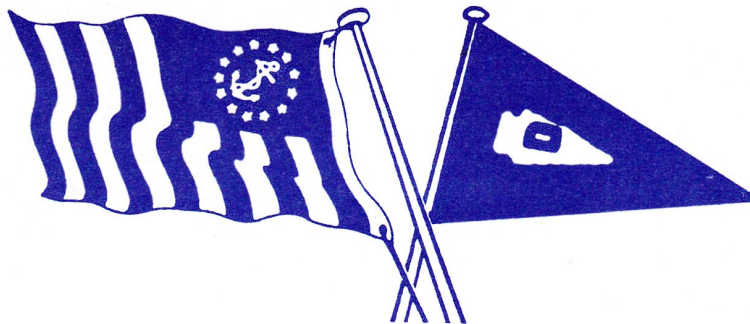


# ***Channel Chatter***

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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STAR SQUADRON AWARD**

**JUNE - JULY  
1990  
VOL. 90  
NUMBER 3**

## COMMANDERS MESSAGE

The boating season is upon us so we can now begin to use all of those newly acquired skills learned during the "education season." A special thanks to all who contributed so much time and effort to make those classes such a great success.

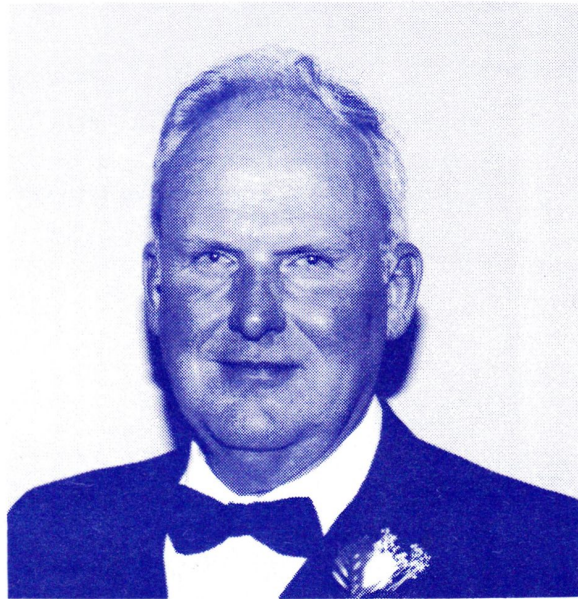
A big WELCOME to all of the new members. I only hope your association with USPS will be as enlightening and enjoyable as mine has been. WELCOME ABOARD!

The two Public Sail & Boating classes conducted this past winter have now been completed. A total of 151 students completed the new six-week courses. My thanks to Candy Hengel, Steve Johnsen, and the many others who helped instruct, monitor classes, and correct homework papers – WE COULDN'T DO IT WITHOUT YOU!

The spring District 10 Conference at Marinette, Wisconsin was attended by 10 Duluth Squadron members. We received awards for Coop Charting and the Channel Chatter. Thank you to Bob Byrne and Dave Carlson for the extra effort put forth to win these awards.

Operations Training, just completed, has prepared more of our members to serve as Squadron Officers, or to just be better informed of Squadron operations. My sincere thanks to Karen Naslund and all those who helped with this class, and all those that attended.

This year's Fitting Out Party was one of the most successful in many, many years, both in terms of the enjoyment of those that attended and the funds raised to carry on the Squadron work. Many thanks to Greg & Mary Brisky, Gina & Arne Wuorinen, and the rest of the crew that helped make this event a great one!



The roster is out thanks to Dave Poulin and Dave Carlson, who did an excellent job. If you did not receive your roster at a recent Squadron function, they will be mailed in June.

Safe Boating week preparations are being handled by Joe Economy. Joe and his many helpers have put together about 300 packets containing safety information to be distributed at local boat landings beginning 1 June.

A contingent of 8 Squadron members attended the Lakehead Power & Sail Squadron's Change of Watch in Thunder Bay. Commander Ed Jordan replaced P/C Diana Poleschuk at a function held at the Thunder Bay Yacht Club on 12 May.

Once again, THANK YOU to the many who have contributed so much to the ongoing success of the Duluth Power Squadron.

Here's to a safe and enjoyable boating season!

Cdr. Harlan Eggert, AP



## EXECUTIVE OFFICERS REPORT

As Executive Officer, I have been made aware of a few items that might be useful this boating season and I thought I would pass them on to you.

First, the Radio Technical Committee's Bulletin 90-1 states that: "The FCC has approved two additional marine VHF channels for use by recreational vessels on the Great Lakes only. Channels 79 and 80 may be used Monday through Friday." I verified this with the District FCC office in St. Paul, and they in turn had to call Washington, D.C. to verify the rule change. Paulette from the district office called back in 10 minutes with the following information: CHANNELS 79 AND 80, previously for commercial use only can now be used by recreational vessels EVERY DAY OF THE WEEK on a shared basis with commercial vessels. The commercial vessels would have first priority.

Secondly, on 5-10-90 I attended an informational meeting organized by Denny England, president of the North Shore Charter Boat Captains Association. In attendance were representatives of the Duluth Chamber of Commerce, Duluth Yacht Club, Sand Point Yacht Club, Western Lake Superior Trolling Association, and Russ Francisco of Marine General Supply. The meeting was to organize a group of people interested in working towards establishing a new marina in the Duluth Harbor and making the Duluth Harbor a better place for recreational boaters. The group will be called: Citizens for Duluth Harbor Development. If you have any ideas or comments, please let me know.

Finally, the Minnesota Department of Natural



Resources, French River, sent me some information on commercial fishing gear being used in Lake Superior. The following is what they have to say about gill nets.

"Gill nets must now be marked as follows: The lakeward or easterly end of all gill nets are marked by a fluorescent orange or red buoy. The shoreward or westerly end of the net will be marked similarly except there will be an additional white flag below the orange or red flag. To avoid crossing over the net, either pass on the easterly (lakeward) side of the buoy that has one fluorescent orange or red flag, or pass on the westerly (shoreward) side of the buoy that has the two flags: one fluorescent orange or red and the other white. No other buoys used on gill nets may be marked with fluorescent orange or red flags. This information and other information concerning Lake Superior can be obtained from the Minnesota Sea Grant Extension, 208 Washburn Hall, U.M.D., Duluth, MN 55812.

Arne D. Wuorinen, AP



## **ADMINISTRATIVE OFFICER'S REPORT**

This year's Fitting Out Party proved to be a huge success, thanks to all of the members and guests that participated and donated their time and effort. We have a significant increase in the fundraising effort due to the generosity of both Squadron members and businesses that contributed to the auction. Our net profit showed a substantial increase over the past years.

The buffet dinner was served to over 140 people in attendance. As usual, Dan Rock provided us with an excellent dinner. Attendance was much greater than we had anticipated. Please accept our apologies for any inconvenience you may have encountered due to the limited space and time spent waiting for dinner.

Special congratulations to the winners of the raffle. The first prize of a Sony compact disc player went to Wally Vontin of Two Harbors. He was very excited when he heard the news that he had won. The second prize of a case of delicious New York strip steaks went to one of our long-distance members, Carol Donovan of Minneapolis. Carol has been trying very hard to make it to one of our functions for the past two years, and the weather finally cooperated! Duluth member, Jerry Torvund, won the third prize, a \$50 U.S. Savings Bond. The award to most tickets sold went to Paul & Mary Giacomini for selling over 100 raffle tickets. Overall, the number of tickets sold was up by 10% from last year's total. Thank you to all Squadron members who helped promote the raffle ticket sales. As always, a special thank you to Dillon Flaherty for letting us put the Perkins coupon on the back of our tickets – a great incentive to buy a ticket!



Following dinner, the auction proved to be entertaining and was the highlight of the evening. Our auctioneers consisted of Bill Gooder, Dick Vitullo, and myself, with a special guest appearance by Bob Stokes. There were many other key people that helped throughout the auction to keep things running smoothly. The quality of the donated auction items drew much attention and was one of the main reasons why this year's event was so financially successful. A special thank you to all members who donated items. We also had many businesses that made noteworthy contributions to the auction. **LET'S SHOW OUR APPRECIATION TO THESE FINE BUSINESSES BY PATRONIZING THEM.**

I would like to thank everyone who put in the many hours required to make this event come together. We expect next year's fundraising to be even bigger and more exciting. If you should have any comments or suggestions on how we can improve, please feel free to contact me.

Good boating!

Greg Brisky, P



## EDUCATIONAL NEWS

**CONGRATULATIONS** to our newest PILOTS  
– Our Hats Off to you!

Harry E. Bischoff, P  
Greg R. Brisky, P  
Mary Ann Brisky, P  
Robert J. Bruce, P  
Jeffrey D. Dulinski, P  
Joseph G. Economy, P  
Fredrick E. Ekberg, P  
Gerald R. Geisert, P  
Jean M. Hecht, P  
Robert J. Hecht, Sr., P  
Marvin R. Heide, P  
Michael B. King, P  
Dennis Markon, P  
Mary A. Markon, P  
Douglas Rock, P  
Gerald S. Rock, P  
Paul M. Robbins, P  
David C. Rutford, P  
Mel C. Whiteside, P

**JUNIOR NAVIGATION** - The class of 8 students have taken the exam and are awaiting results. We wish them all good luck.

**PUBLIC SAIL & BOAT COURSE** - The 2nd class was completed on 8 May 1990, with 68 students completing the exam successfully.

THANKS    THANKS    THANKS    THANKS  
THANKS    THANKS    THANKS    THANKS

The completion of these classes brings to an end the education classes until fall 90. I wish to extend my sincere thanks to all the dedicated instructors and members who served as monitors in these classes. Your time and efforts have shown an excellent growth in membership to the Duluth Power Squadron, and valuable knowledge has been gained by



those members who took advantage of our many excellent courses.

### SELF STUDY COURSES

Any of the **ADVANCED GRADES**: Seamanship, Piloting, Advanced Piloting, Junior Navigation, and Navigation, or **ELECTIVE COURSES**: Sail, Weather, Engine Maintenance, Marine Electronics, Instructor Qualification, and Cruise Planning, can be self-study courses. One does not have to wait for a structured class session. Contact the Education Officer to order the materials. When you feel ready to take the exam, it will be ordered and administered.

I hope you all have a very safe, enjoyable boating season. Put to use your newly learned knowledge obtained from the classes you have taken. We hope to see you all next fall in one of the many courses that will be offered. Watch for a schedule of classes to be offered in the next issue of **CHANNEL CHATTER**.

P/C Candance L. Hengel, N



## **NATIONAL SAFE BOATING WEEK June 3-9, 1990**

Every day and every week should be designated for safe boating. Remember YOU, the experienced boater, are the one the novice and rookie boaters will learn from. Several topics that I was prepared to dwell upon were mentioned in the May issue of the EN-SIGN, page 35, relating to the boating public – also, the ad on USPS-Boat Insurance Program. Mention these items to the novices and also mention the classes that are available through USPS.

The boating season is now underway. How about the safety devices on your own boat? Life jackets – are they adjusted properly and easily accessible? Flares and signals checked for expiration dates? All other signals, lights, and wiring cleaned and connections tightened? Grounding proper? Bilge pumps and blowers working properly? Do you have an oil absorbent "burp" rag for your gas vent, so as to not pollute the water when filling up?

### ***DRINKING AND BOATING***

The National Safety Council recommends using a designated driver on boats as well as in cars. At least one experienced boater in your party should be designated as a non-drinking driver in order to safely operate the boat.

Save the booze until the boat is safely tied up at the dock.

Joe Economy

## **OPERATIONS TRAINING PROGRAM**

The third OTP class was held successfully using a different meeting format. For five (5) consecutive Monday evenings, beginning 16 April to 14 May, 1990, this Duluth Squadron educated its own. Sessions on the structure and work of the USPS, how members serve the organization, sharpening administrative skills, management, motivation, and leadership techniques were taught by the following Squadron members: Jim Robinson, Dan Simonson, Ken Johnson, Harvey Hengel, Candy Hengel, and Minnetonka Squadron member, Frank Golle, as guest speaker. An average of seventeen (17) people attended the evening sessions and the following DPS members will be receiving CERTIFICATES OF COMPLETION from National.

### **Congratulations to**

Harry Bischoff  
Bill Carlson  
Jeff Dulinski  
Tom Grover  
Jay Halling  
Jean Hecht  
R. J. Hecht, Sr.

Dennis Markon  
Mary Markon  
Paul Robbins  
Dick Slotness  
Bob Stokes  
Ralph Wilson  
Marles Wilson

Karen A. Naslund, P  
OPT Chair



# A VIEW FROM DISTRICT 10

As members of a local USPS Squadron, we're all parts of District 10, with about 1,350 members in Minnesota and Wisconsin and approximately 78,000 total members nationally. Periodic meetings are held at the District and National levels, which have great impact on what happens in our local Squadrons. Having gone to the District Conferences for a number of years and to the National meetings for the last few, I can assure you of the great satisfaction that comes from contact with people who influence and create our educational programs. Barbara and I have enjoyed the social contact with many high caliber people who share our interest.

Some opportunities are coming up which I hope you will consider. A National Governing Board Meeting is being held in Minneapolis September 13-16, 1990. Since these meetings are infrequently held within our District, this represents a unique opportunity for you to be involved. At this meeting, all National officers are present and are available both in meetings and in person. The high points will be the Governing Board Meeting on Saturday, September 15, at which over 1,000 members will be present, and the banquet in the evening of the same day.



District 10 members and spouses are asked to help in entertaining our guests from the other 32 Districts and will have a great time in the process. Because of the large number of people attending the Saturday evening banquet, it's important to have guides to help people find their tables – volunteers are requested. As a special incentive, a complimentary District 10 cocktail party with heavy hors d'oeuvres will be held Friday night. Many other activities will make Minneapolis a memorable experience. The Spring 1990 issue of the 10's COMMUNICATOR included details and registration forms.

Green Bay Squadron will host the Fall District 10 Conference on October 12-14, 1990. Although the agenda is still being formed, there will be an emphasis on our many educational programs with helpful suggestions on how to make the local offerings better and more meaningful. Interesting ideas are being considered for late Saturday afternoon and evening entertainment. Details will be given in the Fall issue of the 10's COMMUNICATOR.

Taking part in all the District activities will make your Squadron activities more meaningful and enjoyable.

Richard A. Seibert, N  
District 10 Commander

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## Channel Chatter

### GENERAL NOTICES FROM USCG

#### LAKE SUPERIOR, DULUTH-SUPERIOR HARBOR - Bridge Regulations

The Coast Guard has been requested to revise the operating regulations for the Duluth Aerial Lift Bridge, mile 0.25, across the Duluth Ship Canal, Duluth, Minnesota. Presently, the bridge opens on signal for the passage of all vessels.

The requested change to the regulations would require the bridge to open on signal for the passage of recreational vessels only on the hour and half-hour. The regulated openings do not apply to public vessels of the United States, State or local government vessels used for public safety, commercial vessels, vessels in distress and vessels seeking shelter from storms.

#### DULUTH-SUPERIOR HARBOR Special Anchorage Area

Duluth-Superior Harbor Special Anchorage Wreck, Lighted Buoy (LL 15105), Chart 14975 (NAD 83)

Duluth-Superior Harbor Obstruction Buoy will be changed to Duluth-Superior Harbor Special Anchorage Wreck Lighted Buoy and will display a QW characteristic.

P/C Robert Byrne, N

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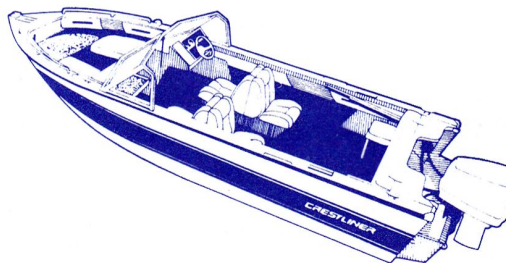
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## ATTENTION ! OLYMPIC TORCH COMES TO DULUTH JUNE 3, 1990

The Duluth Squadron has been asked to join in a welcome parade.  
The vista Star will carry the torch and we have been asked to escort her.

We will meet on the lake side of the bridge at 1400 and escort the Torch into the Duluth Harbor. Please join in



## **STATUS OF CURRENT INDICATOR LIGHTS DULUTH-SUPERIOR HARBOR, DULUTH SHIP CANAL**

1. The Corps of Engineers, in conjunction with the City of Duluth, has installed a current indicator light system on the north tower of Duluth Aerial Lift Bridge. There are two sets of lights in a horizontal orientation, one facing lakeward on the northeast side of the north tower and one facing toward the Duluth Harbor Basin on the southwest side of the north tower. (See sketch on the back of this sheet.)

2. The water current conditions represented by the signal light are defined as:

<b><u>LIGHT STATUS</u></b>	<b><u>WATER CURRENT CONDITIONS</u></b>
YELLOW	Less than 1 MPH - Inbound or Outbound
STEADY RED	Greater than or equal to 1 MPH but less than 3 MPH - Inbound
STEADY GREEN	Greater than or equal to 1 MPH but less than 3 MPH - Outbound
FLASHING RED	Greater than or equal to 3 MPH - Inbound
FLASHING GREEN	Greater than or equal to 3 MPH - Outbound

3. The lights should not be used for navigation as they are presently in an experimental phase only and will be until further notice.

4. It is requested that ships transiting the Duluth Ship Canal observe the lights, the current encountered and provide comments to the U.S. Army Corps of Engineers, Duluth Area Office, Canal Park, Duluth, MN 55802.

P/C Robert Byrne, N



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## **DULUTH POWER SQUADRON MEETINGS & EVENTS 1990-1991**

### **DATES**

JUNE 7  
JULY 12  
AUGUST 2  
AUGUST 18  
SEPTEMBER 6  
OCTOBER 4  
OCTOBER 18  
NOVEMBER 1  
DECEMBER 6  
JANUARY 3, 1991  
FEBRUARY 14

### **MEETINGS**

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

### **DATES**

JULY 4  
AUGUST 18  
SEPTEMBER 1  
SEPTEMBER 2  
SEPTEMBER 13-16, 1990  
  
OCTOBER 12-14, 1990  
  
DECEMBER 8  
MARCH 2 1991

### **EVENTS**

4TH FESTIVITIES & PARADE  
PREDICTED LOG  
TREASURE HUNT  
CORN ROAST  
NATIONAL GOVERNING BOARD  
MEETING, MINNEAPOLIS, MN  
DIST 10 CONFERENCE  
GREEN BAY, WI  
CHRISTMAS PARTY  
CHANGE OF WATCH

**WATCH YOUR MAIL FOR MORE INFORMATION**

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## **Fitting Out Party April 28, 1990**



**Greg Brisky - Cdr Harlan Eggert - Bill Gooder  
Auctioning off the goods**



**Bill Gooder  
Hard at work**



**Betty Nimmo  
Manley Grover  
Donna Grover**



**Dick Vitullo - Greg Brisky - Howard Boynton**

**Congratulations  
to Greg Brisky and his crew  
for a fine Fitting Out Party !!!**



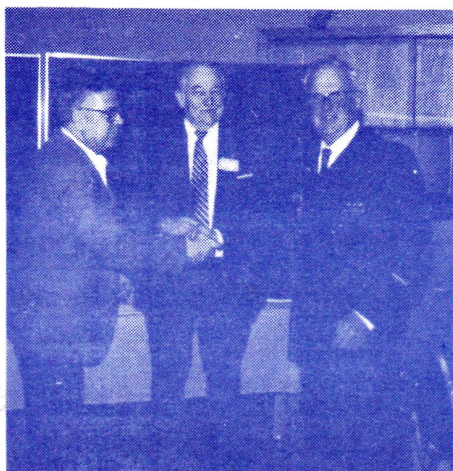
## Channel Chatter



New Members sworn in by Cdr Eggert  
Jon Jensen, Earl Nelson, Pamela & Jay Halling



P/C Dave Carlson, with Canadian  
Chief Commander Ron Watkins,  
at Lakehead Change of Watch



Gene Rock & Bob Wilson  
Receive 25 Year Pins from  
Cdr Harlan Eggert



Harlan & Mavis Eggert, Bob & Martha Byrne, Fred &  
Loretta Johnson, Dave & Corinne Carlson at the Lakehead  
Squadron Change of Watch



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## NOTES & QUOTES FROM DICK BIBBY

In all probability, the larger percentage of our Squadron membership have a barometer on board, but normally little attention is paid to this instrument in forecasting the weather. In this modern age of electronics, radio, and excellent weather reporting, the need for barometer evaluation may not be acute, but, as a matter of quality seamanship interest, every skipper "should" know some barometer lore... Certainly, his or her knowledge should extend beyond the well-know cliché that "a rising glass indicates fair weather; a falling glass, a storm."

In forecasting weather by means of the barometer, it is well to remember that the "possibility is always for a continuance of existing conditions unless some phenomenon presents itself which foretells a change." Also, that a single observation is meaningless since it is not the actual reading which is important, but the direction and rate of change of pressure. It is, therefore, of maximum importance to note whether or not the change has been gradual or rapid, and, if stationary, the length of time the condition has existed. In evaluating barometric readings, the daily (diurnal) change is often overlooked. Relating to this "diurnal" change, it is noted that there is a normal rise and fall of the barometer every day. Maximum pressures occur about 1000 and 2200 hours; minimum pressures at around 0400 and 1600 hours. The average variation is .05 inch between the times indicated above (about .01 inch change hourly). An example will illustrate the importance of the diurnal change. Assume an actual observed drop of .06 inch between 0400 and 1000. During this time there should have been, in accordance with the rule of diurnal changes, a normal rise of .05 inch. In effect then, the barometer has dropped not .06 inch

(the observed drop), but .11 inch between the hours indicated.

In evaluating barometer behavior, a set of standards will prove useful... For our latitudes, a reading of 29.50 inches is deemed low; 30.00 inches is average, and 30.50 inches is considered high. A fall of .01 inch/hour is considered a low rate of fall; a fall of .03 inch/hour, a high rate of fall. These averages are useful in forecasting since the violence and speed of approach of a storm are indicated by the rate and amount of fall of the barometer.

If the local weather remains unchanged while the barometer drops, we can assume that a distant storm is raging. The table that follows gives a rough approximation of the distance to the storm's center.

Average Fall Per Hour	Distance from Center
From .02 to .06 inch	From 250 to 150 miles
From .06 to .08 inch	From 250 to 100 miles
From .08 to .12 inch	From 100 to 80 miles
From .12 to .15 inch	From 80 to 50 miles

Although the barometer, as shown above, is helpful in forecasting weather, it reaches its maximum usefulness when its behavior is associated with the behavior of the wind. Wind is a vital factor in weather and its shifts have always been used in weather forecasting. The combination of the behavior of the two – barometer and wind – has been put together/combined in a table prepared by the U.S. Weather Bureau and is available on request. Since it is unlikely that such detailed tables will always be at hand, we have offered some general rules that may enable us to give an on-the-spot forecast at the conclusion of



## Channel Chatter

this column.

It may be obvious, but it is nevertheless worth repeating that barometers are delicate instruments worthy of more than average care. Also that they should periodically be calibrated, and the necessary corrections properly applied.

Knowledge of the barometer is an interesting and useful phase of the business in going out on the open waters of Lake Superior. It should, therefore, be in the "bag of tricks" of every recreational boater. When you're out there on the long haul, "log" your barometer readings every hour and record its behavior. This information just might serve you very well...

Few people are more sensitive to the elements than those who sail the sometimes violent interface between our beloved Lake Superior and the atmosphere. It's true that all sorts of information and advice is available in the form of charts, maps, pamphlets, radio broadcasts, radiotelephone services, and so forth... Recreational boating is dependent upon weather conditions and there are few of us who will blatantly head out on the big lake, disregarding the forecasts and weather systems which move across the lake. By properly using your barometer, the wise skipper can further insure a safe passage for his or her vessel. Bonnie Dahl, an experienced sailor and author, repeatedly warns boaters to keep in mind the long distances which may sometimes be involved, and to be careful not to get caught out in the middle of the lake where the safety of shelter is hours away... The advantage of a better understanding in monitoring your barometer in suspect weather is that it will give you exacting pressure conditions for your immediate location. The professional Great Lakes Mariners, in their effort to make a good shipboard forecast aside from regular weather broadcasts, take into consideration the direction and force of the wind,

appearance of the sky, humidity of the air, and a comparison of the barometer readings with the indicated pressure for several days. It is admitted that it is impractical for small boatmen to have with them all the instruments used by a Weather Bureau Station, but it is perfectly possible to have a good thermometer, barometer, and hygrometer which will prove ample for a very accurate forecast of weather change.

One of the best Squadron educational experiences I have had was the pleasure of taking the "Weather" class given by Duluth member, Bob Wilson. This gentleman indeed knows his subject... I strongly urge all members who have not shared this offered course to sign up for his class when it is next made available. I believe that if one can absorb this fund of knowledge and learn to apply it, they will be far better equipped to safely negotiate those open lake cruises – to the Islands, the North Shore routes, or wherever...

Meanwhile, take a second look at your boat's barometer; give it a gentle tap in the center of its face and observe the rise or fall of this important shipboard instrument. Take some time out and gain more familiarity with pressure variations and their meanings and the important part they can play in your boating experience.

Obviously, this space is not intended to even scratch the surface of the countless aspects of observational marine meteorology, but rather to hopefully inspire increased and serious curiosity and interest into the "Sea Sense" of being a more weather-conscious sailor. Few of us have been exposed, or have any desire to be exposed, to "Heavy Weather" sailing as described in endless dramatic sea yarns involving the Roaring Forties, Cape Horn, Winter North Atlantic, etc. Our concern here is to make members more aware about the dangers of open lake cruising on Lake Superior, where seas of large proportions can



quickly develop, giving our great Inland Sea its own well-known reputation for treachery and fury under adverse weather conditions. Your boat's barometer, properly monitored, can offer some good basic and elementary information that can assist in making proper weather judgements.

Finally, although Meteorology is not an exact science and the following observation hints are of fairly general application, we herein offer some traditionally accepted guidelines for observing your barometer. Keep in mind that to better foretell the weather you should study the thermometer in conjunction with your barometer, and in truth the former will often give you longer notice than the latter. And, the clouds are also good weather prophets.

### A few additional hints in observing your barometer . . .

- \* The rapidity of a storm's approach and its intensity will be indicated by rate and amount of the fall of barometer...
- \* A stationary barometer indicates a continuance of existing conditions...
- \* When the air becomes colder and drier with a rising barometer, it is pretty certain that a Northeast wind is coming...
- \* When the air gets warmer and damper with a falling barometer, it is safe to infer that a Southwest wind is at hand...
- \* When the wind sets in from points East and Northeast and the barometer falls steadily, a storm is approaching from the Southwest, and its center will pass near or to the South or East of the observer within 12 to 24 hours, with wind shifting to Northwest by way of North...
- \* When the wind sets in from points South

and Southeast and the barometer falls steadily, it indicates a storm approaching from the West or the Northwest. Its center will pass near or to the North of the observer within 12 to 24 hours, with the wind shifting to Northwest by way of Southwest and West...

When the glass falls, prepare for a blow, Rapid rise or rapid fall means a strong wind is about to blow.

Veering wind moves from left to right, clockwise

A gradual rise means fair weather

Rapid rise means clear weather and high winds

A steady fall means wet weather

Hopefully this corner has whet some appetites to gain more factual knowledge on the fascinating study of Meteorology. Make some inquiries of Commander Eggert, or our Educational Officer, Candy Hengel, about scheduling a "Weather" class this fall. Our Squadron is privileged to have an instructor with the qualifications of Bob Wilson, so let's get him back in a Weather classroom. I can readily assure our new members that Professor Wilson will provide them with a most worthwhile weather experience.

---

## FOR SALE

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Dave Carlson - 525-1439

---



## Channel Chatter

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KDLH-TV 3  
Knife River Marina  
Lake Superior Prop Repair  
Lakehead Boat Basin  
Leste Park Florist  
Marine General Supply

Meehan's GTC Auto Parts  
Mike's Western Grill  
Mount Royal Bottle Shop  
Northwest Outlet  
Orchard's Groumet Pies & Restaurant  
Perkin's Family Restaurant

Plaza Hair Styles  
Porter's Restaurant  
Proctor Canvas Products & Repair  
R J Sport & Cycle  
Ryland Ford-Volkswagen  
Sandy's Hair Styles  
Sammy's Pizza, Downtown  
Soderbloom Propeller  
Southgate Bowl  
Superior Computer Products  
Tomasina's Pizza  
Western Lake Superior Chart Shop  
Window Works  
WDIO-WIRT Channels 10/13  
Sivertson's

Gift Certificate  
Cordless Drill  
30-40 ft. Slip Rental  
2 Dinner Certificates  
2 - 35mm Gold Film & Processing  
Volleyball Set  
Gott 48 qt. Cooler  
Fire Extinguisher  
10# Ham  
\$25 Cash  
\$5 Gift Certificate  
\$10 Gift Certificate  
3 All-weather Kits for Boats  
Southbend Spinning Reel  
\$25 Gift Certificate  
Fruit Basket  
Automatic Coffee Maker  
Ritchie Compass  
\$50 Gift Certificate Towards Repairs  
Omega Gortex Jacket  
\$30 Gift Certificate  
12 Volt Light, Dock Line, Fish Bib,  
& 2 - \$10 Gift Certificates  
1 Case Motor Oil & \$25 Gift Certificate  
\$10 Gift Certificate  
Sweater  
4 Packages of Oil Sponges  
2 Pies  
\$1.00-off Coupon Towards Meals On  
Every Raffle Ticket Sold  
\$10 Gift Certificate  
2 - \$30 Gift Certificates  
\$25 Gift Certificate  
\$20 Gift Certificate  
Bug Deflector  
\$16 Gift Certificate  
1 Large Pizza  
2 - \$30 Gift Certificates  
2 Certificates for 10 Games of Bowling  
Computer Head Cleaner, Discs, Files  
Gift Certificate  
Chart  
\$100 Gift Certificate  
Golf Umbrella  
2 Old Props



### PERSONAL DONATIONS BY MEMBERS WHO DONATED THEIR SERVICES OR TALENTS

Bill Carlson  
John DeSmedt  
Candy Hengel & Gloria DeSmedt  
Harvey Hengel  
Arne Wuorinen  
Greg & Mary Brisky  
Greg Brisky & Bruce Beste  
Joe Economy  
Bruce Nimmo  
Candy Hengel  
Jim Marshall  
Tom Holt

Skipper for a Day  
Ride in Jaguar  
Breakfast for 2 at a Squadron Function  
Ride in a '57 Chevy  
Trolling Boards  
Picnic Basket & Supplies  
2 - 5# of Smoked Trout Gift Certificates  
Smoked Turkey  
Rope  
Cross Stitch Lighthouse & Frame  
\$100 Worth of Refinishing  
Set of 4 Brass Ducks

## DULUTH SQUADRON RECEIVES STAR SQUADRON AWARD

The DULUTH POWER SQUADRON and P/C Candance L. Hengel, N, were awarded a certificate and plaque for attaining 3 star status for the STAR SQUADRON AWARD.

This award was developed on a District level to give recognition to the squadrons and commanders that set and attained goals, completed all necessary paper work in a timely manner, and showed the Squadron's overall health and viability. All of the Bridge officers in our Squadron were involved, along with many other Squadron individuals. Participation in Co-op Charting, Safe Boating Week, officers attending D/10 conferences, conducting a Public Boating Class and Squadron Education courses, retention of members, conducting an Operations Training Program, a Predicted Log, rendezvousing with one other Squadron within our District, printing of six issues of the CHANNEL CHAT-

TER, and printing a Squadron roster are but some of the areas that our Squadron completed.

A Squadron with 45 stars or more earned the highest recognition, and I am pleased to announce that Duluth earned 50 plus stars to attain 3 STAR STATUS. My hats off to all those who helped the Duluth Squadron attain this District award.

This program runs annually from 1 December to 30 November. Cdr. Harlan Eggert already has some of the forms collected for this coming year. Please do your part to help us attain a 3 Star award next year. Get involved!

P/C CANDANCE L. HENGEL, N





## COMING SOON

### 4TH OF JULY CELEBRATION

**MAKE YOUR PLANS NOW TO JOIN YOUR FELLOW  
SQUADRON MEMBERS AT THE SQUADRON DOCK**

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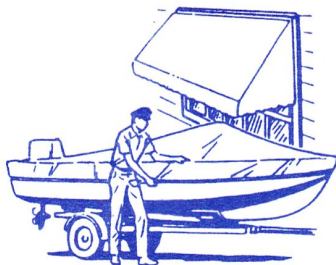


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National Safe Boating Council

## **DEADLINE NOTICE**

**CHANNEL CHATTER  
JULY 6, 1990**

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