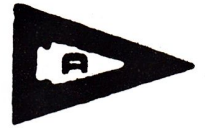


"Fly The Ensign Proudly"



Channel Chatter

Published by The Duluth Power Squadron

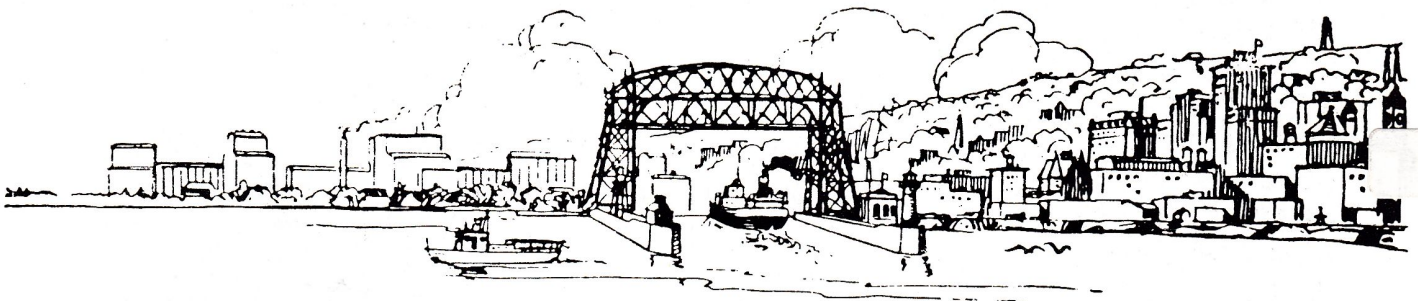
A Unit of the United States Power Squadron
District 10

VOL. 89

Duluth, Minnesota

April-May 1989

No. 2



ON THE INSIDE

COMMANDERS MESSAGE
EXECUTIVE DEPARTMENT
EDUCATION NEWS
75 YEARS USPS
SAFETY DEPARTMENT
SEAMANSHIP
OPERATIONS TRAINING
NOTES & QUOTES
BOAT SHOW
FITTING OUT PARTY
CALABASH 1989



COMMANDERS MESSAGE

The Change of Watch on March 4, 1989, held at the Holiday Inn, started our Squadron year out in grand style. 81 members and guests, including 3 from Lakehead Power Squadron, Thunder Bay, were present. Because of the weather, D/LT/C Richard Seibert, N, was unable to get here from Green Bay, so D/C William Price, N, appointed D/Lt/C Harvey Hengel, N, to conduct the installation of the new Bridge. That was unique and very special to me.

Gloria and John DeSmedt did a fantastic job of putting it all together. Thanks to them and those that helped to make this a very memorable occasion. Our "First Couple" to win the Sacred Calabash - Gina and Arne Wuorinen, had an interesting slide and gift presentation for all the candidates. Harlan Eggert was the unlucky recipient this year, something to do with sinking a dinghy 3 times at the dock.

The Commander's Brunch on Sunday at the Park Inn had 33 people attending. D/C William Price, N and his wife Maxine, drove up from Minneapolis to join us, we enjoyed their company.

On 7,8 April we will be conducting an Operations Training Program. 29 April is the Fitting Out Party. More information is in this issue.

I just returned from the District 10 Spring Conference held in Milwaukee, Wi. D/Lt/C Harvey Hengel, N, D/Lt/C Dan Simonson, N, D/Lt Robert Byrne, N, D/Lt Dave Carlson, N, and P/C Eugene Rock, N, also attended. Harvey Hengel was sworn in as Dist. Treasurer, Dan Simonson was sworn in as Dist. Educational Officer, Robert Byrne will continue as Dist. Coop Charting Chairman and a member of the Nominating Committee, Dave Carlson will continue as Dist. Safety Officer and a member of the Rules Committee, and Robert Stokes, will serve as Chairman of the Budget Committee. We can be extremely proud of these members and the representation Duluth Squadron has on the District level.

V/C Gillette E. Gordan, N, was the Chief Commanders representative. He commended District 10 members who are working on National Committees. He briefly covered many projects of USPS, many of them our Squadron is involved with.

D/Lt Robert Byrne, presented an excellent program on Coop Charting for all members in attendance.

Duluth was one of five of the eleven Squadrons within our District commended for their healthy growth in membership and retention of members.

continued



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

MEETINGS

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

DATES

MARCH 4, 1989
MARCH 17-19
APRIL 29
MAY 12-14
MAY 20
JUNE 14-18
JUNE 27-JULY 4

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

EVENTS

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



EXECUTIVE DEPARTMENT

Here we are starting a new year under a new Commander, a new Bridge and the same old Executive Officer, with a new Calabash Award. It was certainly an unexpected honor to receive such a prestigious award at the Change of Watch, on March 4, 1989. In the coming boating season I will be eager to witness or hear of any mishaps that might be considered worthy of receiving this coveted cauldron with the fur lining.

The Boating class was recently completed graduating another group of better informed and hopefully safer boaters for us to share the local waterways with. Many thanks go to all the Squadron members who braved the bitter winds of winter to make

the class a success.

Last but not least, the Operations Training Program will be given 7 and 8 April. Folks, this is your chance for a "FREEBEE"!! It's on the Squadron. The purpose of the class is to provide Squadron members with a program of education and training relative to the organization and it's activities. There will be no pass/fail and no test. Just good information you can use to make yourself a better informed Squadron Member. For more information read your flyer and the article in this Channel Chatter. Here's to a good spring and fitting out. See you around the Bay.


Lt/C Harlan A. Eggert, AP
Executive Officer

IN MEMORY OF:

EDMUND R. KATZMAREK, P

DIED: DECEMBER 9, 1988
DULUTH, MINNESOTA

ED "CHOO HOO" KATZ
SERVED AS SECRETARY FOR THE
DULUTH SQUADRON
AND WAS A LOYAL SUPPORTER
EARNING 16 MERIT MARKS

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Commanders message continued

A new award, consisting of a beautiful silver cup has been established to be presented annually to the Squadron with the best retention of it's membership.

I saved the best for last. Duluth Power Squadron was awarded the PRINCE HENRY award for the second year in a row. What an achievement for this Squadron and the 14 JN's, N's and Full Certificate holders who deserve the credit.

Duluth is a healthy, growing Squadron, well respected within our District. The credit goes to each of the members, it's your support, and untiring efforts that has made us a leader.

Candance Hengel, N
Commander



**CANDY RECEIVING CDR'S FLAG
AND SQUADRON CHARTER**



YOUR 1989 BRIDGE



FLY IT PROUDLY KEN



EDUCATION NEWS

Three Advance Grades, and two Elective Grades, one Skipper Saver and two Public Sail and Boat Course's were offered this past year. The following list shows 157 graduates for the year. Good work Duluth Members.

COURSE	GRADUATES
SEAMANSHIP	15
PILOTING	6
NAVIGATION	4
SAIL	14
ENGINE MAINTENANCE	1
SKIPPER SAVER	17
PUBLIC SAIL & BOAT COURS	100

We continued to add Full Certificate awards to our list, with D/Lt David C. Carlson, N, Candance L. Hengel, N, P/C Harvey A. Hengel, N, and P/C Eugene L. Rock, N, all receiving their awards during 1988. They join P/C Ron E. Waterhouse, N, D/1Lt Daniel Simonson, N, and D/Lt Robert Byrne, N, to make a total of seven Full Certificate holders for the Duluth Power Squadron. We can only hope that the trend will continue.

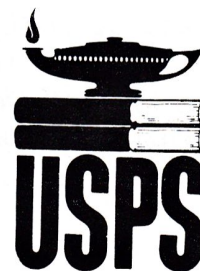
Some very significant history was made by our Squadron this year with our Squadron being presented the prestigious PRINCE HENRY award from District 10. We have never been able

to capture this award, so it has some very special meaning to the 14 individuals who helped attain it. The following are to be commended for their educational efforts.

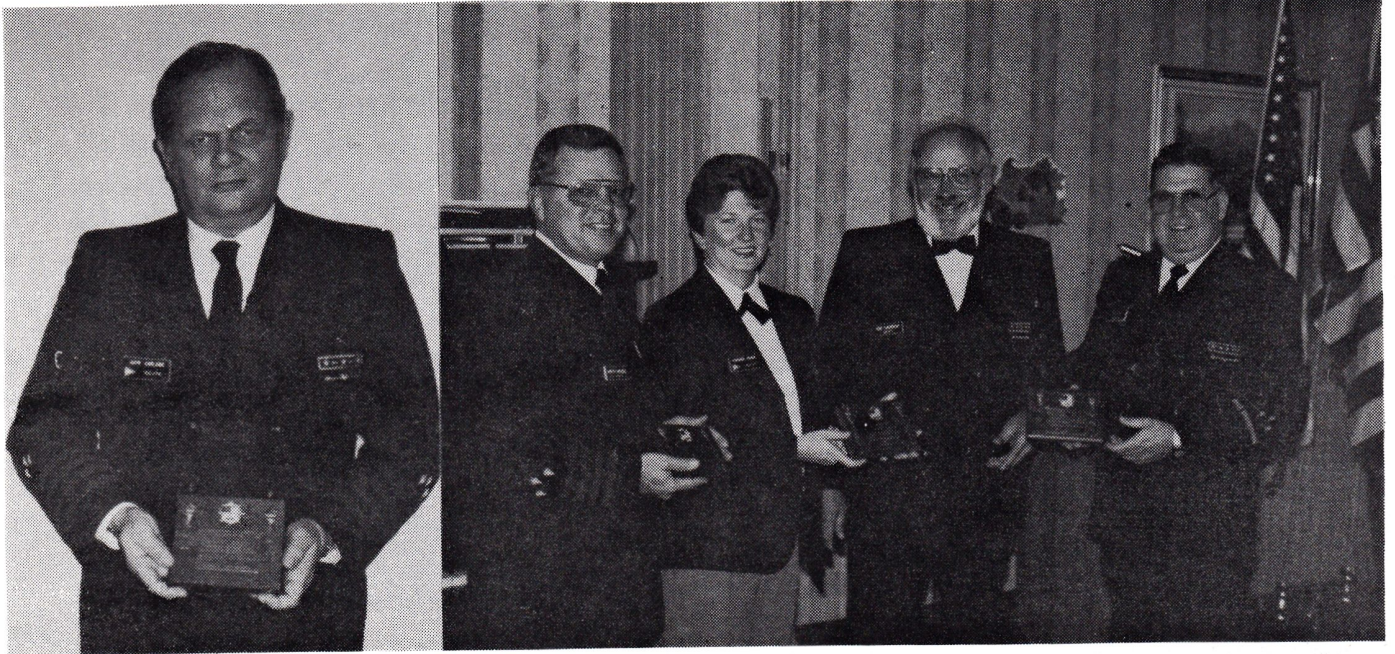
P/C Ron E. Waterhouse, N, D/1Lt Daniel Simonson, N, D/Lt Robert Byrne, N, Walter Rauschenfels, JN
D/Lt David C. Carlson, N, Albert Klopp, N, James Munger, N, Richard Bakke, N, Lt/C Candance L. Hengel, N, D/LtC Harvey A. Hengel, N, Cdr Kenneth A. Johnson, N, James Meehan, JN, P/C Eugene L. Rock, N, Russell Westberg, JN

I wish to congratulate all of the individuals who spent the time to take one of these very worth-while courses offered by our Squadron, and a special thanks to all the instructors who have devoted so much of their valuable time and effort towards education.

Lt/C Candance L. Hengel, N
Educational Officer



FULL CERTIFICATES 1988



D/LT DAVID C. CARLSON, N

**D/LC HARVEY A. HENGEL, N, LT/C CANDANCE L. HENGEL, N,
P/C EUGENE L. ROCK, N**



SOME OF THOSE IN ATTENDANCE "CHANGE OF WATCH 1989"



USPS

75 Years' Service To America's Boaters

February 2, 1989 marked the 75th Anniversary of the USPS. The USPS began when gasoline powered boating craft were first beginning to appear. The Rear Commodore of the Boston Yacht Club formed the Power Squadron to provide instruction in the safe handling of the new power boats. Soon other Eastern Yacht Clubs learned of the new education program and sought participation. In 1914, representatives from 70 yacht clubs and boating associations met in New York to form the United States Power Squadrons. Today over 73,000 members are dedicated to making pleasure boating safer and more enjoyable.

The Ensign was raised at the North Pole on 19 April 1968 during the Plaisted Polar Expedition, at the South Pole on 27 January 1970, and traveled a half million miles when it orbited the moon aboard Apollo XIII 11-17 April 1970. As an extension of the 75th Anniversary "Voyage of the Ensign" in 1989, five special ensigns departed Miami on 12 February 1989. Their routes take them to each of the organizations 33 Districts and to virtually all of the 440 plus Power Squadrons, traversing every stretch of coastline and major waterway in the continental United States.

The Voyage of the Ensign" will arrive in Duluth 14-18 June 1989. D/Lt Bob Byrne, is chairing this special event.

The Ensign will be received in Fond du Lac from Minnetonka, travel down the St. Louis River, the Duluth Harbor area, out under the aerial lift bridge onto Lake Superior, in the Superior entry, and to our Squadron dock in Allouez for celebration activities. A National log will travel with the Ensign to record the trips highlights, and the names of all dignitaries and members involved in the anniversary celebration. The "Voyage" will end when all five Ensigns are returned to Richmond, Va, 16 September, 1989, at the Fall Governing Board Meeting of USPS, subsequently to be placed in the archives at National Headquarters in Raleigh, NC.

A sixth 75th Anniversary Ensign has been ordered and is now manifested aboard Space Shuttle Magellan, scheduled for launch in April 1989. Magellan, hopefully with the USPS Ensign aboard, will traverse all the oceans and seas of the world.

Candance Hengel, N
Commander

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States Now in the Slow Lane on Drunk Boating

Half the states in the country do not have any effective means of enforcing drunk boating laws and are not doing enough to combat the boating while intoxicated (BWI) problem, says a recent report of the National Transportation Safety Board.

The Safety Board is renewing its focus on the problem because alcohol is known to account for at least one-third of all boating fatalities. In addition, boating accidents are the second highest cause of transportation fatalities, after automobile accidents.

Further cause for concern is a new long-term study by the Federal Centers for Disease Control that concludes the heavy drinking nearly doubles a person's chance of dying in an accident. Heavy habitual drinking is defined as having five or more drinks per occasion and those who drink at this level or higher are 1.9 times more likely to suffer a fatal injury than non-drinkers, regardless of age, sex, race, or education level.

Alcohol and boating are a particularly bad mix because factors inherent in boating such as motion, vibration, glare, and noise already fatigue a boater after several hours to a point nearly equal to being legally intoxicated. Compound this fatigue with alcohol consumption and the skipper is an accident waiting to happen.

Many of those killed or injured in alcohol-related accidents are passengers in boats, not skippers. An extensive accident study by the state of California found that 70% of alcohol-related boating fatalities and injuries were boat passengers, water skiers or swimmers.

The NTSB reports that when it first studied the problem in 1983 and made landmark recommendations to the states to enact legislation with "teeth," the response was favorable. Currently 25 states and the Virgin Islands have legislation that meets the NTSB's recommendations, that is, with an established blood alcohol level for legal intoxication and the ability to require a blood, breath or urine test.

However, the pace of action among the states has slowed considerably since 1986. The NTSB reports that in 1986, bills were introduced in 24 states and enacted in only six, in 1987 bills were introduced in 17 states and only five were enacted. Progress was even slower in 1988 as 14 states introduced bills and only two enacted.

The legislative shortfall occurred even though the Council of State Governments made it easier for states to draft uniform bills by issuing a model BWI statute in its 1986 edition of *Suggested State Legislation*.

continued

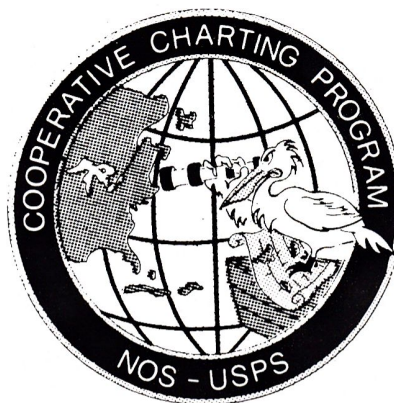
We Believe in SAFER BOATING

Drunk Boating continued:

The states that still have not enacted effective BWI legislation are: Alabama, Arkansas, Colorado, Connecticut, Delaware, Hawaii, Iowa, Kentucky, Maine, Massachusetts, Mississippi, Missouri, Nebraska, New Mexico, North Dakota, Oklahoma, Oregon, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia and West Virginia.

Reprinted from Boat/U.S. Reports
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Larry Anderson, S
Safety Officer



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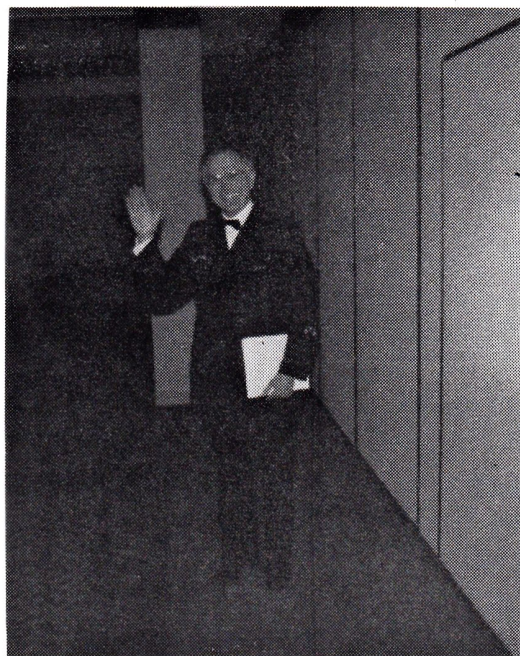
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For More Information & Registration

Contact: Gene Rock..727-1887

Contact: Steve Johnsen..525-5148

OPERATIONS TRAINING PROGRAM

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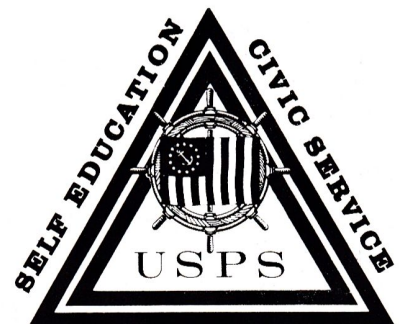
WHEN: 7 April 1900-2200

8 April 0830-1630

WHERE: The Jolly Fisher

To register Please Call: Harlan Eggert, 722-0049

Candy Hengel, 724-2223



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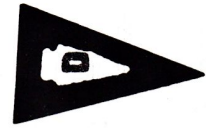
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NOTES AND QUOTES FROM DICK BIBBY



Recent examinations of the Duluth-Superior Harbor "Lay-Up" list for commercial craft reveals a total of 80 vessels spread around our port's many docks and wharves. Tug types top the list with 20 and work boats are second with 14 named. It is interesting to note that our harbor has been a winter home for four of the presently existing 13, 1,000' carriers now operating on the Great Lakes. They are, namely, the "JAMES R. BARKER," "EDWIN H. GOTT," "MESABI MINER" AND "BELLE RIVER." These four vessels alone represent some 140,973 Gross Tons of Great Lakes cargo ships. Interesting enough there are numerous categories of boats and ships, large and small, that make up this Winter Ports list. They include Coast Guard craft, fishing, Museum ships, work boats, Bum boats, Passenger and Excursion vessels, tugs, dredge and crane boats, barges, Pilot boats, a fuel vessel, Corps of Engineers fleet, and active commercial bulk carriers. Completing the list are lake ships that will probably never operate again and one presently under the breaker's torch at the scrap dock.

In other news, it may have been finally settled regarding the future of the 1949 commissioned heavy cruiser U.S.S. "NEWPORT NEWS." Early in December of last year Superior City Councilors voted 8-2 in favor of bringing the moth-balled warship to

Superior and docking it at the old Elevator "O" site. It is reported that site preparations are expected to be done by a local support group. There will be no cost to the city.

Aspirations are for 70,000-80,000 visitors annually. The ship should be in the harbor by this midsummer.

Also reported in early December was the news that our old friend "TELSON QUEEN" was back at her dock on the Black River in Alpena, Michigan. The "QUEEN" had previously foundered in the Alpena area as she continued to experience hard luck. Most will recall that she was a familiar sight around the Twin Ports for years and was involved with the raising of the McDougall patent anchor from the sunken whaleback steamer "THOMAS WILSON." The wreck of the "WILSON" is well known to area divers and is located just South of the Duluth piers. The ill-fated "WILSON" was sunk in a collision with the outbound steamer "GEORGE G. HADLEY" around 1030 on the morning of June 7, 1902.

Another very familiar waterfront structure may soon be removed. The little used container crane at the Clure Public Marine Terminal may finally be taken from the public scene. Initially costing \$2.75 million, the crane has probably been sold for \$300,000 to a Seattle firm. International Maritime Exchange must

pay the entire sale price by March 30 to consummate the deal. The crane was completed back in the fall of 1975 and was built by PACECO, a division of Fruehauf Corporation of Alameda, California. It was designed to move containers between ships and land carriers at the rate of 25 an hour and had a lift capacity of 30 long tons, an outreach of 84 feet and a backreach of 22 feet. Oddly enough through a statewide name contest that drew over 1,500 entries they named the crane, "The Spirit of Duluth." The container crane was a bitter disappointment to the Duluth Port Authority as it has seen little or no use. Less complimentary names down through the years have been, Big Steady Freddy, Ichabod Crane, The Happy Hooker, Praying Mantis and just plain "White Elephant."

Some of us boaters feel that we constantly see the busy "INCAN SUPERIOR" either inbound or outbound from Duluth. Actually this may be so because the train car ferry set a new all time high record for round trips between Thunder Bay and Superior with her departure last December 29th

completing 161 trips. Her previous high was 156 voyages made in 1987.

Michigan DNR officials have recently warned that the sea lamprey problem has not gone away despite 30 years of attempted control work and study. Stagnating budgets are blamed for lack of better control efforts toward reducing the number of these parasitic eels. Control fund is 69% U.S. and 31% Canadian, based on relative ownership of the lakes water.

Credits: Canal Park Museum
Duluth Port Authority



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MARINE SURVEYOR

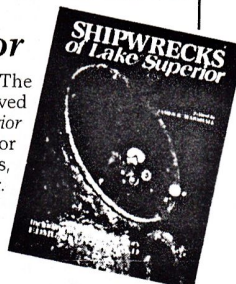
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BOAT SHOW 1989

The Duluth Power Squadron came back to the Show after many years of absence. All of the members who volunteered to help did a very fine job. With 3 people manning the booth all of the open hours, that adds up to 111 man hours. We gave a true/false test to over 500 people.

SET UP: Leo & Dede Kennedy, Harvey & Candy Hengel, Arne Wuorinen, Bob Byrne.

MANNING THE BOOTH: Jim Robinson, Larry Anderson, Bob Yates, Ron Klien, Gil & Mary Richey, Dave Poulin, Greg Brisky, Bob & Martha Byrne, Don Hansen, Art Malberg, Dick Bakke, Ken Johnson, Dave Carlson, Del Forsyth, Leo & Dede Kennedy, Dick Bibby, Bruce Nimmo, Al Klopp, Dick & Gloria Vitullo, Harvey & Candy Hengel, Bruce Beste, Steve & Rita Johnsen, Arne & Gina Wuorinen

CLEAN UP: Leo Kennedy, Larry Anderson, Harvey & Candy Hengel, Bob & Martha Byrne

The show was a very big success with a lot of exposure for the Duluth Squadron. To all who volunteered their time, we say, A JOB VERY WELL DONE.

Boat Show Committee
Arne Wuorinen
Steve Johnsen
Bob Byrne

OPERATIONS TRAINING PROGRAM

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WHEN: 7 April 1900-2200
8 April 0830-1630

WHERE: The Jolly Fisher

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Candy Hengel, 724-2223

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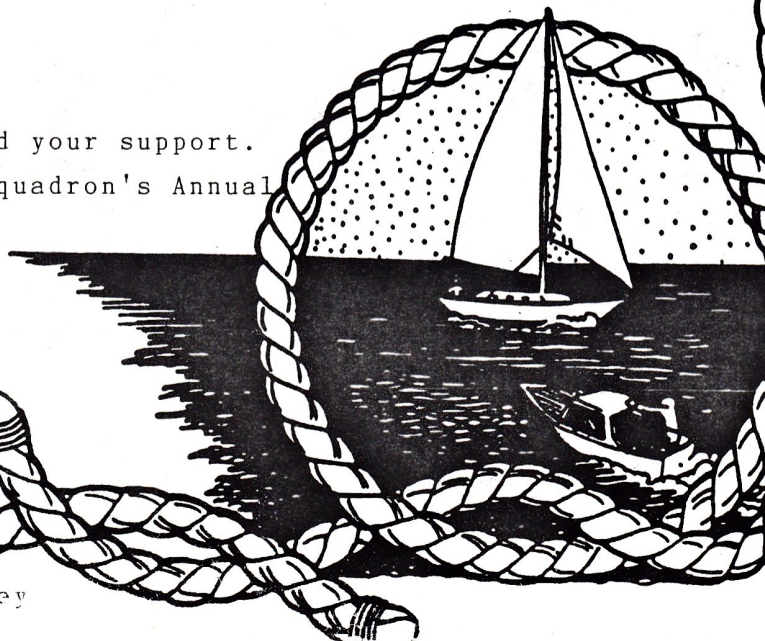
COST: \$7.00 with White Elephant for Auction
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COME AS YOU ARE.

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This is the Power Squadron's Annual
Fund Raiser.

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through Elks Club.

Don't forget your raffle money
& tickets.



1989 CALABASH WINNER

The Calabash was given to a gentleman we believe has the motto, "IF AT FIRST YOU DON'T SUCCEED TRY AND TRY AGAIN." Our Captain of the Dolphin, Harlan Eggert, not only put an oversized motor on his dinghy not once but three times to try to take it for a short ride. A short ride it was indeed - he never moved it away from the waters of the Sand Point docks, his wife, Mavis, tried to tell him it would not work, but Harlan could not accept that she was right and he was wrong. On the third try Harlan had to accept this reality.

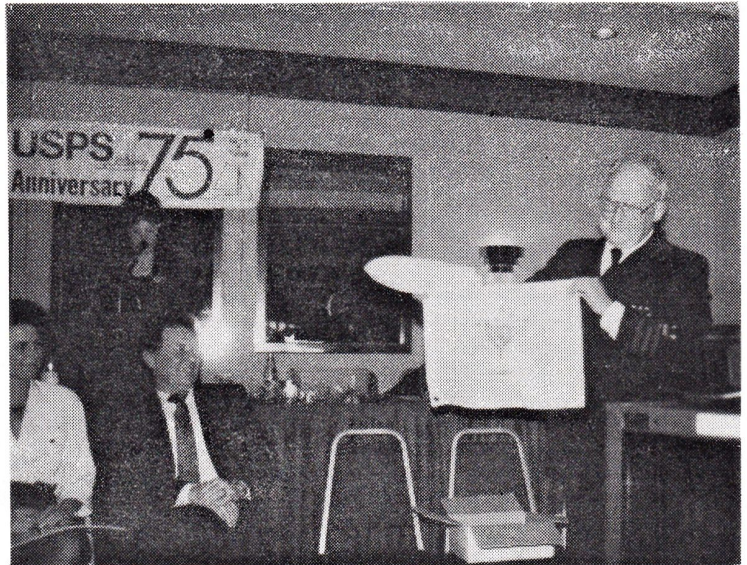
Other nominees for the Calabash were Del Forsyth for using an ash tray in

plumbing his head. Walt and Dee Plude for showing up for the 1988 Christmas party a day late. Dick Bibby for leaving his bride, Jean, at the Squadron dock. Fred Johnson for launching his boat before checking to see if his drain plug was in place. Ken Johnson for wearing his wife's name tag in front of 130 new class enrollments for the 1989 Boating Class. Jim Meehan for providing dinner for one of Stockton Island's bears on his boat. Harvey Hengel for numerous little boating blunders his friends have witnessed and have been more than willing to tell about.

Arne - Gina Wuorinen
1988 Calabash Winners



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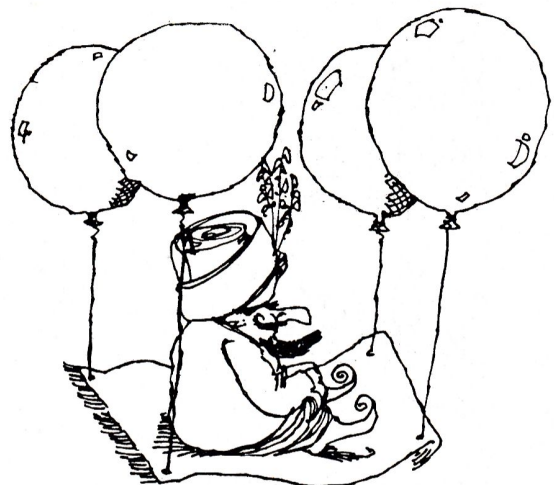
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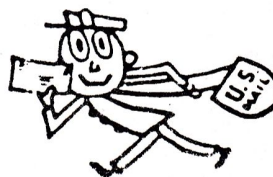
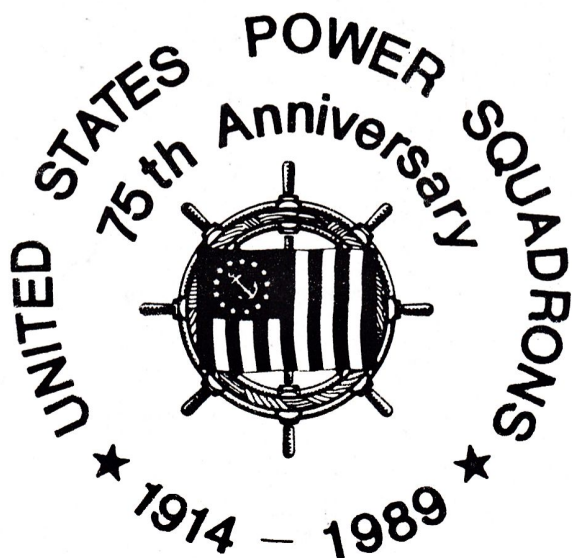
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