

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**



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Safe Boating Week

D/10 Spring Rendezvous

Change of Watch Photos

and more!

**1997
VOL. 97
NUMBER 2
APRIL - MAY**

Bridge Officers 1997-1998

Commander	David A. Mattson, AP	723-1178
Executive Officer	Leonard A. Robinson, P	879-3769
SEO	Adrian G. Rick, AP	624-3772
Assistant E/O	Bruce A. Beste, JN	624-5696
Administrative Officer		
Secretary	David C. Rutford, JN	724-4854
Treasurer	Murray E. Keogan	721-4863
Immediate Past Commander	Gerald A. Carlson, AP	729-8427
Executive Committee	Robert J. Hecht, Sr., P	879-9106
.....	John Kalenowski, P	726-0151
.....	Steve Balliet, P	724-0636
.....	David E. Stokke	729-6335
.....	Sue Farrell, AP	729-8871

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

Schedule of Upcoming Events

APRIL

- 3 Executive Board Meeting, Incline Station
- 26 Fitting Out Party. Shrine Auditorium

MAY

- 1 Executive Board Meeting, Incline Station
- 15 General Meeting, Shack Supper Club, Superior, WI
- 10 Canadian Change of Watch
- 10 Co-Op Charting Day
- 15-18 Spring Governing Board, Westin Hotel, Kansas City, KS
- 17-23 National Safe Boating Week

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Cover Photo - Fraser Shipyard

With work coming to an end on the six ships that have been berthed at the Frasers for the winter, is it possible that Spring is not far away? This picture was taken from the Blatnik Bridge. (I would not suggest that everyone try to take pictures from the bridge, as I found out there is not a 30 second period without a truck or car going by.) 14 ships are tied up in the Twin Ports harbor this year. I believe this is a high for the past few years. Have you seen all of them?

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



Commander's Report

Hi, I am your new Commander. I know it is hard to believe. We had a great time at the Change of Watch. D/C Nominee Thomas Rossini swore me and the rest of the Bridge in. It was great to have him and his wife D/Lt/C Julia there. It was nice to see P/C Jim Coslett from Canada, and our guests D/Lt/C Geir Seger and his wife Janette. Also P/C Kathy Reeder from St. Paul. I want to thank everyone for their help in making the Change of Watch such a success especially P/C Jerry Carlson.

I am looking forward to working with my Bridge. They are Executive Officer Lt/C Lenny Robinson, P; Education Officer Lt/C Adrian Rick, AP; Secretary Lt/C David C. Rutford, JN; Treasurer Lt/C Murray Keogan.

Our new Members at Large are 1/Lt Robert Hecht, Sr., P; 1/Lt John Kalenowski, S; 1/Lt Steve Balliet, P; 1/Lt David Stokke; 1/Lt Sue Farrell, AP.

Also I am looking forward to working with all the new and existing officers and committee members. Thank you all for volunteering. You are the people that make the Power Squadron what it is.

My first General Meeting will be on May 15 of this year which is our traditional Safe Boating Kick Off Meeting. This meeting will include Coast Guard and Coast Guard Auxiliary, along with representatives from the Wisconsin and Minnesota DNR. This should be a good meeting. I hope all of you can attend. It is going to be at the Shack in Superior and we will be able to order off a short menu. A flier will be sent out before hand.



District 10 Spring Rendezvous is June 27 to 29 at Big Island in Lake Minnetonka. It looks like a good time. Please read the flyers in this issue.

This year looks to be busy for me and the Bridge but we are looking forward to it. On the following page is a list of our goals for this year. Please read them. We have a personal goal this year of getting new members involved. I could use everyone's help in doing this because I feel it is important to get new members involved because they become the officers of the future.

Cdr. Dave Mattson, AP



D/C Nominee Tom Rossini (r) swearing in Duluth Power Squadron's new Commander David A. Mattson (l) at the Change of Watch ceremony.

I'd like to thank all the DPS members who helped this year with the Boat Show booth. Our booth was successful in educating the public on what the Power Squadron is and we had quite a number of people sign up for the Public Boating Class. Thank you, we couldn't do it without you.

Cdr. Dave Mattson, AP

More Change of Watch photos on page 13.



DULUTH POWER SQUADRON 1997-1998 GOALS

- Goal No. 1 Retain 88% of our active and additional members from December 1, 1996 to January 31, 1998.
- Goal No. 2 Promote membership growth by signing up 20 new active and additional active members from December 1, 1996 to December 31, 1997.
- Goal No. 3 Conduct two (2) Boating courses, one (1) Boating Safely Course. Promote public relations through participating in the Duluth Boat Show. Promote National Safe Boating Week.
- Goal No. 4 Enroll in the District 10 Cooperative Advertising Reimbursement Program
- Goal No. 5 Conduct an Operation Training and Leadership Development Program. Have all Bridge Officers complete the course.
- Goal No. 6 Offer 2 advanced grades and 3 elective courses.
- Goal. No 7 Participate in the District 10 Rendezvous, to be held in Minnetonka, MN.
- Goal No. 8 Continue to identify other local Organizations having a relationship with boating and establish a liaison relationship.
- Goal No. 9 Continue to support the USPS Education Fund by making a 100% contribution.
- Goal No. 10 Earn 3 Star Squadron Status.

Personal Goal:

Involve 10 new members on Committees



Executive Officer's Report

Come one, Come all to the Shrine Auditorium on April 26th. This is when we will host our annual Fitting Out Party and Auction. Please see the article in this issue along with the flyer giving you all the details about this important annual event. Any questions, please call me.

National Safe Boating Week is from May 17th to 23rd this year. Again this year we will have a joint meeting with the DNR during our General Meeting on May 15th. This is always a good time to get those questions answered. CME exams will be conducted at the Squadron Dock on June 7th this year.

We will be participating in River Quest again this year. This program educates students about Lake Superior, the St. Louis River and Safety which we provide. If you're interested in participating, let me know. Space is limited.

Again, I hope to see all of you on the 26th of April.

Lt/C Len Robinson, P



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DULUTH POWER SQUADRON 5 YEAR EDUCATION PLANNER

COURSE OFFERED	1997	1998	1999	2000	2001
PUBLIC BOATING	X	X	X	X	X
SEAMANSHIP	X	X	X	X	X
PILOTING	X	X	X	X	X
ADVANCED PILOTING		X		X	
JUNIOR NAVIGATION	X				X
NAVIGATION		X			
MARINE ELECTRONICS		X			X
ENGINE MAINTENANCE		X		X	
WEATHER	X		X	X	X
SAIL	X			X	
CRUISE PLANNING			X		

Videos

One of the educational services that the Duluth Power Squadron provides it's members is a video library. As your new video librarian, I want to make the videos easily available to members by bringing some to meetings, to Power Squadron Dock activities, having some available on board *Silver Seas* and from my home if you would like to stop by.

The titles we currently have are listed here. Give me a call at 724-0636 (home), and we can arrange for you to borrow them without charge.

Steve Balliette

VIDEOS AVAILABLE FROM THE DULUTH POWER SQUADRON

<u>TITLE</u>	<u>PRODUCED BY</u>	<u>TIME</u>	<u>SUBJECT</u>
A Little Common Sense	U.S. Coast Guard.....	18 min	Boating Safety
ABC/Basics of Diesel Engine.....	Ford Motor Co.....	48 min	Diesel Engines and How They Work
Basic Boating Course	U.S. Power Squadron	80 min	U.S.P.S Basic Boating Course with book to study
Boat Smart...Boat Sober	U.S. Coast Guard.....	13 min	
Cold, Wet & Alive	American Canoe Asssoc.....	23 min	Hypothermia
Come Sail With Us	Pearson Yachts.....	35 min	The Basics of Sailing Cruising Boats
Drowning, Safety, Trailer/ Boat Handling	Multiple recording.....	unknown	
Haul Out.	Anchor's Aweigh Videos ..	35 min	What to do when you get to the boat yard with demonstrations
Hurricane & Terrible Tuesday.....	Weather Bureau.....	60 min	Hurricanes
Lifelines	U.S. Coast Guard	11 min 50 sec ..	Safety Pointers from Inland & Coastal Tug & Barge Operators
Lightning and Sailboats	Florida	23 min	
Making It Happen.....	U.S. Coast Guard.....	18 min	Educating the public on boating safety
Man Over-Board	U.S. Power Squadron	12 min 36 sec ..	What to do to retrieve a man over-board from a sail boat
Marine Diesel/Engine Maint.....	Bennett Marine Video	75 min	
Marine Gas/Engine Maint.	Bennett Marine Video	75 min	
MN Life Jacket Rule.....	MN Dept. Natural Res.	3 min 30 sec.....	Life Jacket - A Law You Can Live With
North Shore Slide Show	Canada	19 min	Canadian scenery and marinas
Personal Watercraft.	Kawasaki Motors Corp. ..	29 min	Personal Responsibility when operating a personal watercraft
Reap the Whirlwind/Canada.....	Moore Broadcast Assoc.....	14 min 20 sec ..	
Report on Boating Accidnets	Duluth Power Squadron.....	13 min	
Sailing	U.S. Power Squadron	40 min	
The Choice Is Yours	U.S. Coast Guard	13 min	Nat'l Safety Council & Coast Guard Safety suggestions
The Unchained Goddess.....	Weather	60 min	
Thunder Bay Weather Office	Canada	60 min	Edmonton Tornado/Can Warning/ The Greenhouse Effect
Trailerig Your Boat.....	U.S. Coast Guard.....	23 min	
Voyage of the Ensign.....	Duluth Power Squadron.....	Unknown	Duluth, 1989 Voyage
Wind, Weather & Watchkeeping.....	Canada	12 min 22 sec.....	Atmospheric Environment Service
You're a Boater/Personal Watercraft..	Unknown	35 min	United Safe Boating Instruction



Fitting Out 1997

fitting out (*fítin aut*) to equip, cleaning, waxing, painting, organizing, outfit, sanding, polishing, elbow grease, bilge cleaner, launch, tired, sore.

Fitting Out is a tradition every boat owner knows and loves (ha!). We really do love all the work that goes into making the boats shine and completing all the projects needed to make a boat run in top notch condition. This tradition has long been around since the evolution of boating and even now in the day and age of maintenance free boats is still with us every spring.

With spring hopefully fast approaching, we are all thinking of fitting out our boats for the 1997 boating season. The Power Squadron also goes through a fitting out process too. Our Change of Watch sees in the new Bridge for the year and now we are fast approaching our Annual Fitting Out Party and Auction. This is where we raise the funds needed to keep our fine organization going. This year's auction will be held on April 26th at the Shrine Auditorium. The auction brings a host of treasures for your boat and also for your home. Donations are collected from area businesses and also from our members. We then auction them off. Now your donation can be a new item or something you don't use anymore that someone else could. We call these "white elephants". Make sure it's a worthy donation though. We also accept an auction able service if you're so inclined.

If you haven't already, you soon will be receiving a packet of raffle tickets in the mail. Each ticket costs one dollar to purchase a chance at winning one of the prizes. The best part is on the back is a coupon for a dollar off at local Perkins Restaurants. What a deal. We have a prize for the most tickets sold by an individual. So get out there and sell those tickets.

On the night of the auction we also will have a Chinese Raffle and a chance to win a cooler full of beverages. Make sure to ask your family and friends to come along. Our dinner this year will be a summer picnic buffet which promises to get you in the mood for summer. Also a prize will be given away for the most "authentic" fitting out garb. So get out those coveralls, painting shirts and pants, etc.

Come and find out what it's all about.

If you are willing to help get donations from businesses you know, please contact Jay Halling @ 722-8172. We don't want several people going to the same business asking for a donation. We also need lots of help the night of the auction. Let us know and we'll set you up with a duty.

We are looking forward to renewing friendships, seeing friends not seen since last fall and most of all seeing everyone there!

If you have any questions, please contact myself, Len Robinson at 879-3769 (home) or 392-9838 (work), Dave Mattson at 723-1178, Jerry Carlson at 348-0250, Jay Halling at 722-8172 or Val Ouellette at 727-6079. We'll be glad to answer them for you.

Thank you. See you all on the 26th of April!

Lt/C Len Robinson, S

Anyone with unused or unsold tickets, please return them to Val Ouellette or any other Bridge Member by April 18th. This will give someone else the opportunity to sell them.





FITTING OUT PARTY



WHEN: SATURDAY, 26 APRIL 1997

WHERE: SHRINE AUDITORIUM @ 201 East 1st Street

TIME: 1600 Hours To 1800 Hours... *REGISTRATION & COCKTAILS !

1800 Hours..... *DINNER !

1900 Hours..... *AUCTION !

COST: \$ 8.00 Per Person (Includes Tax & Tip), AND....,

Auctionagle Item/Worthy Donation !!!

NOTE: PLEASE BRING ALONG YOUR TICKET STUBS, AND MONEY
NOT PREVIOUSLY TURNED IN !!!

--DINNER MENU--

Summer Picnic Buffet !!!

Hamburgers, Brats, Sauerkraut !!!

German and American Potato Salad !!!

Fruit Salad, Baked Beans, Ice Cream Sundaes !!!

CASH BAR !!!

Chinese Raffle -- Cooler Raffle !!!

PRIZES - For Most Authentic Fitting Out
Garb/Apparel !!!

PRIZE - For Most Tickets Sold !
Overnight Stay at the
SUPERIOR INN, and a \$ 20.00
Gift Certificate to the
HAMMOND RESTAURANT !!!



BOATING SAFETY--IT'S EVERYBODY'S RESPONSIBILITY-ALL OF THE TIME

National Safe Boating Week May 18-24

by Jim Munger, N, Squadron Safety Officer



"IT FLOATS-- YOU DON'T"

The Power Squadron and the United States Coast Guard Auxiliary are dedicated to promote Recreational Boating Safety, not only through Public Education but by example.

For nearly a decade the Squadron and the Auxiliary have jointly sponsored and promoted National Safe Boating week through media--TV and Radio, mayoral proclamations and posters. Courtesy Marine Examinations have been a part of the Squadron's example for the past seven years at the Squadron Dock. Dockside examinations will be on June 7 this year. Squadron and Auxiliary members will stuff bags with Boating Safety literature and place on boats in all the local marinas at beginning of NSBW. We need Squadron volunteers to help. Thanks to *Jubille Foods*, grocery bags will be printed with NSBW Logo again this year.

This year on May 15th at The Shack restaurant the fourth joint Squadron and Auxiliary dinner meeting to kick off National Safe Boating is scheduled.

On behalf of the Squadron and the Auxiliary we have extended invitations to William Engfer, Wisconsin Boating Law Coordinator, Kim Elverum, Minnesota Boating Law Coordinator. CDR Alan Moore, Commanding Officer, Marine Safety Office, Duluth, Frank Andrews, Officer in Charge Station Duluth and Minnesota and Wisconsin DNR conservation officers, Olson, Coyour and Krull.

We expect the program to be an "ask the Brass" forum with brief remarks followed by audience participation. We hope the Program will meet with your approval and that you will support the Squadron and National Safe Boating Week with a huge turnout!



OTHER BOATING SAFETY ACTIVITIES

1. Get a Courtesy Marine Examination Decal at Squadron Dock on June 7. This will celebrate the Seventh Annual CME, Coast Guard Auxiliary CME Day at the Dock. Visual Distress Flare demonstration and hands on practice for members who want to practice firing Visual Distress Signals. The potluck afterwards always a gourmet delight.

Clip and save the list of "CME" requirements.

Aerial Lift Bridge Operation

Sound Signals:

The Bridge signal is: One long, one short, one long, one short blast. The Bridge also opens for the International Bridge opening signal of three blasts. Radio contact: call Aerial Bridge on 16 and switch to Channel 12 or a channel selected by the Bridge Operator.

Bridge Clearance:

There is a bridge to water clearance of 14 feet 10 1/2 inches of clearance under the span. There are two "Clearance to span" boards on the Bay side of the pier walls close to the bridge. They are white numerals on black background in one foot increments. They indicate the water line to Bridge clearance at the center of the span. It is important to remember that the Lake level fluctuates, but usually in fractions of an inch, while storm surges can vary the water level by several inches!

Current indicators:

The Corps of Engineers has installed a visual current indicator for vessels using the Duluth Ship Canal. It is a traffic semaphore mounted horizontally in the top of the north tower. It can be seen from both sides of the Canal and indicates the direction and speed of the current present in the Canal. They are as follows:

Amber	0 to 3/4	knots
Red, Inbound	3/4 to 1 1/2	knots
Green, Outbound	3/4 to 1 1/2	knots

Over 1 1/2 knots is indicated by a flashing red or green signal to indicate direction of the current .

You are responsible for your wake:

The Duluth entry is narrow and lots of boats come and go--large and small, from kayaks to 1000 footers. Courtesy demands and safety requires caution and slow speeds in the ship canal.

Submitted by James E. Munger, M. D., Squadron Safety Officer.





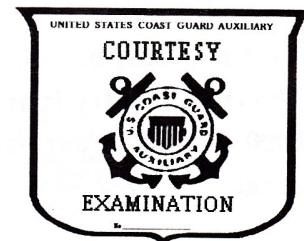
SAFTEE SEAL SAYS

To earn your CME Decal you need:

CLIP AND SAVE

These are the Federal Requirements plus the additional Safety requirements of the Coast Guard Auxiliary for award of the Courtesy Marine Examination Decal:

- ☐ Numbering. Proper spacing and 3" minimum.
- ☐ Registration/Documentation must be aboard.
- ☐ Navigation lights--working.
- ☐ Sound producing device. Horn, whistle, other.
- ☐ Bell--boats 12m or longer. [39.4']
- ☐ Life jackets--one proper size wearable per person. Plus throwable Type IV for boats over 16'.
- ☐ Fire Extinguishers--mounted, minimum # for size and type of boat. Halon/CO2 weighed & tagged within six months.
- ☐ Visual Distress Signals
 1. On the big lake--Minimum 3 unexpired day/night flares.
 2. On sole state, inland waters you must have some means of attracting attention day/night. Flares, if in good condition, acceptable even if expired date.
- ☐ Ventilation blowers. Warning at ignition switch to run blowers for four minutes posted. Make sure you can feel exhaust coming from duct when blower is on.
- ☐ Backfire Flame Arrestor--Approved type and clean.
- ☐ Fuel System--secured portable tanks. Over 7 gal are permanent and must be grounded and vented, no leaks and hoses in good shape.
- ☐ Anchor and rode suitable for boat and area.
- ☐ Alternate propulsion--boats under 16'. Oars.
- ☐ Dewatering device. Working pumps & extra manual bailer.
- ☐ Overall vessel condition--bilge clean, well maintained, no automotive parts.
- ☐ Electrical systems--batteries tied down, both terminals covered, organized, proper fuses/circuit breakers.
- ☐ Galley/heating systems. Secure, proper installation (Propane) no flammable material near.
- ☐ State Requirements if additional to Federal.
- ☐ Marine Sanitation Device. Approved and overboard discharge sealed.
- ☐ Marpol Trash Placard boats 26' & over. Written plan 40' and over.
- ☐ Pollution Placard boats 26' over.
- ☐ Navigation Rules--copy aboard boats 12m and over.



Change of Watch



P/C Jerry Carlson (l) awarding DPS P/C Jay Halling (r) with the Commander's Certificate of Appreciation for his guidance during Jerry's watch year.



DPS's new Executive Officer Lenny Robinson with his wife Lisa at the Change of Watch ceremony.



P/C Jerry Carlson (r) passing the commandership over to David A. Mattson (l), the Duluth Power Squadron's 59th Commander.



Polly Holt accepts the Commander's Certificate of Appreciation for her invaluable service as the Squadron's Treasurer this past year.



PARK FEES

For those of you that boat the Western end of Lake Superior, the 1997 boating season will bring new Park fees for the Isle Royale National Park and camping fees at Pictured Rocks and the Apostle Island National Lakeshores. After discussing these newly implemented fees with the Park Service particularly for Isle Royale, I felt that perhaps other boaters may want to address these changes either pro or con and write to express their views..As I understand it, Congress has passed the following charges:

Isle Royale fees are **\$4.00 per person per day** user fee for any visitor to Isle Royale National Park. This would include campers using shelters, hikers using trails, boaters using the docks as well as any vessel entering the park even if only to anchor in a secluded bay or to seek a safe harbor during a storm. The address to write is: Superintendent Douglas Bernard, Isle Royale National Park, 800 E. Lakeshore Drive, Houghton, MI 49931.

Apostle Islands and Pictured Rocks will implement a \$15.00 per site camping fee. I would encourage any boater interested in these areas to write to the National Park Service, Bayfield, Wisconsin.

1/Lt Valerie Ouellette, P

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Types of PFDs

by Lt. Merv Hutton, P
in *Beauknots*

Offshore Life Jackets (Type 1)

Bulky, but will give you the best buoyancy, best for open, rough, or remote waters. It will turn most unconscious persons face-up in the water.

Near-shore Buoyant Vests (Type 2)

Yoke type vests are less bulky than Type 1 and more comfortable to wear. Will hold the head of an unconscious person out of the water but remember, it will not turn you over like a Type 1 should you be unconscious and alone.

Flotation Aids (Type 3)

Vest style popular among recreational boaters. Only designed for calm water with a good chance of fast rescue. The wearer may have to deliberately hold back the head to keep face out of the water. This can contribute to exhaustion and the more rapid onset of hypothermia. it may not hold your head out of the water if you are unconscious.

Throwable Devices (Type 4)

Life rings and floating cushions.

Special Use Devices (Type 5)

These are approved only for the activities listed on the label. Some are approved specifically for white-water rafting, board sailing, etc. They also include new hybrid PFDs with foam flotation and an inflatable chamber. Some Type 5 Hybrid PFDs are as uncomfortable to wear as Type 3, but when fully inflated have the flotation performance of a Type 2 or better.

Remember that **"THE CHOICE IS YOURS."**
Please make it the right one!



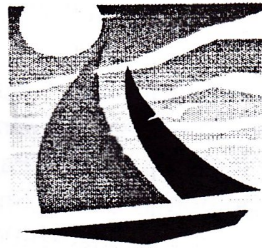
District 10 Spring Rendezvous 27-29 June 1997

Discover the Treasure: Big Island

Streater Cove

Save these dates -- June 27-29 -- and plan to trailer your boat/RV, bring your tent or luxuriate in a motel/hotel.

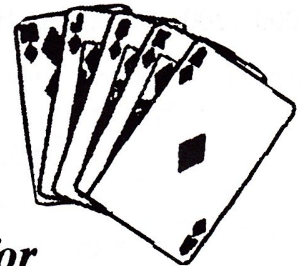
Surrounded by the ancient waters of Lake Minnetonka and the high-technology of the Twin Cities, Streater Cove on Big Island is the treasured retreat of the Minnetonka Power Squadron. Canada geese, loons, mysterious peckers are the backdrop for this. Guests will enjoy the picnic area, foul-weather walls, hundreds of recreation and camping field, a swim. You can enjoy a hot shower under magnificent cottonwoods. But



muskies and elusive piliated wood-island paradise. commodiations, large pavilion with feet of docks with electricity, a rec-beach and children's play equipment. brilliant blue skies and shade of don't forget your insect repellent!

From our treasure-trove of fun, you'll enjoy:

- Friday Night Steak Fry
- Saturday Morning Pancake Breakfast
- Saturday Treasure Hunt (AKA Poker Run)
- Saturday Night Shrimp Feed
- Cruise of Lake Minnetonka
- Sunday Morning Omelet Feast and More!



Check your squadron newsletters and fliers for more information

For those that may want to bring their campers, RVs, or trailers; arrangements can be made to get them out to Big Island. There is a commercial 60 ft. barge available to transport them to the island. There will be free electrical power provided at the island along with space to park. Arrangements should be made by 15 June, by calling or writing;

Bill Niccum
500-W. Lake Street
Excelsior MN 55331
Telephone # 612-474-9454

The availability of the barge will, however, depend on the water level of the lake, and the clearance of the vehicles to be transported. Costs and time of departure will be consummated by Bill Niccum at the time reservations are made.

USPS® District 10 Rendezvous

Friday-Sunday, 27-29 June 1997 -- Registration deadline: **Postmark by 10 June**

Hosted by the Minnetonka Squadron at Streater Cove on Big Island in Lake Minnetonka, western Minneapolis suburbs

FRIDAY, 27 JUNE Island phone: (612)474-3103

Bring properly-fitting PFDs for your children.

1500-2000 Registration sites are:

1 - Hotels: Chanhassen Country Suites

and Hampton Inn: Shuttles to Island from historic Wayzata Train Station (park in Municipal Ramp) and Excelsior's Water St. Docks (parking TBA)

2 - Streater Cove at Big Island

Launch sites/trailer parking -See back page

1500-1800 Kids' Fun as arranged by Streater Cove's "Island Brats" (Kids Crew)

1800-2000 Streak Fry at Streater Cove
Tour of historic streetcar boat *Minnehaha* at Squadron docks

Shuttles back to Wayzata and Excelsior

2100-2400 Camp fire and camaraderie

SATURDAY, 28 JUNE

0800, 0900 Shuttles from Wayzata and Excelsior

0800-1000 Registration at Streater Cove

0800-1000 Pancake breakfast at Streater Cove;
Kids' Fun arranged by Island Brats

1000-1200 Treasure Hunt (aka "poker run")

on Lake Minnetonka

1200-1300 Milfoil Medley Lunch (hot dogs/brats)

1300-1400 Wildlife Wonders: Birds from the Minnesota Raptor Center

1400-1530 Fly Your Own Bird (kite fly)

1530-1730 Choices (sign up at registration):

Exploring Lake Minnetonka

(on members' boats; leave from Streater Cove)

Exploring Wonderful Wayzata

Walking history tour, shopping

Exploring Quaint Excelsior

Walking history tour, shopping

1800-2000 Shrimp Feast

2000 The Legends and Lore of Lake

Minnetonka: Slides and stories by Judd

Brackett, Brackett's Point: Part I: 1850—1900;
Part II: 1900-1940

Shuttles to Wayzata and Excelsior

2200-2400 Camp fire and camaraderie

SUNDAY, 29 JUNE

Shuttles from Wayzata and Excelsior

0800-1000 Omelet Breakfast

rippy-tear snip-snip rippity-tear snip-snip -- Mail this by 10 June!

Registration Form – Please PRINT – Postmark by 10 June

Name _____
LAST FIRST

(name of significant other)

Home Address _____

City, State/ZIP _____

Children's names/ages _____

Make checks payable to:

Minnetonka Power Squadron

Postmark by 10 June to: Helen Duncan
5248 Lochloy Dr.
Edina, MN 55436

Rendezvous info: Julie Rossini, eves: (612)888-4941

Barging RVs: Bill Niccom, (612)474-9454

Boat Launch info: Cliff Schmidt, eves (612)472-5996

Meal Reservations:

Friday Steak Fry:

_____ adults x \$13 = _____

_____ under 10 x \$ 6.50 = _____

Saturday pancake breakfast

_____ adults x \$5 = _____

_____ under 10 x \$2.50 = _____

Saturday hot dog/"brat" lunch

_____ people x \$3 = _____

(2 dogs or 1 "brat." Extras available.)

Saturday evening shrimp feast

_____ adults x \$14 = _____

_____ under 10 x \$ 6. 50 = _____

Sunday morning omelet breakfast

_____ adults x \$ 5 = _____

_____ under 10 x \$2.50 = _____

Total enclosed _____

Be sure to fill out information on reverse side of this form.

USPS District 10 Rendezvous 27-29 June 1997

Motel Information:

<u>Rms held until May 29 at</u>	<u>Rms held until June 6 at</u>	<u>NO RMS HELD but avail:</u>	<u>NO RMS HELD but avail:</u>
Chanhasen Country Suites 591 W. 78 th St., Chanhasen SW of Lake Minnetonka \$92/2 queen; \$99/2-rm suite (612)937-2424; 800-456-4000	Hampton Inn, 10420 Wayzata Blvd., Minnetonka (I-394 bet. Mpls and Lake Minnetonka) \$72 (612)541-1094	Chanhasen Inn, 531 W. 79 th St., Chan \$50/1 queen 2 people; \$52/ 2 dbl (612)934-7373 800-CHAN-INN	Hopkins House 1501 Hwy 7, (between Mpls and Lake Mtna) \$69/2 beds (612)935-7711 800-328-6024

Boat launch/vehicle with-trailer parking: Questions? Cliff Schmidt, port captain, (612)472-5996 eve

NEW!!- Dept. of Natural Resources Public Launch and Parking Maxwell Bay, Co. Rd 51 at Co. Rd. 135 (Tonkawa Rd.); appr 80 spaces Free/first come basis. (612)832-6170	Howard's Pt Marina (call to reserve?) Shorewood (poss 30 spaces if you arrive Friday early afternoon;\$15/day) Mark P. (612)474-4464	Gray's Bay Marina (a few spaces) Gray's Bay - Hwy 101 S, Minnetonka (612)473-2550
--	---	---

RVs/Campers - The closest camping facility is Lake Independence. For Minn. State Park reservations, call 1-800-246-2267. You may tent camp at Streater Cove -- or pay to have your RV/camper ferried to Streater Cove. The Island has plenty of electrical hook-ups but only 4 water spigots and NO on-site pump-out. For barge service, call Bill Niccom, Minnetonka Portable Dredging, 500 W. Lake St., Excelsior, MN 55331, (612)474-9454.

Questions? Julie Rossini, eves (612)888-4941

Rippity-tear snip-snip -- Mail this by 10 June!!!!

Please complete this information for the Rendezvous Committee

To help us plan, please LET US KNOW ABOUT YOUR ARRIVAL AND PLANS:

Number of people: ____ adults ____ children

Circle arrival date: Thur Fri Sat

Estimated arrival time: _____

If our family wants to buy souvenir T-shirts, we'll need these sizes:

Adult: L ____; XL ____; XXL ____

EMERGENCY INFORMATION

Motel or location where you're staying:

Boat name _____

Boat manufacturer _____

Boat cell phone _____ - _____ - _____

Our transportation to Streater Cove will be:

____ By vehicle and we'll need shuttle service there from Wayzata or Excelsior

____ We're tent camping.

____ By vehicle but we'll ride in a friend's boat

____ By boat and slipping at Streater Cove:

-- Power - length & beam _____

-- Sail - length, beam, draw _____

____ We're paying B. Niccom to barge our RV/camper to the island

Length of camper _____

Estimated arrival _____

Est. departure Sunday _____

(Please pump head before coming)

Other info you want to share?

District 10 Spring Rendezvous 25-27 June

Discover the Treasure: Power Shop or Boutique Hop

Does the vastness and variety of the Mall of America and Knott's Camp Snoopy summon you? Or do you prefer the quaint, quiet streets of Excelsior and Wayzata along the shores of Lake Minnetonka? Or perhaps it's the trendy Ridgedale and Southdale Mall shops, the bustle of City Center in downtown Minneapolis or the ease of St. Paul's Rice Park Square that pique your shopping curiosity. And, of course, there are the outlet malls.

District 10 Spring Rendezvous 25-27 June

Discover the Treasure: Sculpture Gardens, Art Galleries

All boaters as well as fisherpersons must view the 60-foot high glass fish in the Minneapolis Sculpture Garden and pose with the enormous cherry-in-spoon sculpture at the Minneapolis Sculpture Gardens. Wander the Walker Art Gallery or the marvelous private galleries in both Minneapolis and St. Paul.

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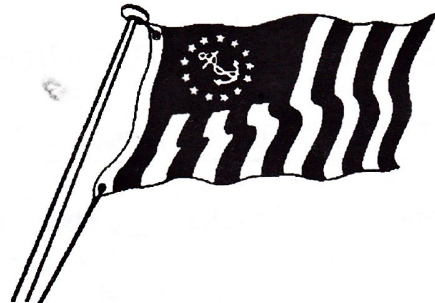
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P/C WILLIAM C. CALL

BORN: 1922

DIED: JANUARY 18, 1997

**Bill served the Duluth Power
Squadron as Commander in 1967**



NO PORT IN A STORM

When the gales roiled the waters of Lake Superior, Capt. Dana Kollars faced a life threatening battle to save his million-dollar ship.

It was the wind that got Dana Kollars up at 4:30 that Wednesday morning. It was a goofy wind, wasn't blowing right, so he drove up the North Shore highway to check on Grampa Woo.

Now, a robust wind out of the North, or the Northeast, is a sensational wind that gets all the attention on Lake Superior. A strong nor'easter is the one that comes the length of the lake, tears the doors off the houses, piles drift wood in the front yards, sprays water over the highway and gets the tourists' blood pounding. The northeast wind will blow you apart, but it'll blow the pieces back to shore.

On Wednesday, Oct. 30, the wind was big and mean out of the west-southwest, the kind of a wind that comes in over the high ridges of the North Shore like a quiet monster. A ruddy wind from the West will pounce on the Lake Superior sailor and blow him to hell and gone. That's why Dana Kollars and his deck hand, Robin Sivill, drove through the dawn to the Grampa

Woo where she was at anchor.

The Woo. A magnificent boat. At 110 feet long, Grampa Woo would accommodate 150 passengers for a dinner cruise by Split Rock Lighthouse or haul a load of 3M executives for a fishing trip around Isle Royal. She was built in 1980 and served previously as a Louisiana oil rig tender and an Atlantic Ocean Whale-watching boat, and she was, for Dana, a stunning tour ship and dive boat off which scuba crews could explore the wrecks of Lake Superior.

Dana and his wife, Chunae, named the Woo for Chunae's late Korean grandfather. This million-dollar boat was their retirement policy, their beautiful big baby that kept them from heading west to start a chicken ranch in Montana.

But on that Wednesday, the Woo was helpless at her anchor in a cove by Grand Portage, tied to a buoy stayed by a 4,000-pound glob of pig iron and re-rod. Her three propellers, had just been removed because she was getting new ones so that Dana and Chunae could take her to the Bahamas for the winter.

The propellers were in the mail, the manufacturer kept telling Chunae. They should have arrived that Monday, and here it was Wednesday and the wind began blowing, blowing so hard that half-filled 55-gallon oil drums were flying off the pier. Blowing so hard that Grampa Woo began slipping, slowly dragging her two-ton anchor behind her.

"I called Dana on my cellular phone," Chunae says, "he said things weren't right, and that Grampa Woo was moving. I wasn't worried, though, because he seemed so calm."

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NO PORT IN A STORM

Dana, a 48-year-old retired army officer and Louisianan who once trained for the priesthood, would stay cool under pressure. A licensed master of the Great Lakes, he'd had years of experience in heavy seas and in the autumn of 1992 he'd rescued a pair of fishermen after their 25-foot Boston Whaler went up on an Isle Royale reef in a storm. That was at the end of September, and come October the waters of Lake Superior lose all their decorum and good manners.

Wilder things happen to this lake during the 11th month. That is the "Gales of November" month, the month of the "Mataafa Blow" of 1905, when a severe storm destroyed or disabled 18 ships on Lake Superior. Big Ships piled up on the rocks at the Duluth entry and men froze to death a few hundred feet offshore. It was in November 1960 that a hideous gale trapped a pair of Coast Guardsmen in their concrete lighthouse and plucked it to pieces for tow days right at the entrance to the Duluth Harbor.

And two days before November this year, Dana Kollars and his deck hand jumped into their Zodiac, a motorized inflatable life raft, at the pier at Grand Portage and started out to the Grampa Woo in 3-foot seas with a fierce wind at their back. Once aboard, Dana would lower the ship's 80-pound anchors in hopes that would stay her awful drift.

"The Zodiac's 35-horsepower outboard started dying," Dana said. "That was the only time I was really scared. If we didn't make it aboard the Woo, if we blew by her, there'd be nothing to stop us and we'd have died. We'd have died out there for sure."

But Dana managed to put the Zodiac alongside Grampa Woo and he and Robin climbed aboard the big boat, fired up the engines and got all the electronics working. When thought he had no power, Dana felt pretty good about things and began considering his next move as the Woo continued out to sea, dragging all her anchors across the bottom as fast as a person can run.

"I was hoping the anchors would hold," Dana said, "and they did for about 20 or 30 minutes. When we broke free of the bottom, I could feel us head out. As we got further out, the seas got bigger. The wind at one point topped 90 miles per hour and was picking water off the surface and throwing it around so that I couldn't make out the shoreline."

By then, help from any large boat at Grand Portage was out of the question. The nearest U.S. Coast Guard craft big enough to matter was 130 miles away at Duluth.

But 20 miles off was an ore boat, the 1,000-foot Walter J. McCarthy outbound from Duluth. Dana contacted her skipper by marine radio and the McCarthy eventually came close enough to lend a hand.

The skipper of the McCarthy put the gale-force wind to his port beam and sheltered the Grampa Woo alongside to leeward. There is some dispute over what transpired between the two captains, but it all had to do with whether lifesaving or shipsaving would commence. At one point, Dana and Robin could have stepped from the Woo through the cargo door of the McCarthy.

"I insisted that he throw me a line and take me in tow," Dana says. "Then we'd have come aboard. After 20 minutes I got the line but by the time we secured it to the bow we'd drifted out of the lee, pitching 10 feet at a time and we'd have had to jump to the cargo door. If we missed, we'd have been caught between the two boats and sawed in half," so the McCarthy crew waved us off."

The two ships were, however, attached by a 3-inch-thick line. Dana cut loose all the anchors and Grampa Woo headed under tow for Thunder Bay about seven hours to the North.

Dana knew he needed more help, so he contacted the Canadian Coast Guard at Thunder Bay and hired Skipper Gerry Dawson and his tug Glenada to finish the tow. With luck, Grampa Woo would tie up ashore before nightfall Wednesday.

But all that slamming against the ore freighter had damaged the Woo's bowsprit, and just two miles from the Thunder Bay harbor the chafed towline broke and the Grampa Woo resumed her helpless odyssey.

"By then," Dana says, "the seas are running 12 to 15 feet, the wind is blowing 60 miles per hour, it's snowing, it's getting dark, I'm drifting with my beam to the seas."

And the two boats that came to Woo's rescue after the ore freighter steamed away were deep in adventure on

Continued on next page

their own. The winds reached force 11, one number below hurricane levels, and the Canadian Coast Guard's 40-foot Westfort, with her crew of three, heeled over 90 degrees at times. That meant she was on her side before she righted, and aboard the 65-foot tugboat Glenada, the engineer, a 60-year-old sailor who's been 40 years on Lake Superior, was seasick for the first time in his life.

Thick ice covered the decks, the railings, the rigging, the wheel house windows, and the lines that the Glenada tried to heave to the Woo became heavy wire. The Woo tried for an hour to float a line to Glenada, but it broke right after it was secured. Shortly after 8 p.m., Dana became convinced he'd have to give the Woo up to the lake. He and his deck hand dressed in divers' wet suits so they'd have a little more time in case they went into the water.

Capt. Dawson, put the Glenada's bow against the Woo's stern hard enough to smash deck railings. Dana and Robin timed their jumps, and waiting for them was Jim Harding, a powerfully built seaman who grabbed both men and hauled them aboard the Glenada. Once aboard, they crawled across the tug's icy decks to the wheelhouse.

"That was the first time in my life I was ever grateful to be grabbed in the butt by another man," Dana later joked. "And I can't say enough about Glenada's seamanship. Those are the best mariners I ever met."

The two small boats were not out of it, though. The seas were so heavy they could not make it to Thunder Bay safely, so they found refuge at Tee Harbor, a small cove off Sibley Peninsula, where they had to stay through Thursday and into Friday afternoon.

The Woo, meanwhile, drifted to the Northeast and piled up against the sheer cliffs of Passage Island to the North of Isle Royale, where she was half-sunk and being pounded to bits.

"After I got ashore, I went out with the Coast Guard to her," She was such a beautiful lady and I can't help feeling as though I let her down."

And for a while on Wednesday night, after he was rescued, Dana thought briefly about that chicken ranch in Montana.

"If you're a boxer and you get the (bleep) kicked out of you for 10 rounds," Dana said, "you have to seriously think about finding a new profession."

But after he was reunited in Thunder Bay with Chunae, and after they got back home to Beaver Bay, they began making plans for their next big boat. Grampa Woo was insured, and they've gotten so much

encouragement from neighbors and customers that they can't leave Lake Superior.

The Grampa Woo's tanks contained less than 300 gallons of diesel fuel when she wound up on the rocks, and Dana planned to remove that this week during one last trip out to her before she's to be scuttled in 80 feet of water just 15 or 20 feet seaward of where she rests. She'll then become another of the Lake Superior shallow-water wrecks that divers visit.

"I thought about this lake," Dana said. "Even when your wife gets mad at you, you still love her. The new Woo — it could be Gramma Woo — will be here at our dock in Beaver Bay next spring."

There is a Lake Superior irony involving that ancient concrete pier. She served Grampa Woo, and long before that, it was the dock used by the 180-foot steamer America.

Like the Woo, the America was claimed by the lake, on the south end of Isle Royale, in 1928. Like the Woo, the wreck of the America resulted in no loss of human life. And like the America, Grampa Woo's final resting place will likely be among the rocks off Isle Royale.

This article was re-printed from Saint Paul Pioneer Press EXPRESS Staff Columnist Don Boxmeyer

YE MARINERS OF ENGLAND

YE MARINERS OF ENGLAND

That guard our native seas; Whose flag has braved, a Thousand years, The battle and the breeze! Your glorious Standard launch again to match another foe, And sweep through the deep, while the stormy winds do blow; While the battle rages loud and long, And the stormy winds do blow.

The spirits of your fathers shall start from every wave, For the deck it was Their field of fame, and ocean was their grave; Where Blake and mighty Nelson fell, Your manly hearts shall glow, as ye sweep through the deep. While the stormy winds do blow; while the battle rages loud and long, And the stormy winds do blow.

Britannia needs no bulwarks, no towers along the steep; Her march is o'er the mountain-waves, Her home is on the deep, with thunders from her native oak, she quells the floods below,—As they roar on the shore, when the stormy winds do blow; When the battle rages loud and long, and the stormy winds do blow.

The meteor flag of England shall yet terrific burn; Till danger's troubled night depart, and the star of peace return. Then, then, ye ocean warriors, Our swong and feast shall flow to the fame or your name, When the storm has ceased to blow; When the fiery fight is heard no more, and the storm has ceased to blow

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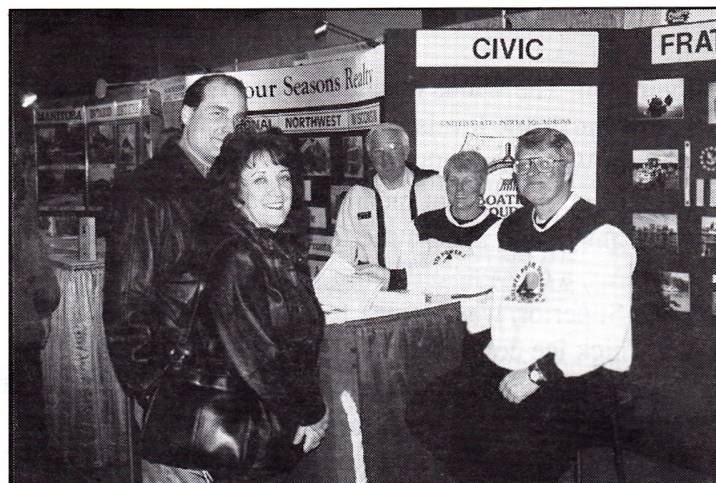


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Spring Checklist

Have a plan. Make a check sheet on what has been done and what you have yet to do:

Check all required legal equipment; note each piece of equipment, checking its condition and operation.

Check all lines.

Life Jackets: air and hang them in their proper place in good condition.

Fire Extinguishers: make sure they are fully charged and in place.

Whistle and Bell: aboard and operating.

Lights: proper and operating.

Anchors and Line: in good condition with the bitter end of the anchor rode secured.

Flares: and other distress equipment on board and operating.

Ship-to-Shore Radio and RDF: on board and operational.

Mechanical Check: check steering gear, making sure there are no obstructions; rudder answers to wheel.

Lubrication: lubricate anything that requires it to reduce friction, wear or corrosion.

Fuel: check all fuel-line fittings and be sure that no trace of fuel odor exists. Pay particular attention to new fittings.

Hose Connections: make sure clamps are tightened & in good condition; replace those that look bad. Now's a good time to *double-clamp* all of them.

Shaft(s): make certain that nothing is in the way and coupling bolts are tightened & secured by wire.

Batteries: fully charged and in good condition.

Crankcase Oil: at proper level.

While at dockside or at your mooring, before starting your engines, use the best sniffer you have - your nose - to smell for fumes. Then switch on bilge blowers to clear bilges before starting the engine(s).

Start your engine(s) & let them run until warm. Check oil pressures gauge(s) - positive pressure should show almost immediately. Check cooling water; discharge should flow overboard soon after starting. Check ammeter(s); charging rate should show.

Listen to the engine(s). Idling rate should be normal. Unusual sounds and/or vibration may be an indication of a problem that could be corrected before causing damage. Check forward and reverse gears. Put in forward gear just enough to produce a slight surge, then go back to neutral. Repeat with reverse gear. The transitions should be smooth.

Pump any water out of the bilge, checking the bilge pump.

See that wire connections are tight and bright.



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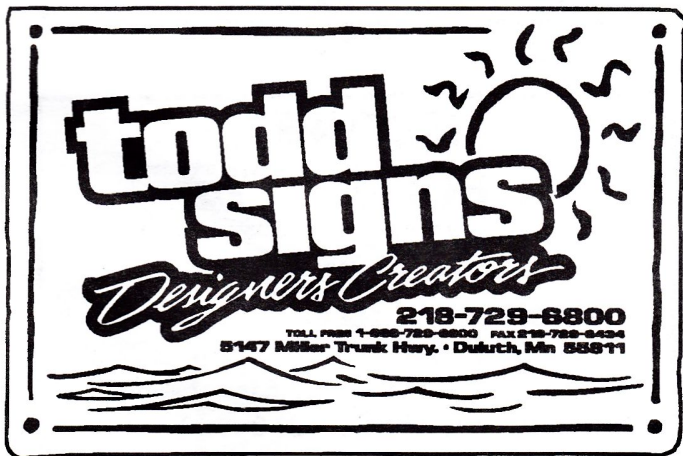
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DEADLINE NOTICE

for the next issue of the
Channel Chatter, June - July 1997

Thursday, May 1, 1997

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

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



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