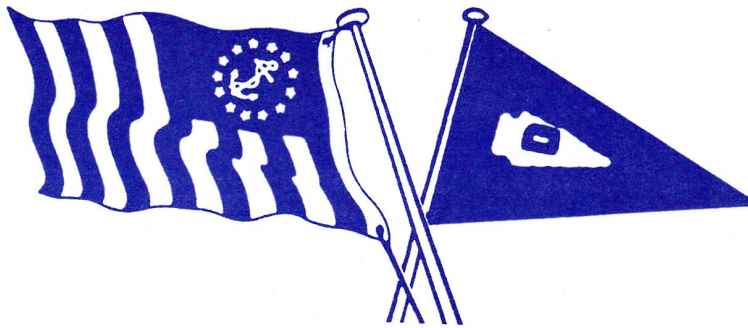


Channel Chatter

Official Publication
DULUTH POWER SQUADRON
Duluth, Minnesota
A Unit of the United States Power Squadrons
Sail and Power Boating
District 10



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NOTES AND QUOTES
DON'T MISS THE BOAT**

**FEB-MAR
1990
VOL. 90
NUMBER 1**

DULUTH POWER SQUADRON MEETINGS & EVENTS 1990-1991

DATES

FEBRUARY 15
MARCH 8
APRIL 5
APRIL 19
MAY 3
MAY 17

MEETINGS

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

DATES

MARCH 3, 1990
MARCH 23-25, 1990

APRIL 28
MAY 12
MAY 19
SEPTEMBER 13-16, 1990

OCTOBER 12-14, 1990

EVENTS

CHANGE OF WATCH
DIST 10 CONFERENCE
MARINETTE, WI
FITTING OUT PARTY
CANADIAN CHANGE OF WATCH
DOCK CLEAN UP
NATIONAL GOVERNING BOARD
MEETING, MINNEAPOLIS, MN
DIST 10 CONFERENCE
GREEN BAY, WI

TRAINED SKIPPERS MAKE *Boating* SAFER

COMMANDER'S MESSAGE

It's hard to believe that my year as Commander is about up. It's been quite a voyage! I have highlighted some accomplishments and activities. . .

MEMBERSHIP: Squadron membership for 1989 showed healthy growth. On 31 December 1988, we had 149 Active members and 31 Family units. During the 1989 year we gained 35 new Active members, 17 Family units, and 3 Associate members. With non-renewals for the year 1989 and new members received up to the present, our current membership count is 171 Active, 44 Family units, and 3 Associate members.

25 YEAR MEMBERSHIP pins went to Owen Erickson, Erling R. Hansen, Maurice C. Moe, Walter H. Rauschenfels, and Wayne A. Youngren.

EDUCATION: 5 ADVANCED GRADES were offered this past year:

PUBLIC SAIL & BOAT COURSE

87 graduates, 3/89

PUBLIC SAIL & BOAT COURSE

Class in session, 1/90

SEAMANSHIP

22 graduates, 4/89

PILOTING

1 graduate, 6/89

PILOTING

Class in session, 1/90

ADVANCED PILOTING

16 graduates, 4/89

JUNIOR NAVIGATION

Class in session, 11/89

2 ELECTIVE COURSES
were offered this past year:

MARINE ELECTRONICS
10 graduates, 5/89

ENGINE MAINTENANCE
22 AWAITING EXAM RESULTS

SKIPPER SAVER
12 GRADUATES 12/89

OPERATIONS TRAINING
12 graduates, 4/89

PRINCE HENRY AWARD: Duluth Power Squadron was awarded this prestigious award for the 2nd year in a row. The award is given by District 10 to the Squadron that shows the most achievements in JN, N, and Full Certificate holders.

SAFETY: Over 300 safe boating packets were made up and distributed to local marinas and boat launching sites. In conjunction with the U.S.C.G. Auxiliary, a day was set aside to perform Courtesy Marine Exams on Duluth Squadron member's boats. The day was a huge success, with 16 boats being inspected. Local TV stations were present for coverage of this event.

COOP CHARTING: The Duluth Power Squadron received National Honor Roll status for the 3rd year. This award is given for superior performance in providing information to the Charting and Geodetic Maintenance Programs of the National Ocean Service. Six members helped to contribute towards this award: Robert Byrne, David Carlson, Gloria DeSmedt, Candance Hengel, Harvey Hengel, and Kenneth Johnson. Robert Byrne, David Carlson, and Kenneth Johnson also attained individual honor roll status.

NATIONAL EDUCATION FUND: Duluth Power Squadron attained 100% contribution to this fund. The purpose of this fund is to promote and develop educational programs, techniques, and courses in boating, seamanship, navigation, engine maintenance, marine

Channel Chatter

electronics, sailing, weather, and boating safety.

CHANNEL CHATTER: Duluth Power Squadron received National recognition for outstanding performance in the practice of USPS Journalism for our bi-monthly publication. Thanks are due to the editor, David Carlson, and all the members who contributed articles and ads.

STAR SQUADRON STATUS: is a new incentive program developed by D/10 this past year. Your Bridge Officers and many members have contributed towards Star Squadron Status. Results will be forthcoming.

DOCK PROPERTY: We are most fortunate to have the continued use of the property in Superior for Squadron events and members' use at any time. Thanks to Sidney Mason for coordinating all the upkeep efforts and to Dell Forsyth for his work on lease and insurance renewal. Special thanks to Don Hansen and John DeSmedt for their expertise, time, and efforts to pour the cement slab and permanent tie-downs to accommodate the tent we now own.

EVENTS: were many and very well attended. Change of Watch, Barkers Island Education Seminar, Fitting Out Party, Dock Clean-up, Duluth's Lakewalk Grand Opening, VOYAGE of the ENSIGN, Duluth's 50th Anniversary Celebration, 4th of July Festivities, Predicted Log Contest, Treasure Hunt, Corn Roast, Commander's Cruise, Christmas Party, Duluth Boat & Sport Show.

The BIG EVENT: of the year – Duluth hosting the Fall District 10 Conference as part of our 50th year of "Safe Boating through Education." The overwhelming support shown by so many of our Squadron members made this a conference we will not soon forget – you are very special people! P/C Richard Bibby and P/C Robert Stokes were the co-chairs for this

event and they did one super job!

SHIP 6 SEA SCOUTS: Duluth Power Squadron has sponsored SHIP 6 for over 30 years. We are fortunate to have Dell Forsyth as coordinator. The Explorer Scouts were involved in several of our events. They donated a 50th Anniversary banner and cake that was presented to all those who worked at the dock clean-up. They are working hard to raise monies for 3 new boats to upgrade their fleet.

COMMANDER'S PARTICIPATION & COMMENTS: As your Commander in Duluth's 50th year of "Safe Boating through Education," I conducted 10 Executive Board Meetings, 6 General Membership Meetings, attended the Canadian Change of Watch, the Milwaukee Spring Conference, Duluth Fall Conference, District 10 Council Meeting in Steven's Point, Wisconsin. I attended one meeting on behalf of the Duluth Power Squadron, conducted by the North Shore Management Board, to study the need for additional harbors of safe refuge along the North Shore. I sat in on numerous intra-Squadron committee meetings and currently serve as a committee chair on the 1990 Governing Board Planning Committee for the 1990 Fall Governing Board Meeting to be held in Minneapolis, Minnesota.

I THANK YOU all for the honor and privilege to have served as your Commander as we traveled through the 75th anniversary of USPS and the historical 50th Anniversary of the Duluth Power Squadron. I've learned so much from so many, and will repeat what I've said before: YOU are the Squadron's most valuable asset.

I depart from office with many fond memories, and pledge my continued support to Commander-Elect Harlan Eggert, his Bridge, and the Duluth Power Squadron as we meet the challenges of the 90's.

CDR CANDANCE HENGEL, N

ADMINISTRATIVE OFFICERS REPORT

Spring is almost here and it is now the time we usually start planning and dreaming of the summer to come, arranging vacation times and planning destinations. Going to Boat Shows to look over the new boats, electronics and other gear you might be considering for the upcoming year.

I ask you now to take a little time and take a look at the squadrons activities for 1990, below.

Circle the event or events that you would enjoy helping with and give it to your Administrative Officer or another officer.

The success of these events depends on new and old members for their ideas and help.

Don't forget to attend the Change of Watch on March 3rd at the Holiday Inn.

Lt/C Arne Wuorinen, AP

Fitting out Party

Dock Clean Up

4th of July

Predicted Log

Treasure Hunt

Corn Roast

Christmas Party



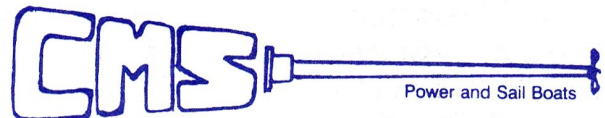
In Memory Of

ROBERT HANNIGAN, P

Died 2 December, 1989

Duluth, Minnesota

Member USPS 24 Years



CARLSON MARINE SERVICES

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MERIT MARK RECOGNITION

As Commander of your Squadron, it is my honor and privilege to have recommended the following members for Merit Mark Recommendation. This is your reward for having served so well in furthering the objectives of USPS. Congratulations to each and every one of you on a job(s) well done. An impressive 86 Merit Marks were granted by the Chief Commander – WOW! Twenty-seven were granted to members receiving their first Merit Mark – way to go!

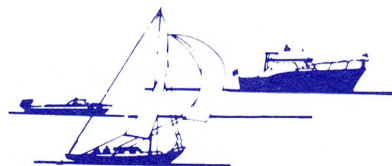
Dale W. Amundson
Larry J. Anderson
Richard A. Bakke
Bruce A. Beste
Richard D. Bibby
Merlyn C. Bowker
Howard L. Boynton
Greg R. Brisky
Robert J. Bruce
Joseph L. Bullyan
Robert J. Byrne
David C. Carlson
Wayne D. Carlson
William A. Carlson
Frederick L. Crandall
John R. DeSmedt
Gloria DeSmedt
Joseph G. Economy
Harlan A. Eggert
Owen W. Erickson
David B. Fitch
Dell W. Forsyth
Gerald R. Geisert
Manley Goldfine
William C. Gooder
Manley R. Grover

Robert Haigh
Donald P. Hansen
Erling R. Hansen
John Harrison
Arthur C. Haugen, Jr.
Robert J. Hecht, Sr.
Marvin R. Heide
Candance L. Hengel
Harvey A. Hengel
David G. Hogan
Thomas A. Holt
Rita V. Johnsen
Steven Johnsen
Frederick V. Johnson
Kenneth A. Johnson
Todd Johnson
Leo J. Kennedy
Robert F. Kervina
Albert E. Klopp
Donn Larson
Andrew C. Maras
Dennis Markon
Mary A. Markon
James R. Marshall
Sidney R. Mason
James L. Meehan, Jr.
David Miller
James. E. Munger
James W. Naslund
Karen A. Naslund
Ann Louise Neetenbeek
Eric J. Neetenbeek
Clark J. Neetenbeek
James H. Neetenbeek
June R. Neetenbeek
C. Bruce Nimmo
James A. Olson
Vernon P. Peterson
Walter E. Plude
Thomas J. Pollock
David F. Poulin
W. H. Rauschenfels
Gilbert T. Richey
Mary M. Richey

James D. Robinson, Jr.
Eugene L. Rock
Albert J. Ryckman
Ronald Sinocca
Daniel Simonson
Robert K. Smith
John W. Soetebier
Robert E. Stokes
Michael J. Sundberg
Ed Viska
Janice D. Viska
Gloria J. Vitullo
Richard J. Vitullo
Ron E. Waterhouse
Arne D. Wuorinen
Wayne A. Youngren

CONGRATULATIONS
CONGRATULATIONS
CONGRATULATIONS

I also wish to recognize the spouses, children, and friends who have been the behind the scenes "movers and shakers." Each of these individuals will receive a certificate of appreciation from the Commander.



EDUCATIONAL NEWS

PILOTING: Classes began on Monday, 15 January 1990. Classes are being held at the Herbert Service Center, Lunch Room, from 7:00 - 9:30 PM. The Herbert Service Center is located at Rice Lake and Arrowhead Roads. Vernon Peterson, AP, is the instructor. Cost is \$12.00 per person. Seamanship is no longer a requirement to take this course; however, Seamanship will have to be taken before one can take Advanced Piloting. A Seamanship class will be conducted this spring. It's not too late to get into this Piloting class - call 724-2223 for more information.

JUNIOR NAVIGATION: Classes continue with Albert Klopp, N, and Daniel Simonson, N, as instructors.

ENGINE MAINTENANCE: This large class wrote the exam on 10 January and are awaiting results. Many thanks to Harlan Eggert, AP, and William Carlson, AP, for teaching this course.

PUBLIC SAIL & BOAT COURSE began on Tuesday, 9 January 1990. We are teaching the new 6-session course. We ask all members to please set aside Tuesday evenings from 7:00 - 9:30 PM and come up to give support and help to the instructors and students. A second 6-week session will start on Tuesday, 6 March 1990, after the Duluth Boat and Sport Show.

OPERATIONS TRAINING will be offered in March. Karen Naslund will be sending out more information in the near future.

SEAMANSHIP: Classes will be conducted this spring. More information will be mailed as soon as details are worked out.

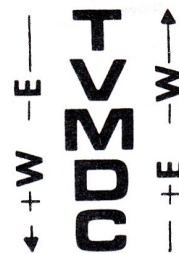
CONGRATULATIONS! The SKIPPER SAVER class of March 1989 has completed their check-off lists. The following Squadron members have been awarded Skipper Saver certificates and patches:

Dulinski, Jeffrey
Heide, Margaret
Heide, Marvin
Hogan, David
Neetenbeek, Ann
Neetenbeek, Clark
Neetenbeek, Eric
Neetenbeek, James
Neetenbeek, June
Richey, Gilbert
Richey, Mary

P/C EUGENE ROCK, N
EDUCATIONAL OFFICER

**TVMDC
TIME
DISTANCE
SPEED**

**REMOVE
AND
STICK
ON
YOUR
PLOTTER**



$$D = \frac{S \times T}{60}$$

$$S = \frac{D \times 60}{T}$$

$$T = \frac{D \times 60}{S}$$

**DULUTH POWER
SQUADRON**

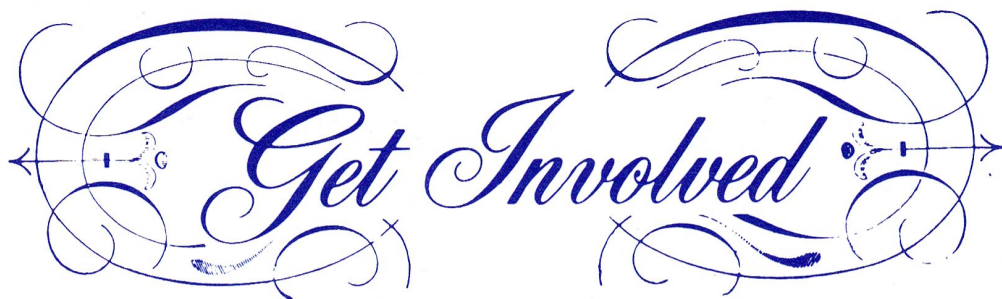
COOP CHARTING WE HAVE DONE IT AGAIN !!

For the third year in a row, Duluth Power Squadron has obtained the Honor Roll status in Coop Charting. That means that we had at least the minimum number of members compile the minimum number of points to achieve this goal. Three of these people achieved individual Honor Roll status, and Dave Carlson was second highest in District 10. To all of these people I say WELL DONE. We are now in a new coop charting year (1 Oct. to 30 Sept.).

If you would like to be part of this program contact any one of the people who have been holding up Duluth for the last few years, they will be glad to help.

Coop Charting has saved the U.S. Government \$12,000,000.00 dollars each year for the last few years. That is a lot of your tax dollars and you can be a part of it. So come and join in.

Duluth Squadron	Credits Awarded	Honor Roll	% excess over requirements
BYRNE ROBERT	81	YES	3
CARLSON DAVID	259	YES	228
DESMEDT GLORIA	5	NO	0
HENGEL CANDY	5	NO	0
HENGEL HARVEY	13	NO	0
JOHNSON KEN	101	YES	28



ROBERT BYRNE

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1-715-374-2354

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626-2345

SUPERIOR TIRE & AUTO
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SUPERIOR, WI
392-7070

SAFETY

FOR SALE

**1990 NAUTICAL ALMANAC
\$10.50**

Available now to Squadron Members:

**USPS VIDEO BOATING COURSE
for POWER and SAIL.**

Everything you need to know to earn a nationally recognized boating education certificate. A great refresher course for more experienced boaters. A perfect way to introduce family and friends to boating.

This 80 minute video, together with the accompanying 240 page book, covers all the material normally taught in the six weekly USPS classes.

Available to Squadron members for \$30.00 and to non-members for \$39.95

Contact Candy Hengel, 724-2223

**1975 25 foot VENTURE
Sailboat and Trailer
very well equiped
all new sails**

**DENNIS and MARY MARKON
392-6413 evenings**

AN IMPORTANT PART OF GETTING YOUR BOAT READY FOR A NEW SEASON

As spring approaches and you start to get the boat ready for a new season, safety should be an important part of the preparation.

- A. Do the navigation lights work?
- B. Do you have a horn or whistle capable of being heard for one half mile?
- C. Are your life jackets in good condition? If your boat is over 16 feet, do you have an approved throwable device?
- D. Are your fire extinguishers fully charged?
- E. If you plan to boat on Lake Superior, do you have an up to date visual distress kit?
- F. Is your bilge blower in good working condition?
- G. If your boat is less than 16 feet, do you have a paddle or oars?
- H. Are fuel tanks and fuel lines in good condition?
- I. Do you have a bailing pail on board?
- J. Is your anchor and anchor line in good condition?

I encourage all squadron members to take advantage of the Courtesy Marine Examination offered by U.S. Coast Guard Auxiliary.

Larry Anderson, S
Safety Officer

the MENOMINEE/MARINETTE POWER SQUADRON



DISTRICT 10 SPRING CONFERENCE

23, 24, 25 MARCH 1990

RIVERFRONT INN • MARINETTE, WI

FRIDAY 23 MARCH



1400 Registration - Lobby
1530 Hospitality, Fellowship
Videos, Displays

SATURDAY 24 MARCH

0715 Continental Breakfast

0800 Ladies Hospitality

0900 Meetings

0930 Seminars



0930 Bus to PineTree Mall • Saranac Glove Co. &
Lauerman House Luncheon • Program

1145 Members Lunch at Riverfront Inn

1315 District 10 Business Meeting

1515 Tour of Marinette Marine
Dress for the weather!
Bus from Riverfront.

SARANAC
GLOVE CO.

MALL

SHOP
TIL
WE
DROP!

MCM-4 CHAMPION



1730 Cocktails Poolside - Complimentary wine & sodas

1830 Banquet - Buffet of Roast Round, Baked Chicken & Fish

2000 Eric Smith from Northern Michigan University
presenting "Shipwrecks of Isle Royale"

SUNDAY 25 MARCH

0830 N Club - Ken Exworthy, M&M Squadron presenting:
"Electronic Loran Plotters in Marine Navigation."

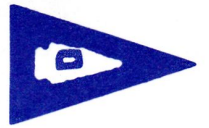


SKU
1990



Duluth Power Squadron

SAIL AND POWER BOATING
A UNIT OF
UNITED STATES POWER SQUADRONS
DULUTH, MINNESOTA



4 January 1990

CALL TO THE ANNUAL MEETING

Thursday 15 February 1990

1845 At the RADISSON HOTEL, DULUTH, MN

The Squadron elects it's Officers (New Bridge), Nominating Committee and Audit Committee for the coming year at the Annual Meeting.

The Slate of Candidates for the 1990-91 term follows. If a member, or group of members, wishes to submit an alternate slate, it must be mailed to the Secretary at least 15 days prior to the Annual Meeting. This letter must be signed by at least five members to be considered. This is according to Article XI Section 11.01 of the Duluth Power Squadron By-Laws.

COMMANDER	HARLAN A. EGGERT, AP	722-0049
EXECUTIVE OFFICER	ARNE D. WUORINEN, AP	879-1897
EDUCATIONAL OFFICER	P/C CANDANCE L. HENGEL, <u>N</u>	724-2223
ASST. EDUCATIONAL OFFICER	STEVEN P. JOHNSEN, AP	525-5148
ADMINISTRATIVE OFFICER	GREG R. BRISKY, S	724-4916
SECRETARY	RITA V. JOHNSEN, AP	525-5148
TREASURER	GLORIA J. VITULLO, AP	525-4138
EXECUTIVE COMMITTEE	GLORIA DESMEDT, P	624-5909
	LARRY J. ANDERSON, S	729-7491
	DAVID C. RUTFORD	724-4854

Commander Hengel requests that all elected and appointed officers submit written and give oral reports of the activities of their departments for the past year, with a copy for the Commander and one for the Secretary.

Respectfully yours,

Rita V. Johnsen, AP
Secretary

NOTES AND QUOTES BY DICK BIBBY

Once again this sometimes sentimental correspondent has turned his attention to the pleasant diversion of reviewing past issues of our Squadron's CHANNEL CHATTER. It's fun to revive some of these impressions and experiences written many years ago, some of which are still entertaining and still possess much influence.

For example, back in June of 1971, then Commander Bob Stokes thought it was appropriate to print the following gem, making reference to becoming a better Squadron member. I believe now, as Bob did then, that its message still rings true...

"LET'S JOIN THE CLIQUE"

"For years the word has been that our Squadron is controlled by a clique. Upon investigation, this statement is found to be TRUE! Furthermore, it has been determined that this clique is composed of dedicated members who attend meetings and social functions, who accept appointments to committees, who give willingly of their time, energies, and talent, and who sincerely believe that the more one puts into his Squadron, the more he will get out of it."

"It is not difficult to join this clique. In fact, it is very easy. Begin by attending meetings regularly, take a more lively interest in your Squadron's undertakings, be constructive and helpful, and accept responsibility to get things done well. Show a continuing interest in all phases of USPS activities by participating and demonstrating a cooperative effort."

"Before you know it, you'll be part of the clique, and you will be surprised how eager others are to have you take part in what is

going on."

"By the way, this clique meets rather frequently. Dates and places are distributed to the membership early in every administration. Individual notices are sent to each member at least two weeks in advance, and frequently you will receive a personal invitation by telephone."

"So - join the Clique!! Welcome aboard!! It's your Squadron!!"

Author unknown.

In this same issue of June, 1971, we found the following entry about a gentlemen that is still very much with us...

"A new member, Dick Gajewski, with the SUGAR N' SPICE, REALLY took his Squadron oath to heart when he raised his right hand and swore to 'render assistance, whenever possible, to anyone afloat who is disabled or in distress.' Of his first three times out, he twice ended up towing disabled boats back to shore. This writer suggests he give up the meat business and go into partnership with Tommy Lyle!"

Attention P/C Robert J. Byrne, N... In reviewing the March 1974 issue of Channel Chatter we find the following entry under Year-End Committee reports...

"CO-OP CHARTING - Jim Meehan reported he received no reports regarding chart errors, or any communications from District or National."

It is suggested here Robert that Smiley would be the obvious one to assist you in gaining even higher laurels in your important work as

Co-Op Charting Officer (???).

Back on 18 September 1974 when John Harrison was our Commander, the following old tars were inducted into our Duluth Power Squadron at the General Meeting at the Radisson Hotel...

Dell Forsyth (Wife: Mary Jane)
Boat: 35-foot, Roamer "MISTCHIEF"
45 years in boating

Sven Hubner (Wife: Kirsten)
Boat: 30-foot sloop, "SKAK III"
30 years boating experience

In 1967 the following Elected and Appointed Officers were listed in the May issue of Channel Chatter. Now, some 23 years later, these six members are still going strong...

Secretary	Robert Stokes
Executive Committee Member	Manley Goldfine
Nominating Committee Member	Stan Jacobs
Educational Officer	Bruce Nimmo (Take Note Candance!!!)
Safety Officer	Manley Grover
Channel Chatter	Jack Soetebier (Take Note David!!!)

Here's one that I have wanted to reprint in its entirety since I started this little corner of "Notes and Quotes." I totally respect the involved gentleman, not only for his obvious writing ability, but because he was, in any sense of the word, a real sailor. Sometimes we tend to overlook a commonsense truism which supports a belief that there is one factor which matters far more than the boat or vessel, and that is the men who serve in them... This member's excellent qualifications at sea were not granted by any shoreside establishment but were rather apprenticed through

many years of actual sailing experience, and he is among the best in our boating area. Read the following story he wrote back in November of 1971 and see if you agree with my reflected appraisal...

"THE TRANS-SUPERIOR RACE FROM THE DECK OF THE 'HUSSAR'"

So far this year, "HUSSAR" has logged over 2,000 miles – twice to Bayfield, once to Isle Royale and Port Arthur, and then to Sault Ste. Marie for the race back to Duluth. Every trip has been memorable and every crew great, but the most memorable was the Trans-Superior Race.

The race really begins in April when the crew is picked. For a long distance race, we need 6 good men, 3 on and 3 off. I chose "Doc" Shaw first – he has been a stalwart from the crew of our former boat, the "BLITZEN." He had always been Captain of the starboard watch and a man I would trust to run the ship as well as myself. On the "HUSSAR," he's known as the "1st Offizier."

Next we had to have good food to keep up morale. In this department I chose Jerry Malone, a tough Irishman who never gets seasick and can cook up a storm, in a storm or out. Jerry is always ready with something to eat; he even sets up quite an hors d'oeuvre plate for the cocktail hours. He is always in good humor, and keeps us laughing with his jokes aboard "HUSSAR," where the cook is known as the "Ober kuchen meister."

We then needed 3 good men who knew the boat and how to handle her. One was Peter Ullrich, who has sailed with me for two years and is a Squadron member. A native of Germany with a real love of sailing, he hopes to own his own boat someday. Last year he was called our "Unter deck Affe" (second deck ape), but has graduated to "Ober deck Affe" (1st deck ape). Pete never says no.

Channel Chatter

Another Duluthian was Ned Basher, a sailboat and airplane owner and a pilot in the Minnesota Air Guard. Ned's really a great sailor and all around good guy.

Jim Coslet from Canada teaches sail in the Lakehead Squadron and has sailed for years. He was an asset because of his experience, and as the only Thunder Bay participant in the race, he made our crew international.

I brought the boat down during the preceding week (a story in itself) and arrived at the Soo on Friday at 0115. We slept a little and by 0900 I began inspecting boats. It was my job on the Trans-Superior Race Committee. I had a list of about fifty items to check, beginning with the construction and seaworthiness of the boat. Of course, all Coast Guard required equipment, plus safety harness for each crewman, lights and whistles on each life preserver, radar reflector, 2 horseshoe ring buoys (one of which has an automatic zenon light), a dye marker and drogue plus a marking buoy on 8 or 10 foot mast and flag all attached together. Every boat must carry life rafts enough to carry all the crew. It must have ship-to-shore radio, first-aid kits, 2 bilge pumps, spare running lights, and many other features. If a man is ever lost on this race, it's not because of lack of safety equipment.

On Friday night we had a cocktail party and banquet followed by a skipper's meeting, where every detail about the race was explained.

The race would start at Iroquois Point. The "NAUGATUCK" (Coast Guard Cutter) would start us and accompany us to Duluth. Ed Drill was starter and would go with us all the way to Duluth. The "JOSEPHINE SEA," with Fred Sherman and wife Leslie, would accompany us also and act as communications vessel.

At 0800 Saturday, we had breakfast, kissed

our wives goodbye at the dock, and the whole fleet set out, filling the MacArthur Lock for the 22 foot lift up into Lake Superior. We arrived at the starting line about 1215 hours and put up the sail. It was a partly cloudy day with a gentle 5 mile breeze from the NNE. The gun went off at 10 minutes to 1, again at 5 minutes to the hour and at 1300 the cannon fired the starting signal for the 390 mile race.

We got a good start but somehow everyone passed us up! Thirty minutes after the start, we were 18th out of 21 boats! In a few hours we had the spinnaker up and had passed 13 or 14 boats, and the only ones ahead of us were Class A craft. We didn't feel so bad, since they had to beat us to Duluth by 7 or 8 hours, due to their size. At Whitefish Point there was a windshift and our spinnaker came down as the wind hit us right on the nose. The boats we had passed could see this and they shifted course about a mile to our port-side and passed us with spinnakers still flying – frustrating to watch!

Watching Whitefish Point, we did our best to catch the fleet during the night. The wind was off the port bow, so we pounded into seas all night. Sleeping in the bow was like sleeping in a washing machine. The waves pounding just the other side of the fiberglass hull sounded like the water was in there with us. We slept from 2400 hours to 0600 hours, when our watch took over.

We were met by a cold overcast day with grey seas and a light, occasional rain interspersed with spray from some good-sized waves. We had covered 98.4 statute miles since we started so it looked like a short trip to Duluth. "HUSSAR" was making about 7+ MPH under spinnaker, but at 0800 I ordered it down because up ahead we could see the blackest sky with streaks of lightening coming from it. Sharp cracks of thunder were heard. We looked at each other and hurriedly took it down. It would never do for us to get caught

with such a big sail up if terrific gusts occurred. The spinnaker is a huge sail made like a parachute of light, nylon material. It is flown in front of the boat when the wind is from behind. We never did get that wind, but rain came down in buckets.

That day, Sunday, we reached Keewenaw Peninsula and headed for Siskiwit Bay, Isle Royale. The area around the Keewenaw was rough with not much wind, only leftover seas – most uncomfortable. Now the sun shone and we took off all the damp raingear and heavy clothing and dried them out. It was here that we sighted “SHINGEBIS,” “KEELJOY,” and “YANKEE GIRL.” The first two went to Isle Royale with us, but “YANKEE GIRL” split for the South Shore.

During the night and early morning hours, “HUSSAR” and “KEELJOY” worked SW down the shore of Isle Royal, around Rock of Ages, and crossed almost to Grand Portage. We lost sight of “SHINGEBIS,” but had a near collision with “KEELJOY” on this huge, lonely lake. We had the right of way and demanded it... They fell off and headed for Fahrquar Knob on the North Shore, while we went to the Aspostle Islands. A beautiful sail with full moon. We tacked at Outer Island, and on Tuesday morning we were near Silver Bay when we heard “EUROPA” was already in and several other boats were nearing Duluth. At this news we didn’t much feel like celebrating.

At 2000 Tuesday we were 5 miles from Encampment Isle, making 3 MPH with “TSUNAMI” just off our port bow. We had spent all day going only 6 miles. At 2100 we had Two Harbors abeam with a light North wind. We had every sail up – spinnaker, genoa, staysail, and main! With this rig, we made it into Duluth at 0559.

Ray Nelson shouted from the piers that we were the first boat in Class C to finish. This

was a real surprise to us as we figured we had drifted so long on Tuesday, surely we must be the last boat in. Also at the pier were all the wives and kids who gave us a rousing cheer as we entered with the rising sun behind us.

By now, you all know that the Chicago boat “EUROPA” was first overall. They were also first in Class A. “FEVER” was first in Class B, “HUSSAR” in Class C, and in Class D, “MARIA,” owned by Duluthian Bill Mars and skippered by Hal Zigmund of Grand Rapids, Minnesota.

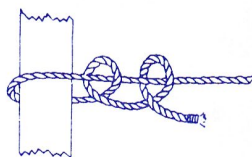
Every year I vow it will be my last long distance race, but somehow as the year goes by, I begin to think maybe things will go better next time. Like a confirmed gambler, I guess, I always look ahead to that sure thing next time.”

Signed,
Jack Soetebier, Seaman
Treasurer

As promised in the last issue, the person playing the part of Santa Claus, was none other than “Bill Gooder.”

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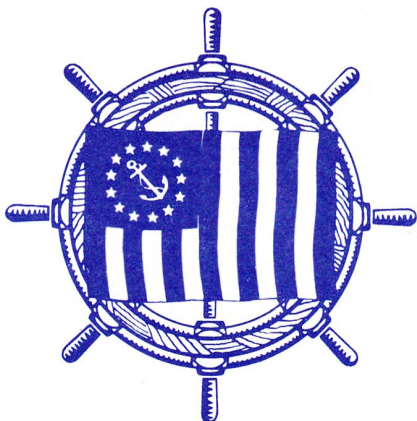
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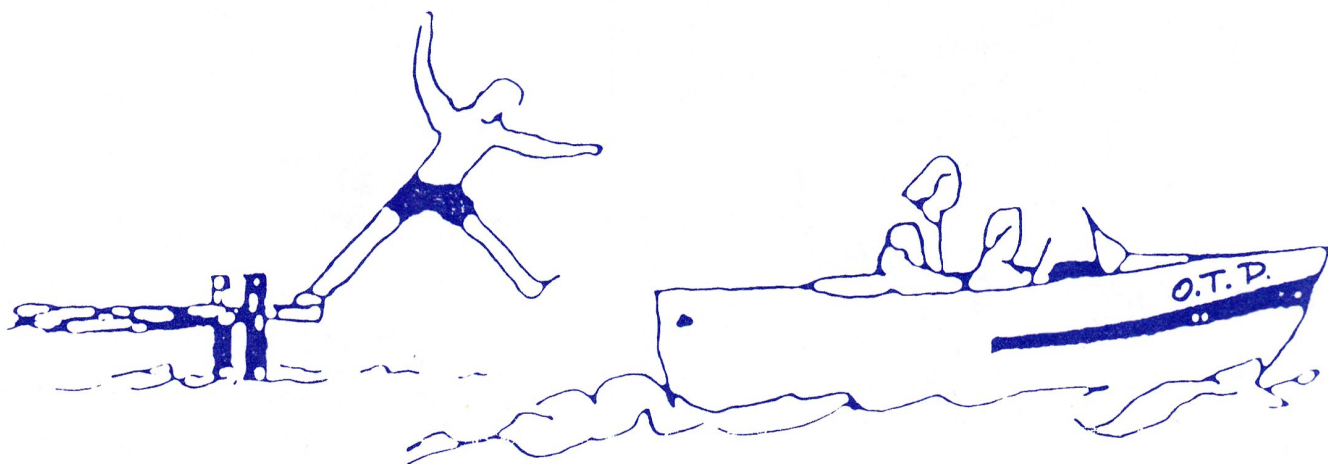
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