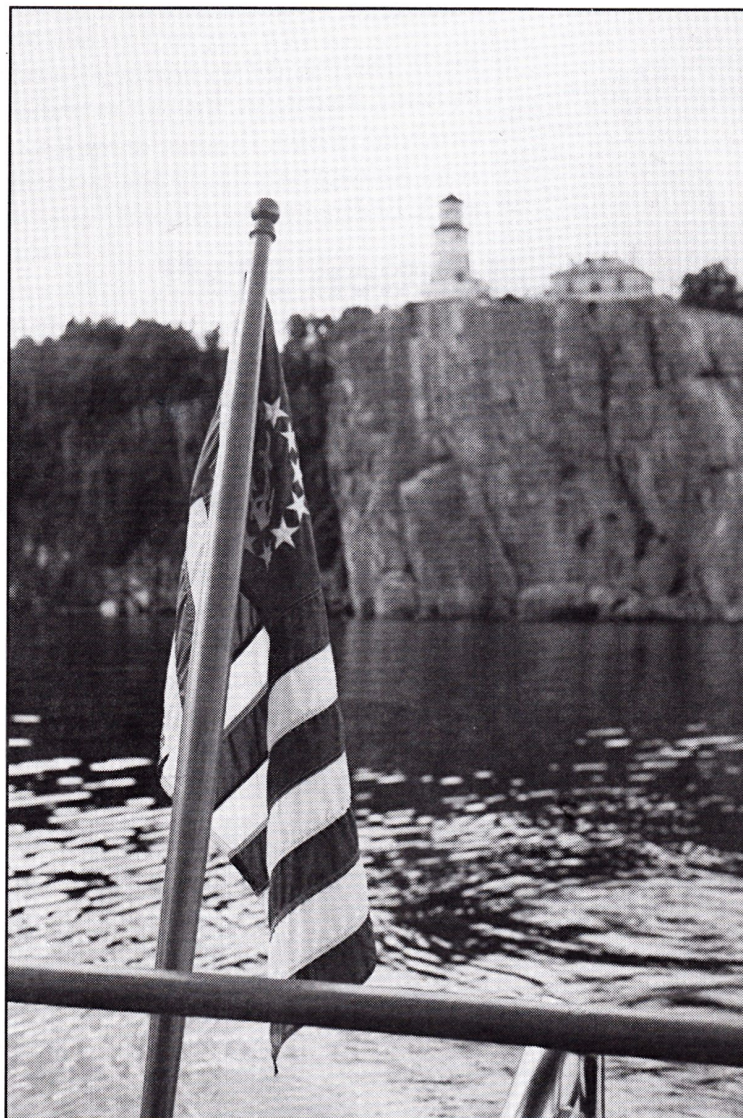


CHANNEL CHATTER

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

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



In this issue ...

Officer's Reports

Corn Roast

Coast Guard Cutter Launched

New Members

... and more!

1996
VOL. 96
NUMBER 5
OCTOBER - NOVEMBER

Bridge Officers 1996-1997

Commander	Gerald A. Carlson, AP.....	729-8427
Executive Officer.....	David A. Mattson, AP	723-1178
SEO	Adrian G. Rick, AP	624-3772
Assistant E/O.....	Jerry Rock, AP	392-5921
Administrative Officer.....	Leonard A. Robinson, S	879-3769
Secretary.....	Mary A. Morrow, P	394-5647
Treasurer.....	Paulette M. Holt, S	729-6072
Immediate Past Commander	Jay R. Halling, AP.....	722-8172
Executive Committee	Robert J. Hecht, Sr., P	879-9106
	Gordy M. Olson, P	879-4930
	John Kalenowski, P	726-0151
	Erick LiaBraaten	624-0532

Publication Staff

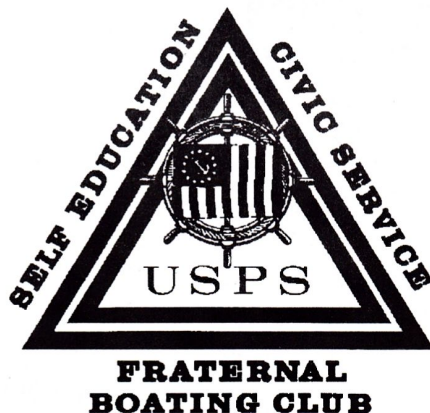
Editor.....	Peggy A. Berg, P.....	624-1478
Photographer	David C. Carlson, N	525-1438
Advertising.....	Wayne D. Carlson, P	636-2109

Schedule of Upcoming Events

OCTOBER	3.....	Executive Board Meeting, Incline Station
	18-20	D/10 Fall Conference - Wisconsin Rapids
	24	General Meeting, Dry Dock Restaurant
NOVEMBER	7.....	Executive Board Meeting, Incline Station



Duluth Power Squadron Information
Telephone Number • (218) 348-6196.



Cover Photo: "Split Rock Lighthouse"

This light was built in 1910 and was automated in 1961, only to be abandoned in 1968. Now it is a National Park and is the most visited lighthouse on the Great Lakes.

Picture taken off the stern deck of the cruiser EIGHT BALL, August of 1996.

Photo and article by P/C Dave C. Carlson, N

Leadership

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Commander's Report

Here it is Fall, with boats coming out of the water and leaves starting to fall. We can put another summer into our memories. It has been a great summer for me as the Commander of the Duluth Power Squadron. The Squadron has accomplished a lot during our short summer. Back in March before our Change of Watch, I submitted our goals for 1996-1997. In just 7 months we are well on our way to meeting these goals. We as a Squadron couldn't do it without the service, volunteering, and commitment of our members. I just want to mention one of our members who has gone over and above the call of duty so far this watch year. Dave Rutford has done an outstanding job with Co-op charting. Again this year the Duluth Squadron will be on the District 10 Honor Roll. Although the Co-op charting day on May 11 didn't have many participants those that were there were energetic and lots of marks were found. After that date Dave has gone on to diligently work to find the necessary marks to qualify us for the Honor Roll. If you are looking for something to do after fishing or hunting this fall, give Dave a call. He will fix you up with a couple of great marks to find.

How about that Corn Roast weekend! David and Pam Stokke did a great job chairing the event. Those who missed the evening dance missed a great band. The Rock-A-Billy Review with Donny Buck turned the pavilion upside down with their great sounds. On Saturday afternoon, Arne and Gina Wuorinen hosted the 2nd annual Corn Roast dingy cruise. This year we went out in the big lake and cruised down the Wisconsin shore line about 3



miles. Had a great time. Weather was warm and everyone got wet even my dog and I know that is hard to believe. Everyone please give a pat on the back to P/C Jay Halling and all the other Past Commanders that helped on the preparation of the beef for the meal. The meat and the complete weekend turned out great. Although the rain could have held off a little longer on Monday. It took about 2 weeks for the sides of the pavilion to dry off.

Looking ahead to this fall/winter we have some great classes coming up. The first I want to mention is the Sail Class. See or talk to Adrian Rick about this one. We have had a lot of interest and we have some great instructors lined up. In addition we have additional classes coming up this fall and winter. More information on classes in an upcoming flyer.

Cdr Jerry Carlson, AP

PAVILION NAME PLAQUES

At the Corn Roast it was brought to my attention that some people were concerned that they couldn't find their name plaque on the pavilion framing.

At the June 18 General Meeting, we had each person put up their plaque in the location they wanted. We did not at that time put up plaques of people that were not there. I have the remainder of the

plaques and on Saturday, October 26, at 10:00 am, Joel Berg and I will be at the Squadron Dock. We invite everyone over to put up their plaque in their own special spot. Joel and I will then put up the remainder. If anyone is interested please come out and join us. Hot dogs and pop provided. Call Joel or myself for more information.

Cdr Jerry Carlson, AP



Executive Officer's Report

It is hard to believe that summer is coming to an end. The Corn Roast is over. What a good time. Thank you Pam and Dave Stokke. To make an event like this come together it takes a lot of help from a lot of people. When people get involved that's what makes it work. Thank you all for the good time.

Our fall boating classes will be starting soon. Everybody should be thinking about the class they may want to take this year.

Dave Rutford has been busy getting his geodetic survey marker information ready for reporting. I just want to thank him and the people that helped him locate the markers. We need this information to help gain our Honor Roll status. This is something the Squadrons do to help the government locate their markers.



Lt/C Dave A. Mattson, AP

Administrative Officer's Report

Our annual Corn Roast was held on Labor Day weekend. What a great weekend we had. The weather could not have been better, sunny skies, warm winds and starlit nights. I want to thank Pam and Dave Stokke for a great job. Without dedicated members like them, we wouldn't have the great events we have. On Saturday, we had 31 boats at the dock enjoying all the festivities. Sunday brought over 40 boats total with many campers and tents also. Both kids and adults enjoyed games and fun times together. Later we enjoyed a great meal of beef, corn, potato salad and the many desserts which were provided by the members. Later we danced to the music of Rock-A-Billy Review. I think there was a lot of sore feet the next day. On Monday we again enjoyed all-you-can-eat pancakes by Dean & his Crew. Thank you ALL that helped make this a great weekend.



The membership / membership involvement committee has been very busy this summer developing a new member orientation program which will familiarize new members with the Duluth Power Squadron meetings, events, education classes and dock facilities available to them. If any newer members would like to review the material developed, feel free to contact myself or a member of the membership / membership involvement committee to do so.

With Fall upon us now, we are all getting ready for winter. Mark your calendars for December 7th and come enjoy the Christmas Party.

Lt/C Len Robinson, S



New Members

The Duluth Power Squadron has more new members who have joined recently. They include: Martin Heimer, who owns a 19' powerboat. His wife's name is Yvonne.

Chuck Allen, who powers a 27' cruiser named "Sea Qual" docked at Barker's Island. His wife's name is Lisa.

Kelly Heegard and his wife Katherine both join. They cruise in a 25 footer named "Jade" which is docked at Spirit Lake Marina.

Margaret Ingram and her husband James Mattern who own a 18' power boat kept at Barker's Island.

Susan Hoglund (her husband's name is Richard), who powers a 25' cruiser name "LA-Z-Bolly".

Say Hi and welcome aboard if you see these folks!

*Lt Steve Farrell, S
Membership*

ALL MEMBERS are welcome to the Duluth Power Squadron's Executive Board Meetings which are held the 1st Thursday of each month. Past commanders are encouraged to attend.



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MEETING CHANGE

The October General Meeting has been changed to October 24th instead of the 17th. Please plan to be there! It will be held at the Dry Dock Restaurant. More information to come in an upcoming flyer. Watch your mail and plan to be there!



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Corn Roast 1996!

The celebration over Labor Day weekend at the Power Squadron dock was a good one. We had a bonfire Friday night August 30th which included making many smores to share and we all enjoyed everyone's company. There were many boats at the dock this evening also. Approx. 20.

Saturday started out with a treasure hunt at 10:00 am put on by Harvey and Candy Hengel. Participants got their instructions and went on their way. It took approx. 30 minutes to do, with an exception of a few who made a couple wrong turns. That's ok. It was a beautiful day for a walk. Adults 1st place went to Steve Balliet, 2nd place to Murray Keogan, and 3rd place to Chris Beste. Kids 1st place went to Mike Baltes, 2nd place to Brian Wuorinen and 3rd place to Bonnie Halling.

Later in the afternoon was a dinghy run up the South Shore organized by Arne and Gina. It was a great turn out and a lot of fun. We later got back to the dock and enjoyed a potluck dinner with a variety of Mexican dishes.

Kids got together later in the evening to listen to their favorite music, do a little dancing and just

visit. Another bonfire that evening too. Nice to sit and relax.

Sunday brought another great day. Lunch time was smoked sausages with chips, cooked up by Sharon Page with help from Chris Beste and Loretta Billman. Games for all ages started at 1:00 pm until around 4:00 pm. Myself and Loretta had fun getting everyone involved. The Corn Roast Dinner at 5:00 pm was another job well done. Thank you to all the Past Commanders who helped prepare the beef. Very tasty. And thanks to all who helped serve the meal. There were 35 boats now at the dock. 9:00 pm the dancing shoes were put on. Great music and alot of people gathered together.

Monday morning was the Pancake Breakfast put on by Dean Baltes and Kimber Langdon. Many members were served. Excellent food again.

We would like to thank each and everyone of you who helped us get this weekend organized. It went well and we hope everyone had a good time. Thanks again.

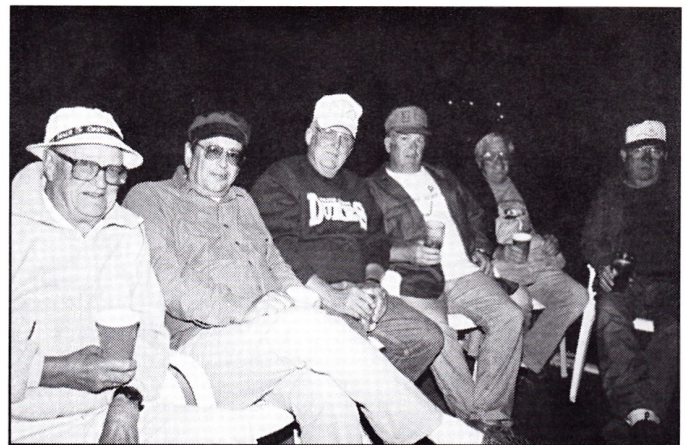
David and Pam Stokke, Corn Roast Chairpersons



Corn Roast Pics



more ...



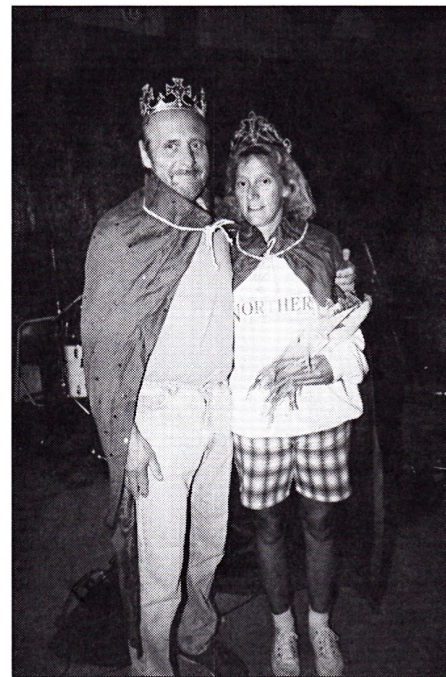
Corn Roast 1996!

I, as the most recent Past Commander, would like to thank all the other Past Commanders that helped during the Corn Roast. The assistance in ordering the food, preparing the roast, setting up, lighting up and maintaining the charcoal burning, monitoring the roast while cooking, slicing and serving the roast, and the dreaded cleanup, etc., is all greatly appreciated. The Past Commanders that helped include:

C. Bruce Nimmo, Jr., AP
 Howard Boynton, AP
 Manley Goldfine, AP
 Robert Stokes, AP
 Eugene Rock, N
 Ron Waterhouse, N
 Kenneth Van Dyke, P
 Robert Byrne, N
 Richard Bibby, AP
 David Carlson, N
 Harvey Hengel, N
 Candance Hengel, N
 Harlan Eggert, AP
 Arne Wuorinen, JN
 Bruce Beste, JN

Again, my thanks to those listed above for your great help.

P/C Jay Halling, AP



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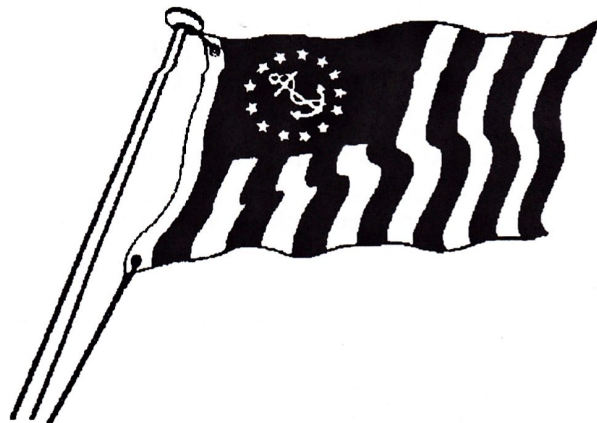




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USCGC KATHERINE WALKER

My family and I were recently vacationing in Michigan and Wisconsin and made a side trip to Marinette, Wisconsin. We had the pleasure of attending the christening and launching ceremony of the United States Coast Guard Cutter KATHERINE WALKER on September 14, 1996. After the official ceremony of the Presentation of Colors, the National Anthem, five ceremony speakers and a professional actor who told retold parts of Katherine's life, the exciting moment arrived. What a sight to see a 175 foot ship being dropped into the water! *Peggy Berg, Channel Chatter Editor*

Reprinted from USCG ceremony flyer.

PRINCIPAL CHARACTERISTICS

Length	175 Feet
Beam	36 Feet
Draft (Full Load)	7.9 Feet
Displacement (Full Load)	840 Long Tons
Buoy Deck Area	1,335 Square Feet
Officers	1
Enlisted	17

EQUIPMENT

Main Engine ..	2 CAT 3508, 990 BHP @ 1600 RPM
Propulsion	2 Ulstein 360° Steerable Z-Drives
Thruster	500 hp/dc fixed pitch
Power Generators	3 CAT 3406 285 KW each
Crane	10 ton hydraulic, 42' boom

The KATHERINE WALKER is the second ship of the Keeper Class of Coastal Buoy Tenders to be launched. Besides KATHERINE WALKER's primary mission of Aids to Navigation, other missions will include Search and Rescue, Domestic Icebreaking and Marine Environmental Response. KATHERINE WALKER will also be an integral part of the Coast Guard's spilled oil recovery response capability.

KATHERINE WALKER's namesake was the Keeper at Robbins Reef Light in New York Harbor from 1886 until 1919; she is credited with saving the lives of 50

people from wrecked ships. She was born in 1846 and died in 1930. The story of Katherine Walker is one of the immortal sagas of New York City and its many islands, ledges and lighthouses. Robbins Reef Light, located in the straits between Manhattan Island and Staten Island on the west side of the channel, is seen by more than a million people daily. Of those, only a few have ever heard of Mrs. Katherine Walker.

In the winter of 1886, Keeper John Walker developed pneumonia and died, leaving his wife Katherine as temporary head keeper to tend the light. His last reported words to her were, "Mind the Lights, Katie."

She decided to stay on as keeper if the government permitted. However, objections were raised when she applied for the appointment, as she was only 4' 10" and 100 pounds. After several men turned the job down because the light was too isolated, Katie was hired. Time proved that she was as good at the job as any man, but her official appointment was not until June 6, 1895.

She not only kept the light burning but by her own account may have saved as many as 50 people. Most were fishermen whose boats were blown onto the reef by sudden storms.

Kate, assisted by her son Jacob, tended the light until her retirement to Staten Island in 1919 at the age of 73.

With her passing at the age of 84 in 1930, a well-ordered life came to a close. Her obituary was carried in the New York Evening Post, and provided this eulogy:

"A great city's waterfront is rich in romance . . . there are queenly liners, the grim battlecraft, the countless carriers of commerce that pass in endless procession. And amid all this and in sight of the city of towers and the torch of liberty lived this sturdy little woman, proud of her work and content in it, keeping her lamp alight and her windows clean, so that New York Harbor might be safe for ships that pass in the night."



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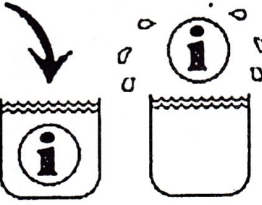
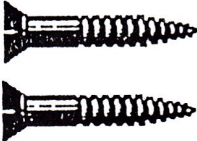





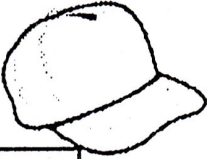




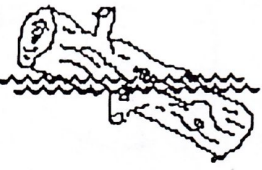
NAUTICAL TERMS QUIZ

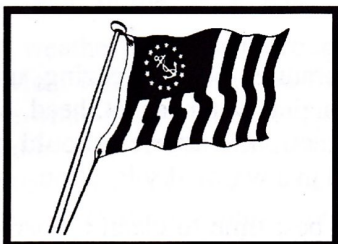
By: Tom Briggs, RCO (9ER)

Graphic Layout: Chuck Telesco, DSO/PA (9er)



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5 	6 KNOT KNOT KNOT KNOT	7  BITTER	8 
9 CYCLE CYCLE	10 	11 BOARD BOARD	12 HULL HULL HULL
13 	14 H₂O —	15  6	16 TIDE 
17 	18 	19  7 1/2	20 
21 	22 FIX 	23  VISIBILITY	24 



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18-20 OCTOBER, 1996
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Rank _____ Name _____ Grade _____

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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 halyards 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.


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

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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National Safe Boating Council



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DEADLINE NOTICE

for the next issue
of the Channel Chatter, December-January 1996 is

Thursday, November 7, 1996.

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.

*Thank you to our contributors
for helping us promote
Safe Boating!*

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