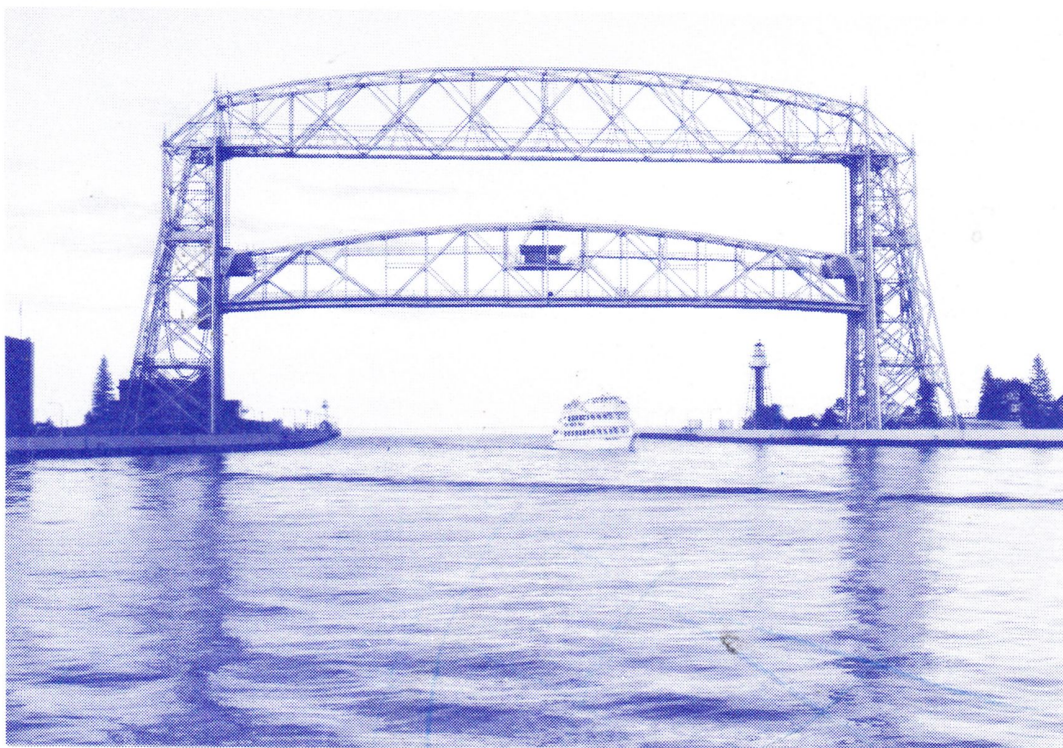


Channel Chatter

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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1991
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APRIL - MAY

COMMANDER'S COLUMN

Winter has flown by and there is a new commander writing this column, both of which send a few different signals to me. First of all, the Fitting Out Party is just around the corner; second, there will be a new boating season starting soon; and third, summer vacations will be here shortly!

The Executive Board has been busy planning for the upcoming year and are making some changes that will hopefully make our events even more enjoyable.

The Executive Board has also set the Squadron goals for the year:

- 1) conduct two Public Sail & Boat Courses,
- 2) offer three educational classes to our members,
- 3) attain honor roll status in Co-Op Charting,
- 4) retain 90% of our members,
- 5) continue Squadron Public Relations through the Duluth Boat Show and

Safe Boating Week,

- 6) offer an Operations Training Program and have the majority of the Bridge

complete Operations Training.

- 7) promote the Membership Involvement Committee.

This means we don't want to lose any members; we don't want to give false expectations to any prospective new members; and, if there is something that you expect or think the Squadron should do, by all means let some-



one on the Executive Board know – we are willing to listen to your ideas. The final goal of promoting the Membership Involvement Committee is similar; we will be trying to get more members involved. After all, it is every member's Squadron!

In closing, have a safe boating season, and I hope to see everyone of you this spring and summer. Take advantage of your Squadron privileges – use the Squadron Dock and participate in the upcoming activities.

Cdr Arne Wuorinen, AP

EXECUTIVE REPORT

Greetings to Duluth Power Squadron members and friends. Little by little we find ourselves getting closer to the beginning of the boating season. This is my first report as your Executive Officer. One of my goals for the coming year, along with Commander Arne Wuorinen, is to double the amount of members in Co-op Charting to 16 people. I will be working with Co-op Charting Officer Bob Byrne to arrange a meeting in the near future to inform members more about what's involved and answer any questions you may have. For those of you who are more experienced, Bob has informed me they are changing the system from quad numbers to descriptions by county. He says that this should make things much easier to find. The descriptions of the marks will now come on computer. Anyone owning one can utilize this system. They will also be giving more credit for aeronautical and nautical chart corrections. Let's start thinking Co-op Charting!

Regarding the successful Boat Show this past month at the DECC, I would like to thank all members who showed up to work in our booth, and to the Boat Show Committee for their effort in organizing this event. Special thanks to Boat Show Chairman, Tom Grover. Plans are already underway to make a new display for next year. We will be working with other members, getting their ideas, so we can have a new face to show the public.

See you at the Fitting Out Party!

Lt/C Greg Brisky, P



MEMBERSHIP

The following individuals have been proposed for membership into the DULUTH POWER SQUADRON.

If you have any comments, favorable or unfavorable, about any one of those listed below, please communicate, in writing, before 13, April 1991, with Lt Dennis Markon, Chairman of our Membership committee, at Rte. 3, Box 210, Wentworth, WI 54874

STEVEN A. RAECKER
MICHAEL E. ORMAN

EDUCATIONAL NEWS

CONGRATULATIONS!

The following members recently passed both SEAMANSHIP and PILOTING:

Jim Langdon, P
David Mattson, P
Ralph Wilson, P

Arthur Mahlberg, P
Jack Morrow, P

The following members recently passed WEATHER:

Bruce Beste
Greg Brisky
Jeffrey Dulinski
Gerald Geisert
Bruce Gianunzio
Judy Gianunzio
Thomas Grover
Marvin Heide
Thomas Holt
Michael King
Arthur Mahlberg
Kenneth Page

James C. Parmeter
Thomas Pollock
Gilbert Richey
Mary Richey
Paul Robbins
James Robinson, Jr.
Gerald Rock
David Rutford
Gerald Torvund
Mel Whiteside
Arne Wuorinen
Gina Beste-Wuorinen

Please extend a hearty round of applause to these members the next time you see them.

Many, many thanks go to the instructors of these classes for their efforts. When we see this many individuals passing the tests, the rewards are worth it. And, more importantly, we see our Squadron members becoming better informed, better educated and, as a result, safer boaters.

ADVANCED PILOTING: This class is progressing into the tide sections of the course, and will soon begin the 1210 cruise in preparation for the open and closed book tests.

NAVIGATION: Under the heavenly instruction of Albert Klopp and Daniel Simonson, we have 6 individuals working towards their Navigation grade.



PUBLIC SAIL & BOAT COURSE: The first course was completed on Tuesday, 19 February 1991 at the Duluth Technical College. 79 individuals passed the basic boating exam and were awarded certificates and patches.

The second course began on Saturday, 23 February, and will continue through 16 March 1991.

Many thanks go to all the instructors, class monitors and the Bridge for their support, time and efforts. Each person we can graduate makes them a better informed, educated boater using the same waters that you and I are navigating – so we all come out ahead.

SKIPPER SAVER: The Skipper Saver Course will be offered this April. For those of you who have not yet taken it, now's your chance! For those of you who have and want to refresh your memories and practical skills on the first-aid and cardio-pulmonary resuscitation (CPR), you will be welcome to attend also. Watch for a flyer in the near future for more details.

P/C Candance Hengel, N
Squadron Education Officer

ADMINISTRATIVE REPORT

When Chris and I returned home from the Change of Watch, it appeared to be quite late. A note on the counter from our twelve year old informed us he had set the clocks to the new time. We wondered why he thought Daylight Saving Time was starting already. We asked him on Sunday morning why, and he told us the calendar said it was Change of Watch!

The Fitting Out Party is April 6 at the Casa de Roma. They are serving a delicious "all you can eat" roast beef dinner. At the conclusion of the Fitting Out Party is our annual raffle, and the prizes are such that they can be enjoyed by any boater or out-doors person. At last year's Fitting Out Auction, we had lots of valuable and fun merchandise and services offered. We are working very hard at duplicating the quality of that fundraiser. One of the many items to be auctioned off will be a slip at Barker's Island Marina, and there will also be a silent auction. We hope to see all of you at the Fitting Out Party and invite you to bring friends and relatives – everyone will have fun!

We have extended an invitation to our Power Squadron friends in Thunder Bay, Canada to participate in the Friendship Games this year. We have challenged them to a dinghy boat race. If they accept our challenge we will meet in committee and get the information to



you soon. The Friendship Games are 31 May-1 June. If you have personal friends in the Thunder Bay Squadron, please call them and persuade them to accept our invitation.

I would like to thank all of you for the opportunity you have presented to me for 1991. If you have any new ideas or wish to help out in any of our activities, please call or write me – I will need lots of help!

Don't miss the Fitting Out Party! Bring friends!

Lt/C Bruce Beste, P

MORE FUN AFLOAT THROUGH TRAINING

"NOTES & QUOTES" FROM DICK BIBBY

Some have recently expressed concern about the rising cost of our United States Power Squadrons dues... I turned to P/C Candance Hengel, who is now our Educational Officer, and asked her for an evaluation of this concern. Candy's response is worthy of space in this column and perhaps should be carefully considered by all members, especially those who have expressed marginal enthusiasm for the returns realized for their annual Squadron membership dues.

QUESTION: WHAT DO YOUR USPS DUES REALLY DO FOR YOU???

Example: An active member pays - \$46.70. .

- \$18.00 are National Dues
- \$ 8.70 are District 10 Dues
- \$20.00 are Duluth Squadron Dues

P/C Candy Hengel reasons that, for a boater, USPS is truly a unique group. By becoming a member of the UNITED STATES POWER & SAIL SQUADRONS you are a member of the world's largest private boating organization, which is now some 77 years old. As you have probably heard, the main objective of USPS is to promote "SAFE" boating through education. It is an organization made up of men and women who are socially compatible and have a common love and appreciation of recreational boating.

NATIONAL - Our National offices have developed eleven (11) advanced and elective courses, and many supplemental courses for any Squadron member to take advantage of. These courses are designed for the boater, not offered in colleges, and only found elsewhere in a very few elite navigational schools

in the world. They are taught by Squadron members who have an interest and expertise in this sailor's area, with the cost generally no more than the price of the class materials.

As a member you are privileged to fly the USPS ENSIGN, which is a nationally recognized visible benefit of accomplishment, marking your vessel as being under the command of an individual who has been carefully selected for membership and has earned the right to display this symbolic flag.

Members receive and excellent monthly publication of "THE ENSIGN," which contains material of vital interest to boaters, technical articles on boating and vessel safety, and cruise stories covering the oceans and waterways of the world.

Within recent years there has been offered the opportunity to procure boat insurance at a greatly reduced rate for that of any other insurance company. (An off-spring of this membership feature is that many of these other insurance companies have since lowered their rates, which favors "all" boaters whether they are USPS members or not.)

DISTRICT - A branch of the National organization which is set up to be a liaison, or helping hand, to the local Squadrons and National. Much resource information comes from our District level and Duluth members have, in recent years, become an increasingly important part of the District Bridge Level. Our Duluth members receive two publications a year from the District command group.

SQUADRON - Your individual Squadron is



the "work horse" of the whole organization. It is "you" that makes it all possible... The learning, the teaching, the endless resources of information, the camaraderie; just plain old getting together with other folks, from all walks of life, who enjoy the water and being aboard a boat, large or small. Our Squadron sends its members six (6) publications a year, and many other educational flyers, plus all the notices on social gatherings and events.

Some apparently "do" feel USPS membership is too expensive... Perhaps this is so, although one could be reminded that "boating" is expensive anyway!!! There are, admittedly, countless organizations, clubs, groups, and activities that can drain our resources, free time, and energies. Your Duluth Squadron is, however, all about "boating" and has been traditionally dedicated to enlarging the knowledge and skills of those people who will command and crew vessels of all sizes and descriptions. For \$46.70 per year, you and your willingness to seriously participate in the USPS organization, we sincerely believe the returns for your expenditure will be doubled in knowledge, vessel operating skill, and will provide the opportunity to share the beneficial experience of SAFE BOATING THROUGH EDUCATION.

We, as individuals, must draw our own conclusions... Consider Candy's message and weigh the minimal costs of becoming an accomplished boater!

This corner has had numerous inquiries about our harbor Hearing Island... When did it come into existence? How did it get its name? In reviewing old copies of the Duluth Herald published in May of 1962, we were not totally surprised to once again run across the name of John W. Soetebier, who some 29

years ago, apparently played an important role in the naming of the now almost fifty-six year old island. It seems that "our own" Captain Jack was the Chairman of the Naming Committee for the Park Point Community Club, which along with the St. Louis County Historical Society, made their recommendation to the Duluth City Council to name the small island "Hearing Island." At a regular meeting of the Duluth City Council the evening of Monday, 14 May 1962, the proposal was referred to the Administration and City Planning Department and soon thereafter was officially named Hearing Island.

The Island was created from sand dug up in dredging operations which was removed from the Harbor's bottom on the Superior side of the Bay in 1935. The selected name commemorated William H. Hearing (1826-1893) who conducted the first survey of the St. Louis River, which included the Duluth-Superior Harbor. In 1861 Hearing received orders from the United States Lake Survey, an arm of the U.S. Corps of Engineers, instructing him to make that survey. These early surveys were invaluable to navigation because they provided accurate charts. They also aided development of the Great Lakes region. As results of the surveys, good fishing grounds were located, and forest and agriculture lands were purchased from the government where the shore was suitable for construction of piers. This accelerated the growth of villages and towns on the Great Lakes.

LONG LIVE THE QUEEN! Some seven years after she was sold away to two Duluth businessmen, and five years after she was purchased and extensively restored by the Domino's Pizza firm for a staff recreational boat and renamed "DOMINO EFFECT," the



venerable three-masted schooner "VICTORY CHIMES" has again been purchased by a group of Mainers and given back her old name. She'll be sailing out of Rockland, Maine again this summer, as she did for some thirty years under Captain Frederick B. Guild of Castine, Maine. Since leaving Duluth, Thomas Monaghan, owner of Domino's Pizza, spent close to a million dollars to have the old ship restored, with roughly 70 percent new timbering throughout. Monaghan was credited with literally saving the schooner from a certain graveyard after many years of savaging and neglect.

Officially listed in the "INTERNATIONAL REGISTER OF HISTORIC SHIPS," the "VICTORY CHIMES" was built in 1900 and launched as the "EDWIN & MAUD" at Bethel, Delaware. Often referred to as a "National Treasure," the tall ship appeared on the Duluth-Superior scene in August of 1986, although her stay here was short-lived when plans for the schooner were never realized. Only a handful of people were in Canal Park to see her depart, with her masts unstepped, under the tow of the tug "NORFOLK REBEL" at 1900 hours on 22 September 1987. The schooner's registered length was 126.50 feet and her extreme breadth was 23.80 feet. The ship's gross tonnage was 208 and her net tonnage was 178.

ANSWER to last issues ??? MYSTERY PHOTO NO. 1 ???

Pictured forward on the forecastle of the ocean-going freighter S.S. "BETHORE" in 1943 is yours truly, Dick Bibby... I served in this elderly combination Ore and Oil vessel as Second Officer for approximately eighteen months. During this period of service this ship was engaged in the bauxite (the principal ore of aluminum) trade between Trinidad and

New York, coal trade between Norfolk and Portland, Maine, and the grain trade involving the ports of Portland and Liverpool, England. The "BETHORE" was delivered to Ore Steamship Corporation on 11 February 1922 at the Sparrow's Point, Maryland plant of Bethlehem Shipbuilding Corporation. The ship was powered by two triple expansion reciprocating engines and her steam was supplied by three Scotch boilers. Loaded, her draft was 32 feet and 4 inches and her displacement was 29,967 tons. Her length overall was 572 feet with a beam of 72 feet. At the time of her launching in 1922 she was ranked as the first combination ore and oil vessel under American registry and was considered one of the largest of all freight vessels afloat.

Although another story for another day, during the time I served this ship, under the conditions of WW II, the "BETHORE" was not equipped with a gyro compass, direction finder, radar, etc. Thus good lessons were learned in the use of the "armed" lead line, water temperature, endless azimuths, and celestial navigational sights.

P/C Richard Bibby, AP

.....



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BOAT SHOW 1991

Our information booth at the Duluth Boat, Sports and Travel Show this year kicked off the oncoming boating season with renewed interest of the public boating courses and curiosity of safety awareness.

This year Cdr Harlan Eggert, P/C Robert Byrne and myself got together to rewrite a 10 question quiz on regulations taken from the Minnesota and Wisconsin Boating Guides and from the Federal Regulations. Although a couple of questions had "hidden" technicalities, they sparked questions and conversation on the Regulations.

Having manned the booth and checking in each day at the booth I discovered how fortunate we are in the Duluth area to have a Power Squadron and all the Educational Courses that are offered to us. Many people from outside our area don't have access to any of our curriculum due to time and distance. Ashland, WI., Mille Lac's Lake area and Lake Vermillion to name a few. So I urge you all to take advantage of these courses and enroll this year!

Booth activities included:

- Videos on Safe Boating
- Registration for Boating Course
- 10 Question Quiz
- Information through handouts
- Daily Drawing for free Boating Course

Many thanks to all of you that put time aside to help out this year at the booth (36 members in all). It takes a great deal of dedication and personnel to accomplish these activities.

Lt Tom Grover
Chairman

ITEMS FOR SALE

Boston Whaler 9 1/2' Inflatable Dinghy (serial # BWC 2B 050 M83G) - No Leaks. Powered by a 2.5 Horsepower Evinrude motor Model E3RCUA (serial # B1370466) with less than 10 hours of operation time.

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DRINKING AND BOATING DON'T MIX

Operating a boat while intoxicated is just as dangerous and illegal as drunken driving. Alcohol is believed to be a factor in more than 50 % of boating accidents that result in death. It induces fatigue and affects coordination and balance, and when combined with the motion and engine noise of the boat and the effects of sun, wind and glare, can be a deadly combination for someone on the water.

The National Safe Boating Council recommends using a designated driver on boats as well as in cars. At least one member of a boating party should not drink. That person should not drink. That person should be the one to operate the boat.

And the Council warns that any intoxicated person is in danger on the water. A moment of dizziness in a restaurant might result in an embarrassing stumble, but the same misstep on a small, unstable boat can end in a drowning.

Remember, you don't have to drink to have fun on the water.

USPS SAFETY BULLETIN



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CDR ARNE WUORINEN
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FOR BARBARA & D/C RICHARD SEIBERT**



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CALABASH CANDIDATES
BIBBY, VITULLO, HENGEL, GLAZMAN & ROCK



P/C AL RYCKMAN
RECEIVES 50 YEAR AWARD



NEIL GLAZMAN
PROUD WINNER OF CALABASH
FOR 1990



??? MYSTERY PHOTO NO. 2 ???

Here is a dandy picture taken some 31 years ago. This Commanding Officer (and gentleman) is, of course, a member in good standing of the United States Power Squadrons at the Port of Duluth. Sorry, no more clues!!!!!! Look for the answer, with an accompanying story in the next issue of CHANNEL CHATTER...

THE SACRED CALABASH

So long Calabash!!!!

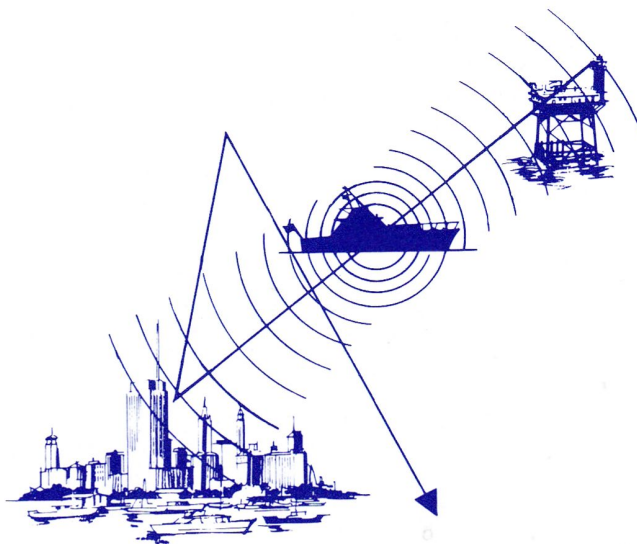
On the night of 1 March 1990, I found myself unable to sleep. I was tossing back and forth for what seemed hours. Was it too much coffee, insomnia, or what? It then struck me! It was neither. It was the excitement of getting rid of the Sacred Calabash the next day at the Change of Watch.

I woke up the morning of 2 March and pulled the Calabash off the fireplace mantle as my wife kept reminding me not to break the delicate glass mug that is part of the award. When we received the Calabash, Dick Vitullo has convinced both of us that this mug was irreplaceable. I'm sure Mary has told me no less than six times throughout the year that I had better not break it! We carefully loaded the Calabash into a bag and loaded it up into our car in hopes of never seeing it in our house again.

At the Change of Watch, when it was time to present the award to this year's recipient, I had many contenders - most with puzzled faces and, I'm sure, many sitting in the crowd with their own secret, knowing they too were also contenders. It was such a close call when it came time to picking the winner, but the person I found most deserving was Neil Glazman for his slight mishap (Neil's boat fell off his trailer on Belknap Avenue in Superior). I'm sure Neil will display his new Calabash proudly where other Squadron members can see it when they come to visit him.

Congratulations, Neil! And, DON'T BREAK THE MUG!!!

Lt/C Greg Brisky, P



AMATEUR RADIO NET

The Duluth Squadron is now on the USPS Amateur Radio Net! The USPS and CPS Net meets on Saturdays at 1700 GMT, 20 meter frequency 14323, upper side band. You can listen in if you have a single side band short-wave receiver with a long wire antenna. You can actively participate in the net if you are a USPS member with at least a General Amateur Radio license.

The purpose of the net is to exchange information on squadron and district activities, to discuss telecommunication issues of interest to boaters, and advise non-members of the public services offered, such as the Public Boating Classes and Cooperative Charting.

If you have a newsworthy item to share or would like more information on the net, please call me just before net time at 11:00 AM, Saturdays.

P/C Skip Waterhouse, N

IMPORTANT INFORMATION FROM YOUR TREASURER

It has become apparent that some of you don't realize that if you make a reservation for a dinner meeting, we pass that information on to the caterer and **WE ARE CHARGED FOR THE MEALS WE RESERVE!!!!!!**

At the recent Annual Meeting, we had reservations for 45 people and only 30 showed up! The fact that 33% of the people who made reservations did not join us for our annual election of officers is not the point here. The point is that **WE HAD TO PAY FOR 45 MEALS!**

In the future, when you make a reservation for a dinner meeting, your name will be given to me so that I can check you off when you pay me at the door. **If you don't show up and didn't cancel 48 hours prior to the meeting, you will be billed for your meal.**

Please remember, when there is food involved at a meeting, it is extremely important that we have an accurate head count. If you are not sure that you can make it - don't commit to a reservation. Everyone is welcome to come to any meeting, dinner meeting or not, and you don't have to eat. You can come at 7:30 PM in time for the meeting and enjoy the program.

Your cooperation will be greatly appreciated.

Lt/C Gloria J. Vitullo, AP
Treasurer



FLY YOUR ENSIGN BUT FLY IT PROPERLY

Flag Size: (17.27 USPS Operations Manual) The U. S. or yacht ensign (or USPS ensign when flown in lieu of those) should be approximate one inch on the fly for each foot of overall length of the boat. All other flags should be approximately one-half inch on the fly for each foot of the highest mast above the water on sailing yachts and approximately five-eighths inch on the fly for each foot of overall length for motorboats. If the nominal size flag is not commercially available, the next larger available size should be selected.

"GAG FLAGS": (17.20 USPS Operations Manual) Yachting may not be as stuffy as it once was, but "gag flags" such as those depicting martini glasses (happy hour), bunnies (owner sleeping), battle axes (mother-in-law aboard) and the like are viewed as unbecoming of any USPS member.

WHEN TO FLY THE ENSIGN: (17.21 USPS Operations Manual) the USPS Ensign, when flown in lieu of the U.S. Ensign, is to be brought in at sundown. It should not be flown between sundown and 0800.

D Lt/C Harvey Hengel, N

DULUTH POWER SQUADRON MEETINGS & EVENTS 1991-1992

DATES

APRIL 4
APRIL 18
MAY 9
MAY 16
JUNE 6
JUNE 20
JULY 11
AUGUST 15
SEPTEMBER 5
OCTOBER 3
OCTOBER 17
NOVEMBER 7

DATES

APRIL 6
MAY 2-5

MAY 11
MAY 18
JULY 4
AUGUST 17
AUGUST 31
SEPTEMBER 1
SEPTEMBER 12-15

OCTOBER 25 -27

SEPTEMBER 28
DECEMBER 14

MEETINGS

EXECUTIVE BOARD
GENERAL MEETING
EXECUTIVE BOARD
GENERAL MEETING
EXECUTIVE BOARD
GENERAL MEETING
EXECUTIVE BOARD
EXECUTIVE BOARD
EXECUTIVE BOARD
EXECUTIVE BOARD
GENERAL MEETING
EXECUTIVE BOARD

EVENTS

FITTING OUT PARTY
SPRING GOVERNING BOARD
NEW ORLEANS
CANADIAN CHANGE OF WATCH
DOCK CLEAN UP
4TH FESTIVITIES & PARADE
PREDICTED LOG
TREASURE HUNT
CORN ROAST
NATIONAL GOVERNING BOARD
CHICAGO
DISTRICT 10 CONFERENCE
MINNETONKA
COMMANDERS CRUISE
CHRISTMAS PARTY

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"ATTENTION"

WOMEN CERTIFICATE HOLDERS

On the 23 of March 1987 the executive board of the Duluth Power Squadron elected to stop paying the fee of \$2.00 per certificate to keep your certificates on file with National.

It is up to each of you that still have them to pay your \$2.00 fee to National in order to keep your records current. A statement is mailed to you during the summer months.

For those that have not maintained them I suggest that you write to National to see if they can be recovered along with the Grades that you have passed.

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FITTING OUT PARTY

**APRIL 6, 1991
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Social hour 1800 hours
Roast Beef Dinner 1900 hours
Auction 2000 hours

Cost \$10.00 Plus worthy donation or auctionable service.

This is the Duluth Power Squadron's Annual Fund raiser.
Help support your Squadron by attending the Fitting Out
Party and donating a quality item to the auction.

Casual dress - Invite Family and Friends.

Don't forget to bring your raffle tickets.
Drawings to be held the night of the party.

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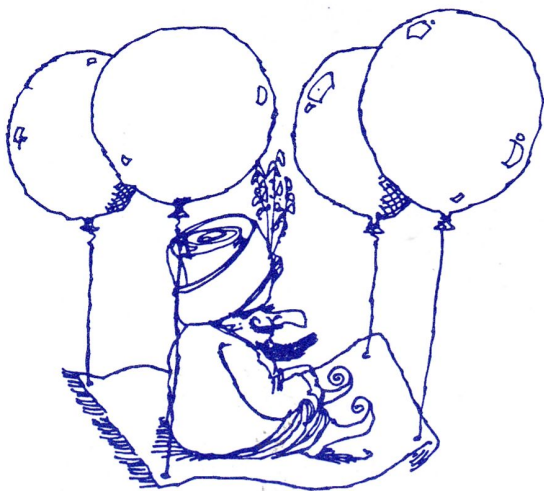
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