

CHANNEL CHATTER

OFFICIAL PUBLICATION OF THE DULUTH POWER SQUADRON
DULUTH, MINNESOTA - DISTRICT 10

A UNIT OF THE UNITED STATES POWER SQUADRONS
SAIL AND POWER BOATING



INSIDE . . .

- Officers' Reports
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Dist. 10 Referral Program

- Winter Lay-Up Tips

. . . and more!

1995
VOL. 95
NUMBER 4
AUGUST - SEPTEMBER

Bridge Officers 1995-1996

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Treasurer.....	Rhonda I. Olson, P	879-4930
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Schedule of Upcoming Events

AUGUST	3.....	Executive Board Meeting, Incline Station Meeting Room
	18.....	Commander's Cruise
	19.....	Predicted Log Contest
SEPTEMBER	2.....	Treasure Hunt
	3.....	Corn Roast
	6-10	National Fall Governing Board - Seattle, WA
	7.....	Executive Board Meeting, Incline Station Meeting Room



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Cover photo - WILLIAM A. IRVIN

Although she no longer passes through the Duluth ship canal, her presense can still be seen in the Minnesota Slip. Length: 610 3/4', beam: 60', depth: 32 1/2', weight: 4,925 tons, average draft: 22 feet, cargo capacity: iron ore or taconite - 14,088 tons; coal -11,612 tons; grain - 10,500 tons, engine: 2 cross-compound steam turbines, horsepower: 2,000, average speed: 12 miles per hour, fuel: 1.2 tons per hour of coal, coal bunker capacity: 300 tons, crew: 32 men.

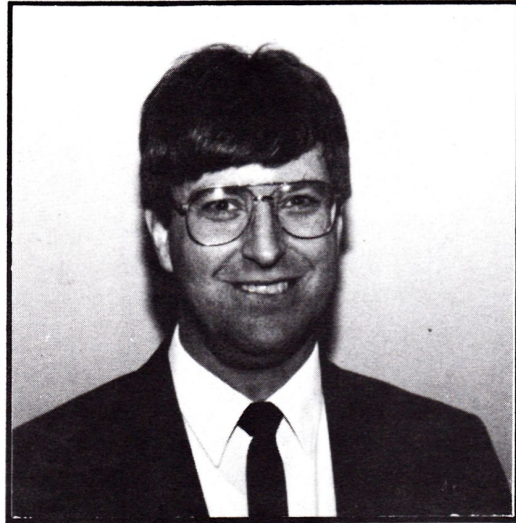
Picture and article by P/C Dave Carlson N

Commander's Report

I'm writing this report about one hour after leaving the squadron dock from the 4th of July Pig Roast. With the rain, wind and fog, the fireworks have been cancelled until later in the week. The temperature made it feel like fall, but there was a good turn out of people for the feast. My thanks goes out to all those who made it happen.

The weather cooperated much better for the D/10 Rendezvous that was held in Sturgeon Bay on June 23-25. The Duluth Squadron had a good turnout of members for this event. Swimming in Lake Michigan was great. You just had to avoid the dead fish and weeds. We should really appreciate the clean water that we have with Lake Superior.

CME (Courtesy Marine Exams) were done on many of the squadron boats on June 10. If you did not have your boat inspected and would still like to, (safe boating is never done until the boat is winterized) then contact the U.S. Coast Guard Auxiliary to get an inspection done. James and Peg Munger are members of both groups and have always been willing to help with the exams. The exams are free and a good learning experience.



Cdr. Jay R. Halling, P

NOTICE TO ALL DPS MEMBERS

RE: General Meetings and Events

When General Meetings and/or Events are being held, the Calling Committee is usually activated to find out how many people are coming to the meeting or event. That number of responses is then called to the area that is serving the food. Table set-ups, the number of servers and the amount of food is determined by that number. This is also the number of meals that they are expecting to be paid for.

When you say that you, your spouse, and/or friends are coming then you do not show up for the meal, then the squadron has had to pay for those meals, thus producing a loss of money for the squadron.

Please, when your Calling Committee member calls you and you say "yes, and there will be ____ number of people coming", please do show up. Even to cancel, please let Pam Halling (Calling Committee Chairperson @ 722-8172) know at least 2 days in advance of the meeting/event so that the squadron can meet its financial requirements without a loss.

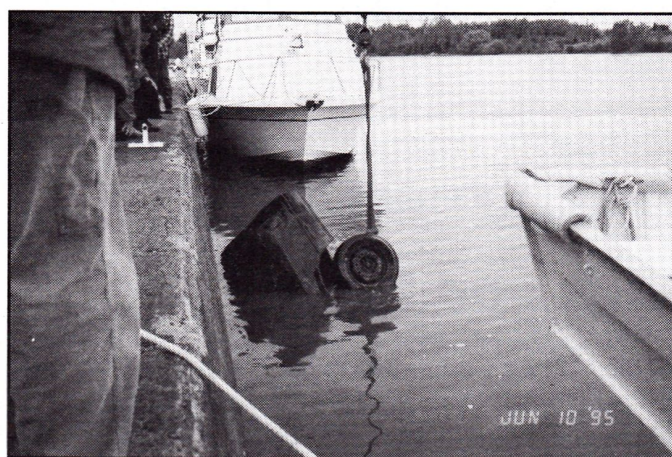
Thank you.

Cdr. Jay R. Halling, P

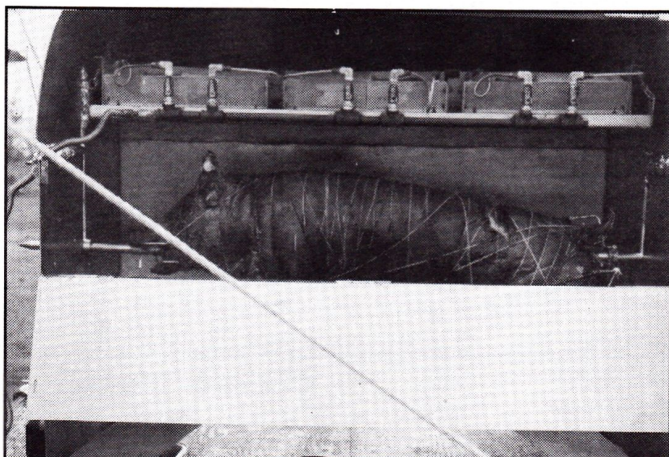
Safe Boating Week



Squadron Dock - While Squadron members were using the dock facilities on June 10, a gasoline slick was spotted in the slip. Divers were called out and located a car at the bottom of the slip. The wreckage was removed.



July 4th 1995 - Pig Roast



Executive Officer's Report

Welcome to the Summer of 1995. We sure had a great couple of weeks in June, then two not so nice weeks the first part of July. Now the weather is back to being hot, & that's the way we like it.

I hope everyone had a great time at the Fourth of July party and activities at the Squadron dock. Dave Mattson, Sue Fena and Bart Fena did the most incredible job roasting the pig. Although the pig almost got away! Even though our pavilion was not erected as yet, everyone enjoyed themselves.

The City of Duluth Fourth of July fireworks on the 7th were fantastic. I think it was the best I have seen.

We had postponed our Fourth of July boat parade until Friday the 7th of July. We had 14 boats participate and also two dinghies, some boats were decorated very nicely. The boat decorating contest was over and first place was awarded to the Rhon-Da-Vous on the 4th of July. It looks like there will be some serious challengers next year when the Olson's try for an unprecedented three year reign.

By now our pavilion is up and usable. I hope everyone has gotten a chance to get over to the dock and enjoy it. If anyone has any ideas on utilizing it to its fullest, please get to someone on the Bridge to plan an event.

I look forward to seeing everyone at the Corn Roast and remember,

"It won't work if you don't wear it."

Lt/C Jerry Carlson, AP



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Administrative Officer's Report



Summer is rolling along. Already we have had the New Member cruise and the 4th of July party. The New Member cruise was June 19.

Thank you Dean Baltes for the wonderful time on the New Member cruise. We had a very good day and a lot of people showed up. It did take some last minute scurrying though.

Sue Fena and I chaired the 4th of July Pig Roast. When Sue first suggested this idea I thought it would be a lot of fun. It was, but I had no idea of the work involved. With the help of Sue's brother, Bart Fena, we got the pig cooked in about 9 hours. There were 118 people fed. I feel it went well and from the comments I heard, everyone enjoyed the meal despite the weather. Thank you Sue and Bart Fena. There were no entries for the fishing contest. I suspect because of the weather. Bingo went well. It seemed like almost everyone played. Thank you

Julie Mattson for your help. We want to thank all the people that helped us with set up and clean up.

The boat decorating contest went on as planned. First place went to Gordy and Rhonda Olson in the RHON-DA-VOUS. Second place went to Arne and Gina Wuorinen in the GET-A-WAY. Third place went to Lars and Pinky Bakken in the ROSITA. Honorable mention was given to Bruce Beste's dingy which was decorated by Cory Beste. Thank you all for participating.

Sorry for the pavilion not being up. Because of some construction problems, it will take some extra time. Hopefully it will be up soon.

The fireworks were postponed, as well as the parade. But the night of July 7, when the fireworks were rescheduled, the parade went on. Thanks to all of you who participated in the parade.

Dave A. Mattson, AP

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INTRO. TO SAILING
PREDICTED LOG CONTEST
OCEANOGRAPHY
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CALCULATORS FOR NAV.
ELECTRONIC NAVIGATION

COMPASS ADJUSTING
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PREDICTED LOG

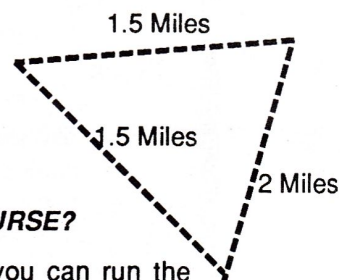
TEST YOUR NAVIGATIONAL SKILLS

JOIN US 8-19-95 AT THE SQUADRON DOCK

0900 COURSE INFORMATION HANDED OUT, HELP WILL BE AVAILABLE
1000 PREDICTED LOG BEGINS
1200 DINGY PREDICTED LOG
1300 POTLUCK LUNCH

HOW LONG WILL IT TAKE YOU TO RUN THIS COURSE?

If you know the answer, and can follow a compass course, then you can run the predicted log, or if you would rather help keep time and go for a boat ride, please come.



Make sure you know the speed your boat travels at the rpm's you will run the course, to do this run a measured mile both ways to get an accurate speed. For more information or any questions please call the Predicted Log Chair; Past Commander Arne D. Wuorinen AP, 879-1897

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Eligibility:

All District 10 Members

Period:

1 January 1995 to 31 December 1995

Entries:

Will Be Validated by Squadron Membership Chair and Sweepstakes Chair

Prize:

One Week at Beau Mer Condominium in Naples, Florida. A two story unit with two bedrooms and baths over looking the Marina. It can handle up to six for sleeping.

This unit donated by Gene Altstatt, P of the Minnetonka Squadron.

Availability of this unit is 1 April through 30 November

Two Round-Trip Tickets are being secured for this program. Not confirmed as of 24 March 1995

Drawing:

Winner will be selected in a random drawing from eligible entries on Friday, 26 January 1996, at the winter council meeting. Winner need not be present!

Mail completed form to the D10 Sweepstakes Chair:

D/Lt Brian G. Sanderson, AP; 4265 Stonebridge Circle, Minnetrista, MN 55364

District 10 New Member Referral Program-Sweepstakes Entry Form

_____ has been referred by me to the
_____ Power Squadron for membership.

Name _____
Address _____
City _____ State _____ Zip _____
Telephone # () _____

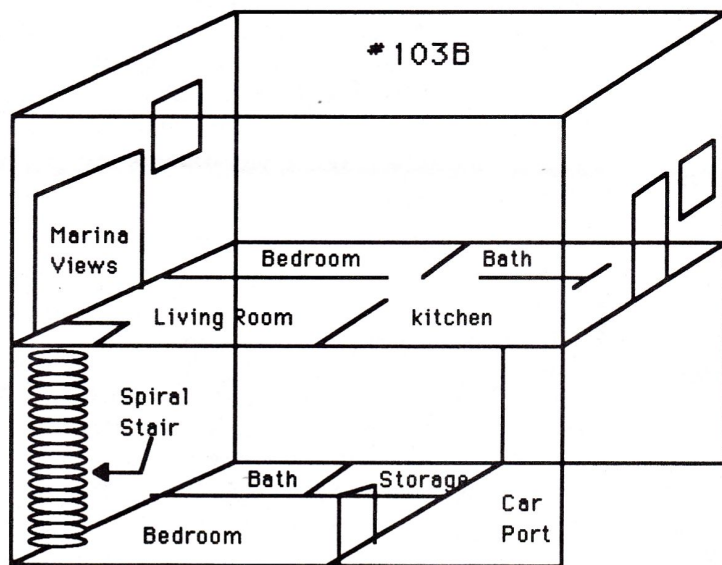
Date your Referral Completed Boating Course _____ Date Joined _____
Signature of Squadron Membership Chairman _____
Membership Chairman's Telephone # () _____

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Winter Lay-Up

Here are general maintenance tips for winter lay-up.

When hauling a sailboat, remove all the booms, gaffs, and standing and running rigging and decide if anything needs repair or replacement. Unstep all masts and check all spars for hairline cracks or other damage. Make certain that spars are well supported to avoid sag. Coil and tag shrouds, stays, and hal-yards for identification when rerigging. Wash the sails and check for needed repairs. Store all gear in a dry location.

NOTE: It is not necessary to unstep aluminum masts or strike stainless steel rigging. But check aluminum masts carefully for signs of fatigue, especially around welded areas. Check stainless steel rigging for hidden corrosion at joints and fittings.

Engine and Tanks. Before hauling a powerboat, change engine oil if it has been used for more than a few hours, because of the formation of acid and sludge. Many boat owners fill the fuel tanks to minimize condensation. Others let the tanks run low and drain them before or after hauling. As gasoline evaporates, it leaves a residue (sometimes called varnish) that tends to glaze filters and carburetors. Sometimes the owner of the storage area requires that tanks be drained for safety reasons. In any case, it is advisable to drain the carburetor. Close the valve in the gasoline supply line, then loosen the fitting at the engine end of the valve and run the engine until it stops. Remove spark plugs, and spray inside the cylinders with suitable light oil while turning the engine over with the starter.

Drain water from blocks, exhaust manifolds, and oil coolers as well as from bilges, tanks, pipes and tubes, head, and auxiliary generators. In climates with winter temperatures below freezing, use some

antifreeze in the engine water jacket, head, and sink as additional protection. Batteries should be fully charged and stored in a warm, dry location.

Cleaning. The best time to clean a boat's hull is immediately after her removal from the water. If the boat is hoisted, the area under the slings can be cleaned after cradling. If cradled underwater before hauling out on a track, the boat must be raised to clean under the pads. The boatyard usually has the manpower and equipment to do the job immediately upon haulout if you prearrange the job with them.

Cradling. Smaller boats come with factory-equipped cradles, well supported with substantial keel blocks. Sufficient shore blocks under the turn of the bilge are necessary to keep the boat from tipping sideways. Level the boat, fore and aft, setting the blocks firmly so she won't settle. The hull should assume about the same position as when afloat to reduce distortion and strain to a minimum. Distribute her weight over the ground by using cross-timbers. A boat poorly blocked and left all winter, with inadequate provision for weight distribution, may be damaged beyond repair. When wet timbers dry, they may assume the distorted shape and not return to normal.

After the boat is cradled, plug the engine exhaust outlets as a guard against corrosion. It is also prudent to disconnect the propeller shaft(s) to avert possible strain on the stuffing box and supports.

Protection and Ventilation. For boats stored in the open, an overall waterproof, well-ventilated, fire-proof cover generally is a worthwhile investment. However, this might not be true for a raintight fiberglass boat with a good cockpit cover.

Remove or store items that may mildew or otherwise deteriorate, or may be stolen.

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SALES - INSTALLATION - MAINTENANCE

When weather permits, thoroughly ventilate the interior. Most boaters agree on the importance of ventilation while a boat is in commission. Ventilation is provided by inlet cowls and suction vents while the boat is running as well as at the dock or at anchor. Ventilation clears out the moist air, which is favorable for rot and mildew. During the summer, the boat is opened and aired many times in use. This is not so while in winter storage.

The onboard air can become stagnant and damp. The sun can heat air under the cover and dry the hull excessively or, conversely, cool nights can cause excessive condensation. Good ventilation prevents this.


Fit a waterproof cover over a wooden or pipe frame consisting of a ridge pole and adequate rafters to prevent undue sagging of the canvas under a heavy load of snow or pockets of rain. The ridge should have ample clearance over the cabin to allow for circulation of air. Rafters and ridge should have sufficient slant so that snow and rain will not collect.

Lash canvas down securely with tie lines, but be careful that they are not too tight to allow for shrinkage. Leave one area over the cockpit loose, for easy

entrance; zippers sewed into the canvas are convenient. Extend the canvas beyond the rail, so the air can circulate freely up and around the full and over the cabin. A circulating-type exhaust ventilator like those on small chimneys will clear air out from under the top of the canvas.

For ventilation inside of the boat, leave the companionway open, floorboards up, lockers open, and drawers cleaned out.

Rot – You can often locate rot by tapping suspected areas with the handle of an ice pick or other solid object. This produces a dull sound if rot is present. Probing with the ice pick or a knife will establish the extent of the affected area. Give special attention to sections subject to dripping or seeping water and poor ventilation, such as behind ice boxes, in hanging lockers, in the forepeak, under a canvassed cabin top or deck, and in any areas where even a slight opening can let in rain water. Make the repair of infected areas your first restoration job because rot will spread.



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DEADLINE NOTICE

for the next issue
of the Channel Chatter, August - September 1995 is
Thursday, September 7, 1995.

The Channel Chatter is published six times annually. All members are welcome to contribute articles and photos. Please send them to the attention of:

Peggy Berg, Editor
Channel Chatter
323 N. 61st Ave. W.
Duluth, MN 55807
624-1478 (evenings), 723-9496 (daytime)
723-9122 (fax)

If you are submitting a photo, please also include the negative.
All materials will be returned after publication.



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