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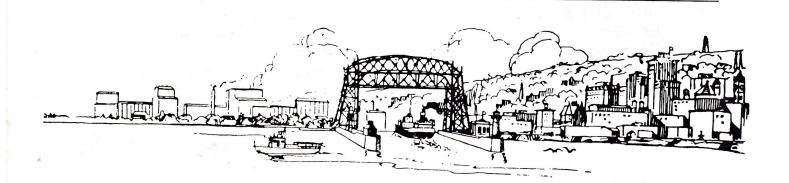


Channel Chatter

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A Unit of the United States Power Squadron
District 10

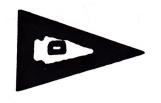
VOL. 89 DLUTH, MINNESOTA OCT- NOV, 1989 No. 5



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DULUTH POWER SQUADRON MEETINGS & EVENTS 1989-1990

DATES

OCTOBER 5 OCTOBER 19 NOVEMBER 2 DECEMBER 9 JANUARY 4, 1990 JANUARY 18 FEBRUARY 15

DATES

DECEMBER 9 MARCH 3, 1990

MEETINGS

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

EVENTS

CHRISTMAS PARTY CHANGE OF WATCH



DULUTH'S PAST COMMANDERS

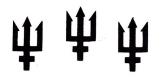
COMMANDERS MESSAGE

Fall is in the air, the air is crisp, days are shorter. It won't be long before the day of taking the boats out of the water will be here. I trust you all have had an enjoyable, fun filled summer of boating.

For those of you who were at the Squadron dock over Labor Day, you got a chance to see the new cement slab and tent tie downs. Weather more than dampened spirits and bodies as the cement was being poured, but it's all done and we have a very usable system for many years to come. I extent my thanks to all those who helped. My sincere thanks to John DeSmedt and Donald Hansen, who were the planners, builders and organizers of the project, they did a superb job.

My thanks to Wayne Youngren, chairmen of the Predicted Log Contest. The tunout was lower than anticiapated, but rain was a factor. I thank all those that ran the course and served as observers.

The Treasure Hunt on the 2nd of September was a big success, you missed a lot of fun if you didn't attend. Some 30 pirate ships were out scavaging for treasure. My thanks to Steve Johnsen and Greg Brisky for putting clues together and hiding them. We had a number of "real mean pirates" roaming the Squadron Dock that afternoon. They promise to be back next year! Sunday brought some clouds, but the Corn Roast went on despite them. The games for young and old alike provided fun for all. The Plude's and DeSmedt's prepared a tasty lunch of cony dogs. Behind the scene we had a hard working group of Squadron members preparing our supper meal.



Erling and Betty Hansen brewed up a large kettle of tomato vegetable soup, Bob and Char Kervina (the ring masters), Nancy and Joe Bullyan, Ron Scinocca were working hard on the 2 large rounds of roast beef, Dede Kennedy put together her delicious baked beans, and Harvey Hengel headed up the corn roasting crew. All of these and many more members did an OUTSTAND-ING JOB, despite dealing with a wind and rain storm shortly before serving time. My sincere thanks to ALL those who had a part in putting together a VERY SUCCESSFUL, fun-filled, Labor Day weekend.

16 September was the Commanders Party at the Squadron dock. Brats, polish, italian and mexican sausage were prepared by our one and only Smiley, with sauerkraut, potato salad, chips and champagne to round it out. Sunday morning survivors were served juice, coffee and Patty Cake goods. A very good time was had by all those attending.

22 - 24 September Duluth hosted the Fall District 10 Conference. It was a huge success, and I can't say THANKS often enough for all who helped in one way or another with their time, services and talents. Co-chairs Richard Bibby and Robert Stokes did one fantastic job! You all can be very proud of yourselves and your Squadron.

Now that the water activities are done, don't sit idle all winter. Your education department is working on a number of excellent classes for this fall and winter seasons. Details will be mailed shortly. Teachers are needed. Why not call Eugene Rock and give him a helping hand.

Candance Hengel, N Commander

EDUCATION NEWS

On August 19th we received the Advanced Piloting examinations results on Sidney Mason and James Olson, they both can now proudly put AP behind their names as they not only passed the exam but did so with almost a perfect score for which they should be commended.

In the next couple of weeks we will let you know the classes and schedules for this fall.

If any of you would like to teach any of the classes or help with part of them please call me, Gene Rock at 727-1887 and I will let you know what help is needed.

Al Klopp has taken on the task of teaching the new JN class. He would very much appreciate any help that our JN and N's can offer in the way of proctors. Please contact Al at 525-1122

SEO P/C Eugene Rock, N

FLAG ETIQUETTE

When you sell your boat, take off all USPS related flags, emblems and insignias.

There have been instances (in Duluth) where the boat owner was not a Squadron member but was flying the Ensign. When the owner was asked what Squadron he belonged to, he had no idea what the member was talking about. He thought the flag was "just a decoration"

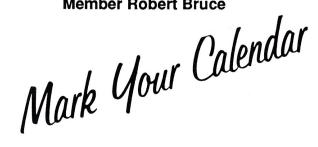
D/Lt/C Harvey Hengel

Squadron General Meeting

Thursday, 19 October 1989
Radisson Hotel, Viking Room

1800: Social Hour 1845: Buffet Meal

Program; High Latitude Sailing, Cape Horn and the Beagle Channel by Member Robert Bruce



CHRISTMAS PARTY

Saturday, 9 December 1989 General Meeting (very short) Duluth Elks Club



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SALES - INSTALLATION - MAINTENANCE

ADMINISTRATIVE OFFICERS REPORT

August and September were very busy months for our Squadron. On a very windy and rainy August 19th the Predicted Log was run, P/C David Carlson (Eight Ball) took first place with a .28% error, P/C Robert Byrne (Sugar "N" Spice) followed with second place, and P/C Robert Stokes (Sheri-Sue) finished in 3rd place. I would like to thank P/C Wayne Youngren for the fine job he did and would like to encourage all of our members to take part in this contest next year.

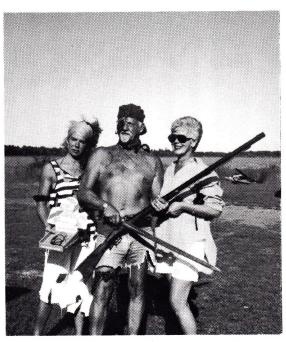
Steve Johnsen made up the clues and Greg Brisky set them for the Treasure Hunt on September 2nd. James Meehan (Atlantis) won, Walter Rauschenfels took 2nd, and P/C Robert Byrne finished 3rd. After the pirates raided the Squadron Dock, we enjoyed a potluck dinner in the tent. In all, 35 boats and 3 trailers participated.

After a beautiful day Saturday, the weather started to turn for the worst for the Corn Roast, testing the new tie downs for the tent with some high winds. Robert Kervina and his crew did another excellent job with the roast beef dinner, complimented by Erling Hansen's soup and P/C Harvey Hengel's corn. Through out the day there were races for the children and tournaments for the adults, and as the evening weather cleared the dancers came out to try our new dance floor.

I would like to thank the 30-plus people who helped make these summer events possible

Lt/C Arne Wourinen, AP

TREASURE HUNT



First place winners, Heather, Smiley and Diana Meehan



Fearsome Trio of Pirates
Harvey Hengel
John DeSmedt
Richard Vitullo

YOUR PERSONAL FLOTATION DEVICE

You are required by Federal Regulations to have at least one Coast Guard approved personal flotation device (PFD) for each person in your recreational boat. You may not use your recreational boat unless all your PFD's are in serviceable condition, are readily accessible, are legibly marked with the Coast Guard approval number, and are of an appropriate size (within the weight range and chest sizes marked on the PFD) for each person on board.

WHY DO YOU NEED A PFD?

Your PFD provides buoyancy to help keep your head above the water and to help you remain in a satisfactory position in the water. The average weight of an adult is only 10 to 12 pounds in the water and the bouyancy provided by the PFD will support that weight in water. Unfortunately, your body weight does not determine how much you will weigh in water. In fact, your weight in water changes slightly throughout the day. There is no simple method of determining your weight in water. You should try the device in the water to make sure it supports your mouth out of the water. Remember, all straps, zippers, and tie tapes must be used and of course the PFD must be the proper size (size limitations are on the label.)

THINGS TO CONSIDER ABOUT PFD'S

(1) USCG approval of a PFD does not imply that it is ideal for all uses. For instance, there are a number of PFD's which are better suited for water skiing and others for white water canoeing and kayaking. These and other PFD's are labeled accordingly.



- (2) Some PFD's are more rugged and durable than others but usually cost more. You should evaluate the trade-offs of cost, your intended use, and how often the PFD will have to be replaced.
- (3) The use of most Type IV throwable PFD's usually requires you to grasp the device until rescued, which could prove difficult if there is an extended delay or if you are overcome by hypothermia (loss of body heat to the water). Also, it implies that if you find yourself in the water there will be someone available to throw it to you.

EACH OF THESE DEVICES IS INTENDED TO HELP YOU SAVE YOUR OWN LIFE

For your PFD to function properly, follow these suggestions to insure that it fits, floats, and remains in good condition.

- (1) Try your wearable PFD on and adjust it until it fits comfortably in and out of the water.
- (2) Try your PFD out in the water. This will show you how it works and will give you confidence when you use it. You should be aware that your PFD may perform differently under different conditions such as swift water, with bulky clothing, etc.
- (3) Mark your PFD with your name if you are the only wearer.

- (4) Do not alter your PFD. If it doesn't fit properly, get one that does. An altered device is no longer Coast Guard approved.
- (5) Your PFD is not intended to use as a fender or knelling pad.
- (6) Inspect your PFD periodically to ensure that is free of rips, tears, or holes, that the flotation pads have no leaks, and that all seams and joints are securely sewn.
- (7) Keep your PFD away from sharp objects which may rip the fabric of puncture the flotation pads.
- (8) If your PFD contains kapok, the kapok fibers may become waterlogged and lose their buoyancy after the vinyl inserts are split or punctured. When the kapok becomes hard or if the kapok is soaked with water, the PFD is no longer serviceable. It may not work when you need it and must be replaced.
- (a) If your PFD contains foam buoyant material, the foam may lose buoyancy from compression, water absorption and other effects of use, to the degree that it is no longer serviceable. The in-water performance of the device should therefore be checked at the beginning of each season (more often if you subject it to frequent or very hard use) to determine that it supplies enough flotation for your needs.
- (9) If your PFD is wet, allow it to dry thoroughly before storing it. Store it in a well ventilated area.
- (10) Do not dry your PFD in front of a radiator or other source of direct heat.
- (11) If you must swim while wearing your PFD use a back or side stroke.

Larry Anderson, S Safety Officer

MESSING ABOUT IN BOATS

"This has been a wonderful day!" said Mole, as the Rat shoved off and took to the sculls again. "Do you know, I've never been in a boat before in all my life." "What?" cried the Rat, open-mouthed. "Never been in a — you never — well, — I — what have you been doing then?"

"Is it so nice as all that?" asked the Mole shyly, though he was quite prepared to believe it as he leaned back in his seat and surveyed the cushions, the oars, the oarlocks, and all the fascinating fittings, and felt the boat sway lightly under him.

"Nice? It's the ONLY thing," said the Water Rat solemnly...." Believe me, my young friend, there is NOTHING — absolutely nothing — half so much worth doing as simply messing about in boats. Simply messing.... about in boats — or WITH boats, the Rat went on.... "In or out of 'em, it doesn't matter. Nothing seems really to matter, that's the charm of it! Whether you get away, or wether you don't; wether you arrive at your destination or wether you reach somewhere else, or wether you never get anywhere at all, you're always busy, and you never do anything in particular; and when you've done it there's always something else to do, and you can do it if you like, but you'd much better not. Look here! If you've really nothing else on hand this morning, supposing we drop down the river together, and have a long day of it?"

from "Wind in the Willows" by Kenneth Grahame submitted by Ginny Soetebier



NOTES AND QUOTES FROM DICK BIBBY



As we get into the Fall season many of us are again spending more time enjoying the natural beauty of our scenic St. Louis River. For some this unique channel to Fond Du Lac brings back pleasant memories of the old side wheeler "MONTAUK" that ran two daily round trips up the St. Louis River route during a season that began on Memorial Day and ended on Labor Day. The Labor Day cruises, were in fact, a time for some of the biggest picnics and the most crowded decks of her cruising season.

Built in 1891 for ocean service, this grant old lady called Duluth her home port for around 19 years before the fun times ended and she finally tied up and was let lay idle here in 1940. Prior to coming to Duluth the ship sailed under several names throughout her lengthy career which included service under numerous owner's flags, and the vessel operated for British companies as well as American and Canadian. Unfortunately, age brings to an end all good things. The now tired "MONTAUK" was not getting any younger, and at the end of the 1940 season she was sold as scrap to the West End Iron and Metal Company who reduced her to a barge. For years afterward the once proud ship was used by construction companies for the inglorious task of carrying dredge pipe. The barge was abandoned, ending her days as a sunken hulk in the Saginaw River as Bay City, Michigan.

Many Twin Port residents will still remember the "MONTAUK"... These were the days of sun filled leisure and picnics at Chambers Grove in Fond Du Lac. Courting couples pursued their romances aboard the ship as dancing was a part of the attraction as an orchestra played on the ship at night and on special day events. There were many

group events and picnics for schoolboy police, rest home residents, the blind, Sunday School groups and others. For many years, the Duluth Hearld sponsored a weekly excursion to Fond Du Lac for .25 cents. The former John J. (Jack) Fein whom rose to Managing Editor of the Duluth Hearld and News-Tribune, at one time was carried on "MONTAUK'S" crew list as a deck hand. During prohibition days, nearbeer was sold in the ship's barroom. A Steward and purser later reportedly confessed the vessel "did" carry some whiskey for medicinal purposes. After prohibition, liquor was sold when the ship went out on Lake Superior. Sandwiches were also available altough hot dogs were the big favorite.

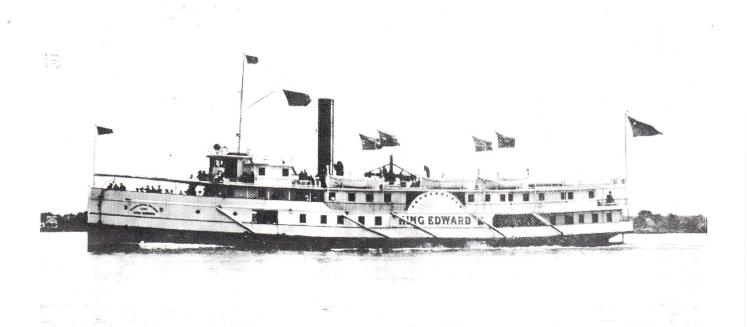
The small 175' footer was famous, the lakes over, for her excursions "around the horn" into Lake Superior, and for moonlight cruises, involving annual participation for families and numerous local and area organizations. They used to say Captain Burdette J. Roberts knew every ripple in the St. Louis River. He could blow the ship's whistle and know his exact location by the echo. Captain Roberts, who skippered the boat in the 1930's, had a reputation for being a most skilled navigator and would take his ship up and down the St. Louis even under zero fog visibility conditions. Observers say Roberts would make a turn, count off so many seconds on his watch and then order another turn. As soon as the "MONTAUK" straightened out, a bridge or a bank would pop out of the fog just a few feet away and the old side wheeler would be exactly where he wanted her.

The coal-fired sidewheeler coursed the St. Louis River with its 20.6' foot wheels churn-

ing and a long plume of smoke trailing from its high stack. It was a time that many grown boys still remember well when they begin to wax nostalgic. The "MONTAUK" would leave from its dock at Fifth Avenue West and journey up the river to Chambers Grove where everyone would pile off for a picnic in the park. Later on the jovial picnickers would climb back on for the return trip.

There were other excursion boats that plied the St. Louis to Fond Du Lac from 1900 to the late 1920's, which included the, "ROTARIAN", "NEWS BOY", "ESTELLE", "CHICORA" and others. But the "MONTAUK", with a long and varied history was he favorite. So when we cruise this beautiful, winding river course in this modern day perhaps there will be some moments to consider special memories of the lovely old "MONTAUK" which cruised this same route some seventy years ago.

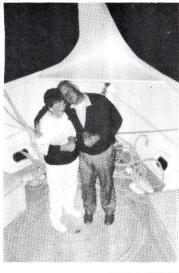
The namesake of this vessel was a place far from where it ended its days. As previously said, the vessel was originally built to service East Coast ports and initially ran out of Montauk, Long Island, New York. The ship was built at Wilmington, Delaware in 1891 and her overall dimensions were 188' in length, 31' wide with a draft of 11'. While in the Duluth area her owners were the Clow & Nicholson Transportation Company. The ship's hull was built of Swedish iron and she originally had two decks and 42 staterooms which were later removed before her service here at Duluth. Launched as the "MONTAUK" she was renamed "KING EDWARD" in 1902. Again in 1910 the ship was renamed "FOREST CITY" and then in 1922 was renamed "MONTAUK" for the second time. In the picture she is shown as the KING EDWARD



CONFERENCE CRUISE ABOARD THE VISTA STAR (LOVE BOAT)



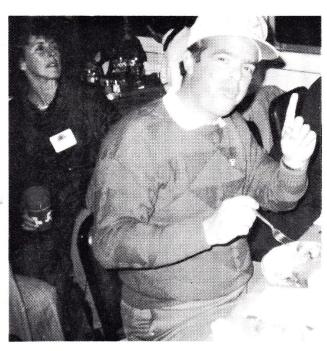
WAYNE & KATHY CARLSON



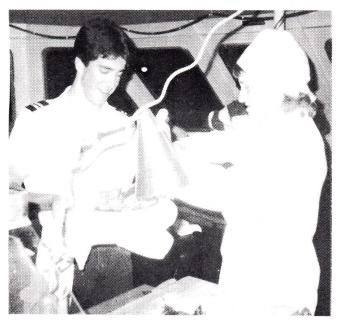
MAVIS & HARLAN EGGERT



LARRY & NANCY ANDERSON



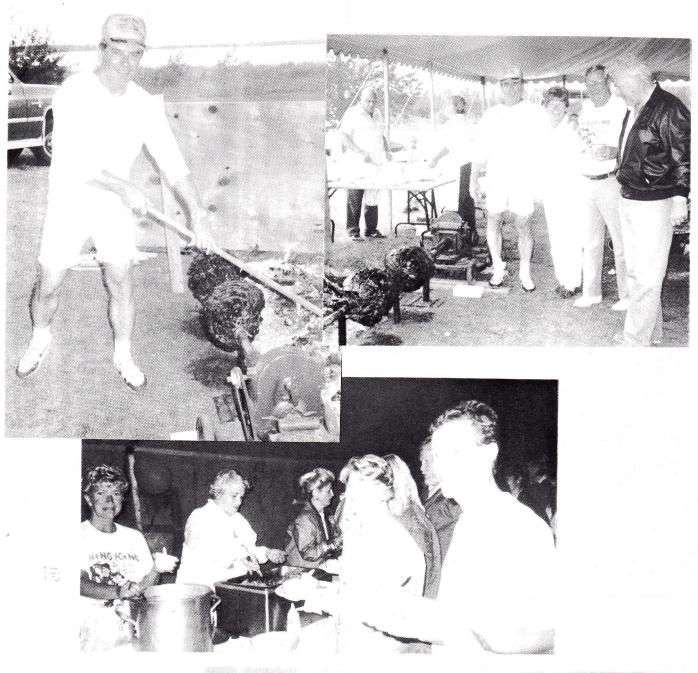
DICK WITH HIS FAVORITE PASTIME



A'LA PRIME RIB



THE SINGING DECK HANDS



"CORN ROAST" 1989

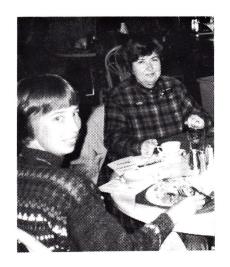
A GREAT TIME

A SUPERB MEAL

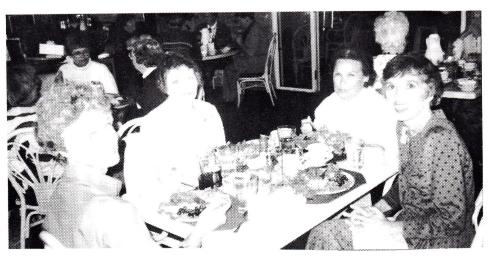


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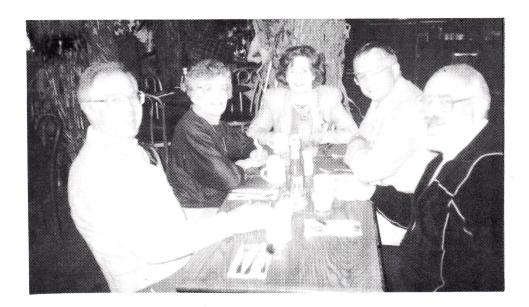


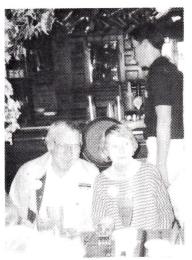
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DAN BLOOM

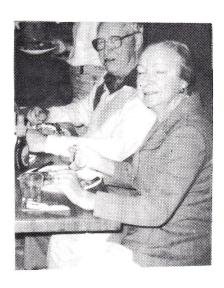
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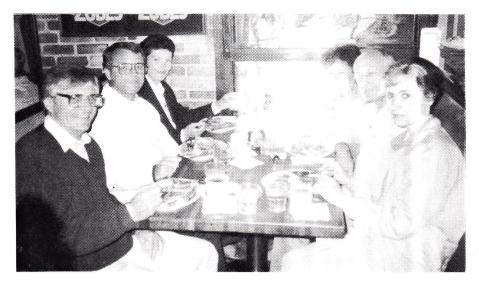
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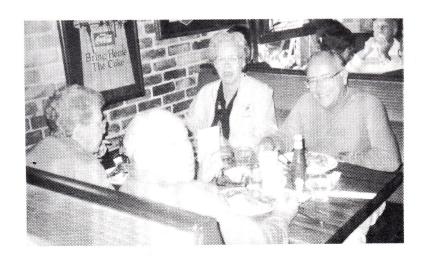
BRUNCH AT GRANDMA'S

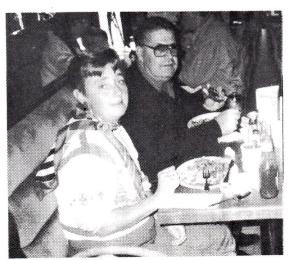












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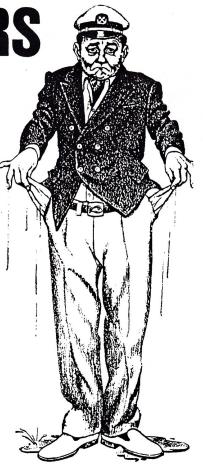
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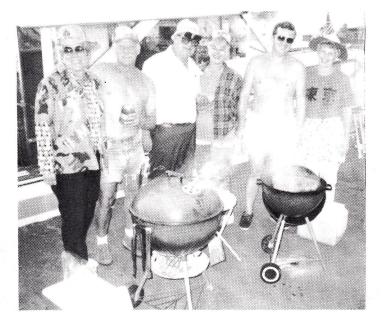


COMMANDERS CRUISE

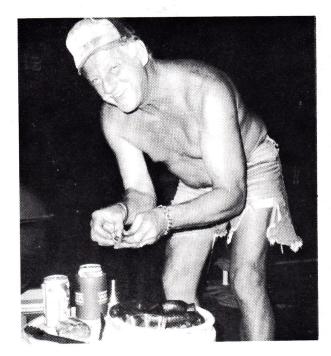


YOUR COMMANDER CANDY





COOKING CREW

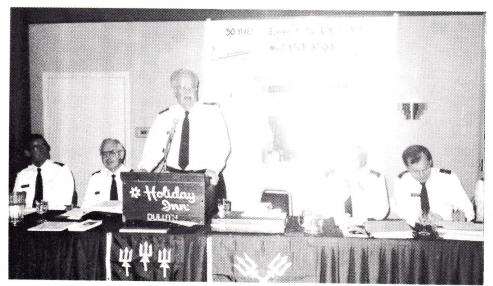


CHIEF COOK & PEPPER STUFFER

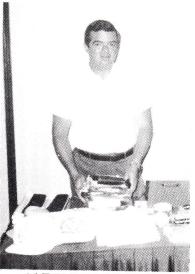


DOES ANYONE KNOW WHERE THIS BEACH IS?

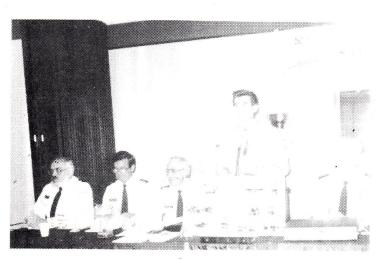
DISTRICT 10 FALL CONFERENCE



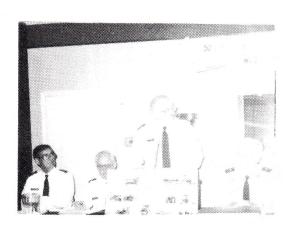
V/C PETER J. CHENERY, N



1/LT DICK VITULLO SHIPS STORE



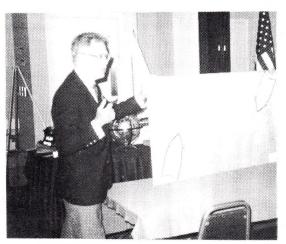
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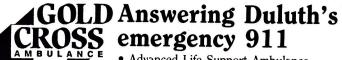
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