative Charting


DULUTH BOAT SHOW

Our Squadron is this year going to participate in the "DULUTH BOAT SHOW" after an absence of many years. The boat show will run from the 15th through the 19th of February 1989.

Wednesday	5:30 to 10:30
Thursday	5:30 to 10:30
Friday	5:30 to 10:30
Saturday	12:00 to 10:30
Sunday	12:00 to 5:30

With 3 members at the booth during these times that adds up to 103.5 man-hours. That is going to take a lot of people. A sign up chart is being made so please don't refuse if you are asked, come forward if you are missed. A lot of hands will make this job easy. There will be exposure to about 70,000 people. Please help your Squadron in this project. If you have any ideas on how to get good exposure, please come forward with these ideas.

Arne Wuorinen, P 723-5252 or 879-1897
P/C Robert Byrne, N 394-3935



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NOW HEAR THIS!

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CHANGE OF WATCH

**Saturday, 4 March 1989, 1800
Holiday Inn, Duluth**

Help say thanks to last years Bridge
and good luck to this years Bridge.

Tickets will be \$20.00 per person. Bar
prices will begin at \$1.50. Dance
music will be provided.

This is one of our most important
events of the year. We will have
representation from the District 10
Bridge and from Canada. As well as
the presentation of the coveted
"Calabash Award". Six of you lucky
members will be cited for this past
boating seasons most memorable
under achievements (screw-ups). Got
the goods on someone - call the
Wuorinen's, they might not know about
your friends predicaments. Help them
set up your friends, (all in good fun of
course). Pictures are most welcome
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SAFETY DEPARTMENT

ARE YOUR PFD's BRISTOL?

About a year ago there were a number of articles in the boating literature relating to personal floatation devices (PFDs). For example, "NEW 'PLAIN ENGLISH' BOUYS PFD's" appeared in BOAT/US REPORTS, Vol. XXIII no. 1, January/February 1988, page 4. This article suggested that "new standard PFD language may be adopted by September 1988".

In an article entitled "PFD's Double Standard Giving False Security to Sailors"?, PRACTICAL SAILOR, Volume 13, no. 19, October 1, 1987, page 5, the author states "In our opinion, Type III PFD's should not be used as primary life-saving devices aboard any boat larger than a sailing dinghy or outboard boat. They should never be used in unsupervised conditions where immediate rescue may not be possible. Using Type III PFD's to meet Coast Guard requirements for personal floatation devices aboard your boat is irresponsible".


In an article entitled "CONFUSED ABOUT PFD TYPES?", THE ENSIGN, April 1988, page 8, the author states "The U.S. Navy has its own inflatable PFD, which is not approved by the Coast Guard. Many offshore sailors keep Coast Guard-approved PFD's aboard, but they wear the more comfortable Navy-type inflatables in rough weather".

The general consensus appears to be that under really rough water conditions (when a PFD becomes most necessary) a Type 1 PFD is essential, but since Type 1 PFD's are bulky and not generally worn, protection and lives are lost.

During December, Mary and I talked with the Coast Guard Safety Officer in his office at Canal Park. He was unaware of any new Coast Guard regulations concerning PFD's. He did say that his concern was wholly with Type 1 devices since he was only involved with commercial vessels.

As with most things in our lives, the ultimate decisions concerning our safety fall on OUR shoulders. Do we have PFD's aboard our boats which are in good physical condition? Are they designed to perform effectively under the conditions we expect to encounter in our travels? As individual boat owners, it is our responsibility to keep abreast of the PFD technology and keep Bristol PFD's aboard our vessels.

Gil Richey, P
Safety Officer


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NEED EXTRA ROSTERS

We are currently working on the 1989 Squadron roster. Each active member receives a copy of this roster for your use. Before we go to print, we would like to offer the members an opportunity to order additional rosters, at a charge of \$3.00 per copy. Please place your order, and pay the Squadron Secretary for your order. This must be completed by February 17, 1989.

FOR SALE

RITCHIE HELMSMAN COMPASS, Model HD-74 Deck Mount, like new, priced to sell. I have 1 for sale @ \$55.00. Contact Harvey Hengel at 722 0807 work, or 724 2223 home.

Remember this space is for our members to advertise their used boats and equipment that they have for sale.

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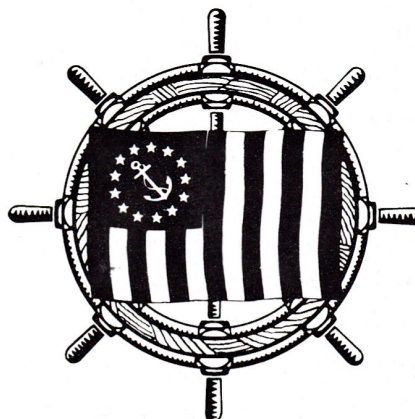
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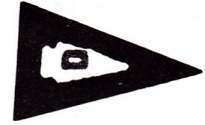
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NOTES AND QUOTES FROM DICK BIBBY



Amid the controversy about bringing the 1949 commissioned cruiser U.S.S. "NEWPORT NEWS" to the Twin Ports it is interesting to note that on 21 November the World War II submarine U.S.S. "CROAKER" was observed being towed upbound in the Welland Canal for permanent display at Buffalo, New York. Here she will join the light cruiser U.S.S. "LITTLE ROCK" and the WW II destroyer "THE SULLIVANS", becoming the third major naval attraction in that port. Moored at the Buffalo and Erie County Naval and Servicemen's Park these handsomely upkept warships, along with a bevy of other naval and aircraft exhibits, make this a "must" stop for all visitors that are near the Buffalo area. Actually there are countless other city, state, and private museums open to the public which offer some representation of naval history. In reality the pride that most Americans take in their naval and maritime history is well evidenced in well over one hundred and fifty major ship exhibits and restorations and nautical museums throughout this country and Canada. These exhibits include aircraft carriers, battleships, destroyers, submarines, Coast Guard cutters, minesweepers, PT boats, and old vintage warships. Each year hundreds of thousands visit these sites both to study their tremendous artifacts and experience a "hands-on" feel of what the sea and ships have

meant to America's commerce and defense.

I have recently learned that the newspaper Toledo Blade, on 21 October, quoted their city's Star Lines President Edward R. Gaines as saying their Cruise Line hopes to have 100 vessels operating within ten years, including a 600-foot, 300-passenger "LOVE BOAT" sailing between Buffalo and Duluth. Time will tell about Mr. Gaine's ambitious predictions although his prophecy will no doubt stir some old memories of a long since ended era of Inland Seas passenger service. Going back in time some twenty years plus many of us will recall that every Wednesday morning, during the summer months, the gleaming white S.S. "SOUTH AMERICAN" tied up in the Duluth harbor at the dock below the old wooden viaduct, since torn down, that crossed the railroad tracks at Sixth Avenue West below Michigan Street. Her passengers would stream ashore, either by walking or taxi, to the near-by FLAME restaurant for a special shore side early luncheon. Then, five hours later, around noon, she would glide outbound through the Duluth Ship Canal to begin another week-long cruise of the Great Lakes, returning to Buffalo, with scheduled stops at Sault Ste Marie, Mackinac, Detroit and Cleveland. The ship's last trip here in 1966 meant the end of lakes passenger travel for the general

Notes and Quotes continued

public through our Twin Ports. Labeled as a fabulous vacation cruise on the lakes, billed at the time as the "Blue Mediterranean of America", all Duluthians welcomed the ship's melodious and distinctly beautiful chimed steam whistle which would sharply echo from the hill inbound and outbound. Blowing of the whistle became a traditional event and the Captain would "play" with the unique device in the exchange of greetings with the Arieal Bridge. The death knell for the passenger ships was sounded some years before with the burning of the ocean liner "MORRO CASTLE" tragedy just off Asbury Park in New Jersey where 124 passengers and crew members lost their lives on 8 September 1934. Because of that disaster, stricter Federal laws were enacted to ensure the safety of passengers, including the requirement for automatic sprinkler systems. Legislation also required extensive rebuilding of older luxury ships because of their wooden cabins and superstructures. History buffs can recall, or review micro-filmed Duluth newspapers from past years, and learn about some of the other old major passenger ships which regularly visited Duluth, such as the "NORTH LAND", "JUNIATA", "OCTORORA", "TIONESTA" and the Canadian flagged "NORONIC", "HARMONIC" and "HURONIC". In fact the "NORONIC" suffered a similar fate when destroyed by fire at Toronoto on 17 September 1949 with the loss of 118 lives. Also, the mentioned "HARMONIC" burned at

Sarnia, Ontario back on 17 July 1945 although no lives were lost. Thus drastic safety measures had to be taken to avoid such wholesale destruction and loss of life by fire although the astronomical cost of such extensive modification proved to be the demise of these older ships. During these same early years the huge Canadian Pacific Railway steamers, namely the "ASSINIBOIA" and "KEEWATIN" were trading at Thunder Bay, Canada. The 'KEEWATIN' later became a Marine Museum at Saugatuck, Michigan and our own Patrick Labadie was Curator there for four years before he came to Duluth's Canal Park Museum.

The "SOUTH AMERICAN's" final departure was the begining of the end of more than 100 consecutive seasons for lakes passenger travel that began in the days when pioneer settlers came here by this only available transportation link with the East. Railroads and autos later spelled the doom for the lakes passenger service. These "glory" years are gone forever but just maybe our Twin Ports may once again soon witness some form of scheduled passenger cruise service at the American Lakehead. continued

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Notes and Quotes continued

Previously in this space we made note of FCC amendments which would designate Channel 13 as the Great Lakes Bridge-To-Bridge frequency on the Great Lakes. The rule was not to become effective until final agreement was reached with Canada although it was expected this implementation date would be on or about 1 September 1988. Now there is reportedly some confusion on the date Channel 13 is to be officially enforced as the Bridge-To-Bridge channel. Apparently some areas are not, because of previous radio channels used, conducive to the introduction of Channel 13's usage. A true evaluation of the ruling will not be known until a full season of small boater traffic and their radio interference by Channel 13 can be measured. Further comments from Masters, Pilots and recreational boaters are required. Source: International Ship Master's Association Letter.

All of us here at the Western end of Lake Superior are well aware with changing water levels due to wind direction, barometric changes and other causes. I believe the following related phenomena is worth repeating for the general interest of our Squadron members. The Great Lakes Marine Weather Newsletter for October says: On 15 July 1988 at 1248 EST, the water level at the Soo Locks, reached the lowest level recorded since the National Ocean Service began keeping records there in 1934. The level, 595.55 feet above

sea level, represented a level of 3.45 feet below International Great Lakes Datum. The event occurred as a large complex of thunderstorms was over Michigan's Upper Peninsula and Eastern Lake Superior. Another effect of the thunderstorm complex was a dramatic drop in the atmospheric pressure at the Soo from a high of 29.30 inches at about 1015 to a low of 28.92 inches at 1145, a pressure fall of 0.38 inches in around 90 minutes! Apparently the combined force of the thunderstorm winds blowing away from the Soo, and the rapid pressure change, was sufficient to drop the water level at the Soo Locks to a record low level at 1248 hours. The resulting seiche pushed the water level at the Soo Locks to a level of 601.84 feet above sea level at 1424 hours, a rise of 5.29 feet in 96 minutes!

Reference your Compass error (var & Dev) the following TRUE headings can be noted and used to advantage when cruising within the harbor. With variation for our area taken directly from the chart, deviation can be determined on these TRUE channel and dock headings.

Squadron Dock

Inbound 180 Deg. T Outbound 000 Deg. T

Superior Front Channel

Northbound 315 Deg. T Southbound 135 Deg. T

Duluth Piers

Inbound 245 Deg. T Outbound 065 Deg. T

Superior Piers

Inbound 236 Deg. T Outbound 056 Deg. T

Have a good winter and will see you next issue.

Dick Bibby

MAYDAY MAYDAY MAYDAY

To more effectively serve you our members, we would like to know how you feel about our general meetings.

Where would you like to see them held?

What kind of programs would you like?

Do you want full dinners?

Are bar drink prices an issue?

What can we add or delete to better serve your needs?

We are going to try to move around a little this year to thank our past supporters and try to obtain new ones. Please contact Gloria DeSmedt with your ideas.

While your creative juices are flowing, what more would you like to see done or not done at the squadron dock? New ideas will most readily be accepted as well as positive criticism. Remember this is your organization and the Bridge is here to serve your needs as well as to fulfill our national commitment. Your help is always welcome and appreciated.

Contact Gloria DeSmedt at 624-5901.

ROBERT BYRNE

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FINAL CALL

ANNUAL MEETING & ELECTION

16 FEBRUARY 1989

RADISSON DULUTH HOTEL

1800 SOCIAL HOUR with cash bar

1900 DINNER - \$8.50, TAX AND TIP INCLUDED.

TWO-MEAT buffet with dessert and beverage.

2000 BUSINESS MEETING

The meeting will include reports by each of our elected and appointed officers and will provide a good review of what we have done and accomplished during the year. After the reports, the chairman of our Nominating Committee, P/C Richard D. Bibby, will conduct the election of the new Bridge Officers. The slate of candidates recommended by the Nominating Committee is found on page **17**

The meeting will conclude with a short video show (approximately 15 minutes) on "DRINKING and BOATING". The video has been shown on national TV 20/20 and is excellent.

DRESS IS CASUAL

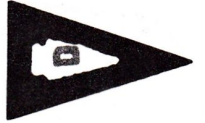


Duluth Power Squadron

SAIL AND POWER BOATING

A UNIT OF

UNITED STATES POWER SQUADRONS
DULUTH, MINNESOTA



January 8, 1989

Mr. David F. Poulin, AP
Squadron Secretary
Duluth, Minnesota

Dear Mr. Poulin:

According to the Constitution and By-Laws of the Duluth Power Squadron (Section 6.11), the elected Nominating Committee, nominates the following slate of officers for the 1989-1990 term of office.

COMMANDER
EXECUTIVE OFFICER
EDUCATIONAL OFFICER
ASST. ED. OFFICER
ADMINISTRATIVE OFFICER
SECRETARY
TREASURER

Candance L. Hengel, N
Harlan A. Eggert, AP
P/C Eugene L. Rock, N
Steven Johnsen, AP
Arne D. Wuorinen, P
Rita Johnsen, AP
Gloria Vitullo, P

EXECUTIVE COMMITTEE

Gloria DeSmedt, S
Dennis Markon, S
Thomas A. Holt, S

Respectfully submitted,
Nominating Committee

D/LT/C Harvey A. Hengel, N
Manley R. Grover, AP

By Richard D. Bibby
P/C Richard D. Bibby, AP
Chairman

ACCORD

A COOPERATING GROUP ACCORD

between

Boat Owners Association of The United States
Washington National Headquarters
880 South Pickett Street, Alexandria, Virginia 22304

(herein called BOAT/U.S.)

AND

DULUTH POWER SQUADRON
Organization or Club

90 KENNETH A. JOHNSON
Mailing Address

3402 GREYSOLON PL. DULUTH, MN. 55804
(herein called GROUP)

We, the undersigned, understand that by confirmation of this Cooperating Group Accord:

1. BOAT/U.S. agrees to provide full membership to any and all bone-fide members of the GROUP at a special Cooperating Group rate of one-half the current regular annual dues (presently \$17, with the special Group rate being \$8.50). Further, those members of the GROUP who already belong to BOAT/U.S. may renew their membership at the same special rate.
2. The GROUP confirms that it will inform all of its members at least once during the year about this special BOAT/U.S. membership arrangement and that it will make Association literature available to its members; further, that it will advise BOAT/U.S. of its plans to so inform its membership and will send BOAT/U.S. a sample of information distributed to its members for this purpose.

This Accord does not constitute an endorsement of either organizations' activities; it becomes effective for one year upon the signatures of the authorized representatives of both organizations, and may be renewed each year by mutual agreement.

Accepted

BOAT OWNERS ASSOCIATION
of THE UNITED STATES

By

Dated

9/21/88

GROUP (Organization or Club)

By

Title

Dated

10/7/88 No. of Members 159

BOAT US ACCORD

The Duluth Power Squadron has joined Boat US, which offers to our members, reduced rates on your membership. When you either join or renew your membership, on your form writ the Group # GA81659P. This will get you half price fees on your membership



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MEET US IN MIAMI 9-12 Feb 1989



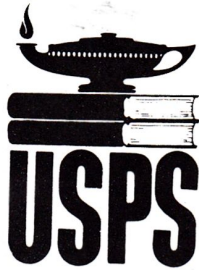
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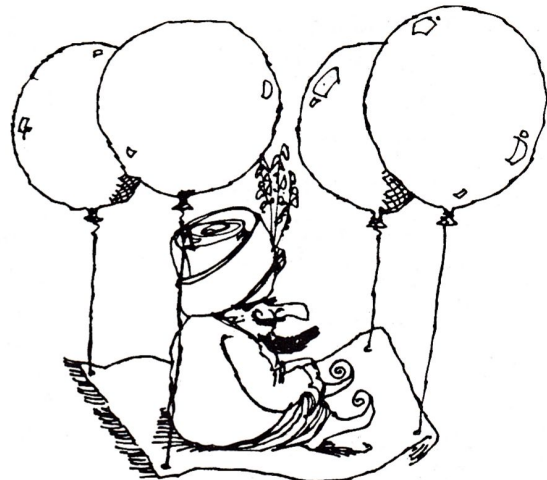


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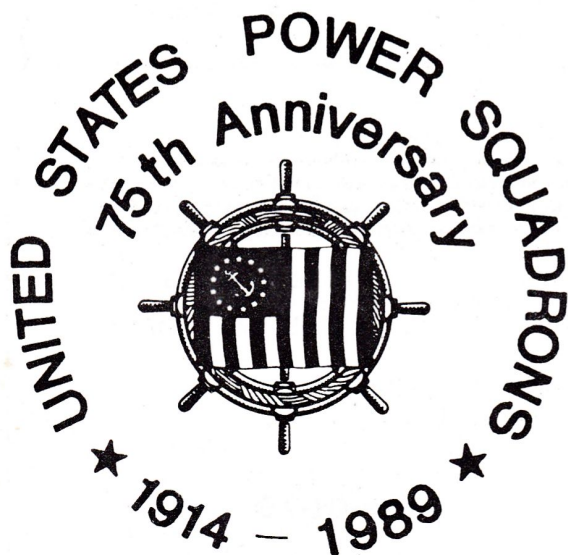
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NEXT CHANNEL CHATTER
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EX. OFFICER	HARLAN A. EGGERT, AP	722-0049
SEO	CANDANCE L. HENGEL, <u>N</u>	724-2223
ASST. E/O	DANIEL J. SIMONSON, <u>N</u>	722-0308
ADMIN. OFFICER	JOHN R. DE SMEDT, AP	624-5901
SECRETARY	DAVID F. POULIN, AP	722-1511
TREASURER	GLORIA J. VITULLO, P	525-4138
EX. COMMITTEE	WAYNE D. CARLSON, P	722-9733
	RICHARD J. VITULLO, P	525-4138
	ARNE D. WUORINEN, P	879-1897
ADMISSIONS	LARRY J. ANDERSON, S	729-7491
DOCKMASTER	SIDNEY R. MASON, P	724-6848
COOP CHARTING	P/C ROBERT J. BYRNE, <u>N</u>	394-3935
CHANNEL CHATTER STAFF		
EDITOR	P/C DAVID C. CARLSON, <u>N</u>	525-1438
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