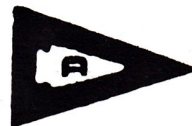




"Fly The Ensign Proudly"

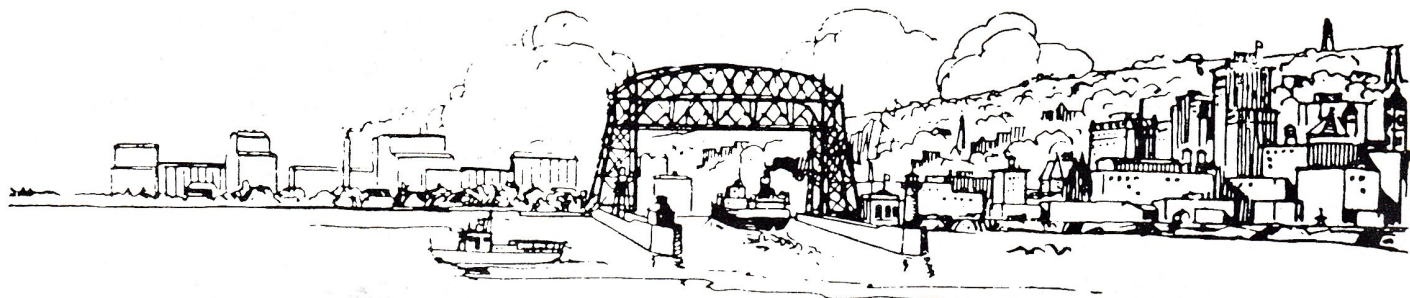


Channel Chatter

Published by The Duluth Power Squadron

A Unit of the United States Power Squadron
District 10

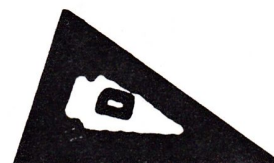
VOL. 89 DULUTH, MINNESOTA DEC- JAN, 1990 No. 6



ON THE INSIDE

COMMANDERS MESSAGE
EDUCATION NEWS
HYPOTHERMIA
NOTES & QUOTES
THE SILENT KILLER
BLISTERS
FCC UPDATE
CHRISTMAS PARTY





DULUTH POWER SQUADRON MEETINGS & EVENTS 1989-1990

DATES

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

MEETINGS

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

DATES

DECEMBER 9
MARCH 3, 1990

EVENTS

CHRISTMAS PARTY
CHANGE OF WATCH

*Greetings
and
Best Wishes*



COMMANDERS

MESSAGE



The Fall District 10 Conference was hosted by the Duluth Power Squadron on, 22-24 September 1989. It was well attended by members of the Duluth Squadron. Some of the information reported on and or discussed follows:

1. Minneapolis will be the site of the 1990 USPS Governing Board meeting. Frank Golle, Minnetonka Squadron, and his committees have been working for the past year making plans for many activities. They are now getting into promotion of the meeting. All Squadrons in District 10 will be asked to get involved. I too will be asking for your help. I serve as Secretary of the Planning committee, and P/C Robert Byrne is the Operations committee chairperson. We will need a lot of people to help as it is very similar to hosting a District conference, with attendance expected to be 1000 to 1200 delegates. Give P/C Byrne or myself a call and ask where you can be of help. The dates of the meeting are 12-16 September, 1990.

2. District membership is 1323 strong, which is an increase of almost 300 members over the past year. Retention continues to be a problem. A formula was accepted for implementing for a Membership Retention Award, and a traveling trophy cup will be presented at the Spring 1990 District 10 conference to the Squadron with the best retention.

3. A new Boating Class video is out for students who can not attend the Public Boating Course but would like to participate in the learning. The tape is available at Book Stores for \$39.95 to the public and Squadron members for \$29.95. At the end of the video is a toll free number that the student can call to schedule an exam. The six week Public Boating Course has been

receiving many good comments.

4. A new JN course is being worked on, and the new Cruise Planning Course was just released.

5. National is developing a new member program, which would offer a reduced member fee for more than one member in the family.

6. National's Leadership Development Program will be offered at the January 1990 District Council meeting. Squadron job descriptions were distributed to all Squadrons.

7. A new Squadron kit has been given to Central Wisconsin (Stevens Point) lets wish them well as they form a new Squadron.

8. The Education meeting conducted on Saturday by District Education Officer Daniel Simonson, well attended and well represented. All District Squadrons were asked to bring some of their teaching aids for display and demonstration. P/C Kenneth Johnson, N, did an excellent job of representing Duluth. He demonstrated a model sail boat that is used in both the Public Boating and Sail classes. Ken also showed a board with cleats on it for marlinspike practice and his display board showing two boats displaying their running lights, explaining navigation as to right of way, privileged and burdoned vessels. Gil Porter had a compass display showing parts of them and how they work together. All entries were judged by a District Committee, and Duluth was awarded First Place for their entries and received \$25.00 to be put towards Education. My thanks to Dan Simonson, Ken Johnson and Gil Porter for their time and worth-while efforts.

COMMANDERS MESSAGE CONTINUED

I just submitted the necessary forms to qualify Duluth for the District 10 "Star Squadron" award. This award was set up to award individual Squadrons for their efforts and at the same time gives the District Commander a report card on each Squadron's activities and progress. Stars are given for participating in Coop-Charting, Safety, Public Relations, conducting the Public Boating Course, Advanced grades, Elective courses for our own members, conducting an Operations Training Program, Boating activities, publishing a Squadron newsletter and roster, filing all required reports and forms in a timely manner, membership retention, goal statements set and achieved by the Commander of the Squadron, attendance by your Cdr and SEO at District and National meetings. All of your Bridge Officers and you as members have helped Duluth attain "Star Squadron" status. Awards will be given for 25 or more, 35 or more and 45 or more stars.

I have just completed the Merit Mark Recommendations for 1989, and what an impressive list I submitted. The volunteer hours you have each put in to make YOUR Squadron a growing, progressive one is phenomenal. Your contributions do make a difference.

I'd like to remind you that dues notices have been sent out. Please send your remittance promptly to Treasurer Gloria Vitullo.

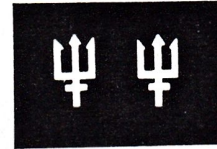
As the Holiday Season comes upon us, Harvey and I extend to all of you a very merry, safe and memorable Christmas and New Year.

CDR Candance Hengel, N

Little Things

Most of us
miss out
on life's
big prizes.
The Pulitzer.
The Nobel.
Oscars.
Tonny's.
Emmys.
But we're
all eligible
for life's
small pleasures.
A pat
on the back.
A kiss
behind the ear.
A four-pound bass.
A full moon.
An empty
parking space.
A crackling fire.
A great meal.
A glorious sunset.
Hot soup.
Cold beer.
Don't fret
about
copping life's
grand awards.
Enjoy its
tiny delights.
There are plenty
for all of us.

EDUCATIONAL NEWS



School, A session of instruction.

Instructor, One who instructs, A teacher.

Book, A set of written or printed pages fastened along one side and encased between protective covers.

Member, A person who belongs to a group or organization.

We have all of the ingredients for some very exciting courses that are offered to you, the member. Please take advantage of at least one of them. Your volunteer instructors put in many hours of preparation so that you may gain knowledge.

ENGINE MAINTENANCE: Began Wednesday, 2 November, 1989. Classes are being held at the Army Reserve Center on Park Point. Harlan Eggert and William Carlson are the instructors. Class will run for 10 weeks.

JUNIOR NAVIGATION: Began 3 November, 1989, at the Herbert Service Center. Albert Klopp is guiding these JN students into the world of stars and planets.

PUBLIC SAIL AND BOAT COURSE: Will begin Tuesday, 9 January, 1990. Ass't EO Steven Johnsen is lining up instructors, materials, class schedules and public relations. Steve will be conducting a training session for all past, new and interested instructors on Tuesday, 28 November, 1989. This is the new 6 week course, and we encourage all members with any interest to please attend this training session. It will be held at WLSSD, at 7:00 P. M. Call Steve for more details at 525-5148. If all goes well, we hope to offer a second 6 week Public Boating Course in March, after the Duluth Boat & Sport Show.

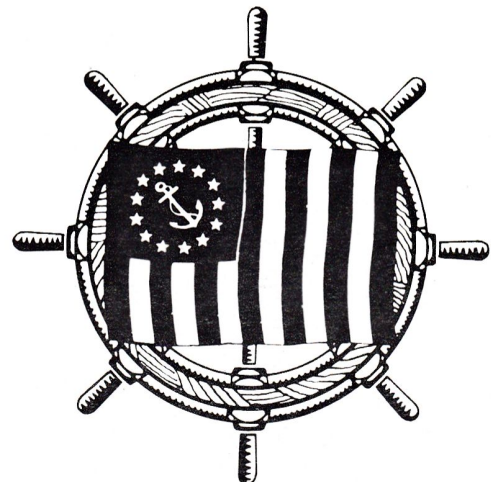
PILOTING: Will begin late January, 1990, most likely on Monday evenings. The class will be held at the Herbert Service Center, Vernon Peterson will be the instructor. More information will be sent to all members.

OPERATIONS TRAINING: Will be offered in March, 1990. Karen Naslund is working on this informal, interesting class, to teach you more about Squadron functions.

SEAMANSHIP: Will be offered spring of 1990. More information will follow as details are known.

With all these classes there is something for everyone, whether you take a class, teach or proctor. Get involved, it keeps your mind active, lets you meet and know other Squadron members that you can share something with, or perhaps learn something from, and it's an excellent way to earn a Merit Mark.

P/C Eugene Rock, N
Education Officer



HYPOTHERMIA

HYPOTHERMIA, the loss of body heat to the water, is a major cause of deaths in boating accidents. Often the cause of death is listed as drowning; but, most often the primary cause is hypothermia and the secondary cause is drowning. After an individual has succumbed to hypothermia, he will lose consciousness and then drown.

PFD's can increase survival time because of the insulation they provide. Naturally, the warmer the water, the less insulation one will require. When operating in cold waters (below 40 degrees F.) consideration should be given to use a coat or jacket style PFD as they cover more of the body than the vest style PFD's.

Some points to remember about hypothermia protection:

(1) While afloat in the water, do not attempt to swim unless it is to reach a nearby craft, fellow survivor, or a floating object on which you can lean or climb. Unnecessary swimming increases the rate of body heat loss. In cold water drownproofing methods that require putting your head in the water are

not recommended. Keep your head out of the water. This will greatly increase your survival time.

(2) Keep a positive attitude about your survival and rescue. This will improve your chances of extending your survival time until rescue. Your will-to-live does make a difference!

(3) If there is more than one person in the water, huddling is recommended while waiting to be rescued. This action tends to reduce the rate of heat loss and thus increase the survival time.

(4) Always wear your PFD. It won't help you fight off the effects of hypothermia if you don't have it on when you go into the water.

REMEMBER - SAFE BOATING IS NO ACCIDENT

DO NOT ATTACH YOUR PFD TO THE BOAT

Larry Anderson, S
Safety Officer

CHRISTMAS PARTY

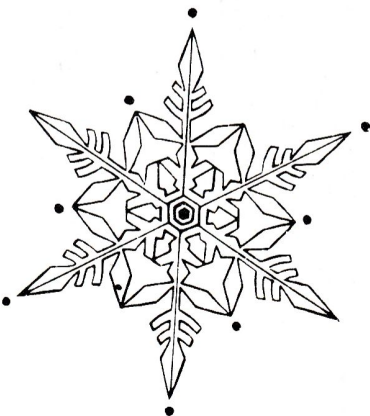
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FEDERAL COMMUNICATIONS COMMISSION (FCC) UPDATE

Great Lakes bridge to bridge (report and order) designates VHF marine channel 13 instead of channel 16. The intent is to relieve congestion on channel 16. Effective February 1, 1989.

Use of channel 79 and 80 permitted use for noncommercial (pleasure craft) vessels. This acceptance for noncommercial use of channel 79 and 80 are for the Great Lakes only. Effective April 3, 1989.

Use of channel 70 (reminder). Channel 70 is not to be used for two-way radio communication. It's use is designated for brief digital communication relating to the condition or safety of unoccupied vessels. Digital selective calling (DSC) on channel 70 use has been expanded to permit certain unattended transmitter operations and provide for use of shipboard sensor-activated VHF alarm systems, using DSC technology, on moored vessels. The original rules were released in November, 1987. The expanded specific use for DSC equipment was effective April 14, 1989. Do not use channel 70 for two-way radio communications.

Possible future rule making, not in effect at

this time.

Consider the deletion of using call signs on channel 16, use boat name only. This would reduce transmission time on the channel.

Designate private coast stations (marinas) on a channel other than 16. This would lessen the use of 16 when contacting a marina for itinerant information or inquiry.

Require design specifications for marine radios that would automatically terminate the transmission after a specific length of time the mike is keyed. This would eliminate the "stuck key" problem on the radio.

Note, many commercial radios (portables and mobiles) are already equipped to give an alert tone to the user if the mike is keyed for extended periods. Most are set for "alert" if keyed continuous for 30 to 90 seconds.

If you have other possible solutions for less non-emergency use of channel 16, write to: R/C George M. Hock, AP, 2950 Washta Bay Road, Excelsior, MN 55331

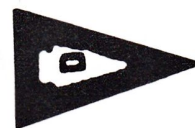
submitted by Harvey Hengel, N

.....

*Happy
Holidays*



NOTES AND QUOTES FROM DICK BIBBY



Members will promptly recognize the pretty First Mate in the nine year old photo offered this time around. But how many can name the attentive Santa with the sagacious eyes? Selected from our photo file, this photo was taken at our Squadron Christmas Party back on 5 December 1980. (We will name this red clad "character" in the next issue)





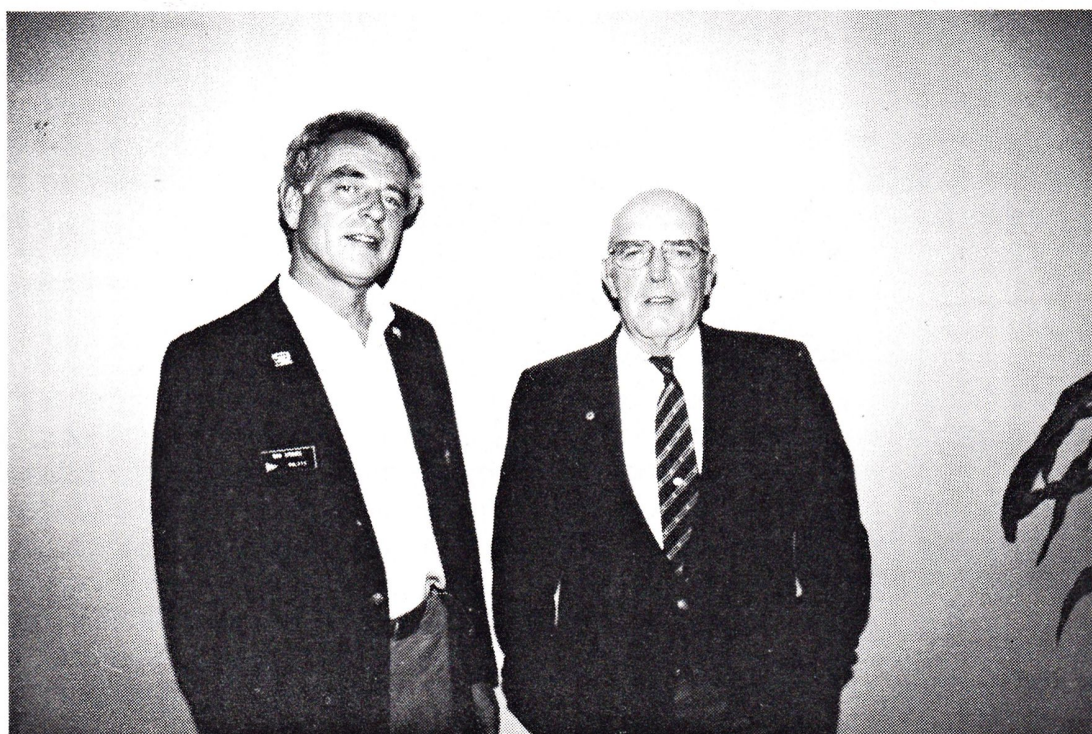
INTRODUCING OUR NEW MEMBERS

left to right

Michael King, David Rutford, Mel Whiteside, Teresa King,
Sven Hubner, Robert Bruce and Linda Carstens

HATS OF TO THE CO-CHAIRMEN OF OUR DISTRICT CONFERENCE

P/C Robert Stokes and P/C Richard Bibby



CARBON MONOXIDE, THE SILENT KILLER. CAN YOU TRUST YOUR ALARM SYSTEM?

Recently we had the unfortunate experience with the silent killer, carbon monoxide. Our boat inhaled fumes from another boat that was along-side ours with it's generator running. The exhaust fumes containing the deadly carbon monoxide apparently came into our boat through the fresh air intakes for the motor compartment and premeated throughout the boat over a period of several hours.

We experienced the "text book" signs and symptoms of carbon monoxide toxicity. Confusion, nausea, headache, loss of arm and leg control and a general sense of not being able to coordinate or control any meaningful motions. Fortunately, once we were excluded from the carbon monoxide infiltrated area, we were able to recover. It took us 4 or 5 hours to be able to sit and stand unsupported and 3 to 4 days to get back to "normal".

I am writing this article to inform you that most carbon monoxide detection, alarm and control systems are pre-set at a level that, in my opinion, will get you in serious medical trouble before alerting you! We had 3 Newtec brand marine unit code CMM-1 detection sensor-alarms on our boat. They were installed by the boat manufacture according to the specifications of the supplier (NEWTEC). None of them sounded although they were located in the forward cabin, the galley area and the aft cabin where we stayed. After our incident I made several inquires as to the settings of carbon monoxide detection devices specifically for pleasure craft and rv's.

These carbon monoxide (co) devices are set at 180 parts per million (PPM). As

everything is relative to something, I found out that at 50 PPM in a building construction area, an example would be using liquid fuel burning heaters, the heater has to be turned off or additional ventilation provided. At 100 PPM for a period of 2 hours you would experience a headache. At 180 PPM (which the alarm is pre set for) for a period of less than 1 hour you would experience a headache. The credability for presetting at 180 PPM losses it's merit because the body builds up carbon monoxide concentration even though the level in the environment stays below the 180 PPM alarm level. You could have an environment level of 175 PPM with no alarm sounding and reach (CO) intoxication levels within just 3 hours that would have you in deep trouble including nausea, vomiting, drowsy and possible collapse. Further deterioration will result in coma and permanent brain damage and lastly death.

The manufacturers of (CO) devices are trying to find ways to lower the settings of PPM and keep the costs in a range that they will have buyers in the boat and rv industry. They tell me that any device designed to accurately and consistently measure 50 PPM CO cost well over a thousand dollars and they would not have the sales.

My advice, don't trust your (CO) alarm system, it's set too high for PPM to warn you of death producing carbon monoxide. You will be in trouble long before the alarm sounds, like we were.

To recap. A quote from the U.S. Army Human Engineering Laboratory describes what carbon monoxide does to you. "The

Blisters: Footinf the Bill

The latest developments in blister repair and prevention read like a good news/bad news joke.

The good news first. Researchers and boat builders are zeroing in on cost-effective manufacturing materials and techniques, as well as repair methods which may make blisters a thing of the past.

The bad news is that even on the brink of blister break-throughs, only a few manufacturers have been willing to adopt blister-proof building methods or offer warranty protection to their customers. The majority of manufacturers are maintaining the wait-and-see stance the industry has taken toward blister damages for over a decade.

Conservative estimates are that at least half the new boats on the water today will develop blisters in the first two to seven years after manufacture. The standard epoxy barrier coat repair can cost anywhere from \$100 to \$200 per foot, according to information gathered by the Consumer Protection Bureau. But, boat owners can expect to pay at least twice as much if they opt for state-of-the-art repair methods utilizing

THE SILENT KILLER, CONTINUED

organs that feel it first are your heart and your brain since they require the most oxygen to function properly. Therefore, if the early warnings your body gives you are ignored for any reason, either mistaken for symptoms or something else or simply not experienced because you are asleep (as we were), you'll continue to move on to the next succeeding stages of (CO) intoxicification. If you continue to do nothing, you face the very real risk of winding up in a coma, convulsions and death".

Harvey Hengel, N

vinylester resins.

It's worth mentioning that while few boat repair facilities guarantee epoxy repair jobs, most vinylester repairs come with promises of several years' protection.

Even though manufacturers may not formally accept responsibility for repairs, many will make "policy adjustments" or "gestures of goodwill" by providing repair materials at no charge or by providing several hundred dollars to offset the blow.

Assistance is most likely to be provided when original-owner boats blister within the first year or two. Owners of older boats and used boats are likely to receive more than technical advice about repairs.

Since most manufacturers have a specific recommended repair, it is advisable to contact them before proceeding with any work, but members can also obtain information by requesting the Consumer Protection Bureau's blister information packet.

Credit: BOAT U.S. REPORTS
submitted by H. Hengel, N



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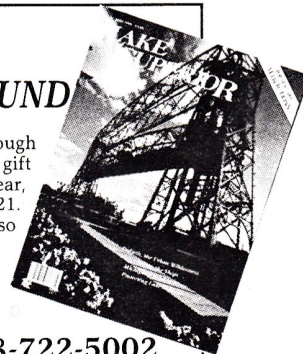
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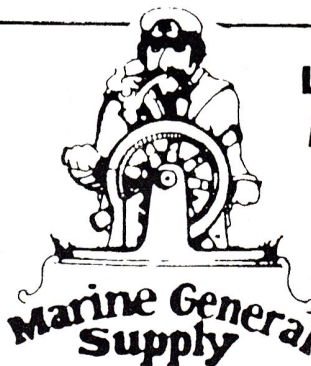
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ACCORD

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

2801 E. 2nd St., Duluth, MN 55812

Mailing Address

o/o Candance Hengel

(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

August Michaelson
8/16/89

GROUP (Organization or Club)

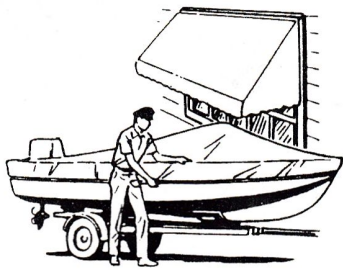
By

Title

Dated

Candance Hengel
Commander
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