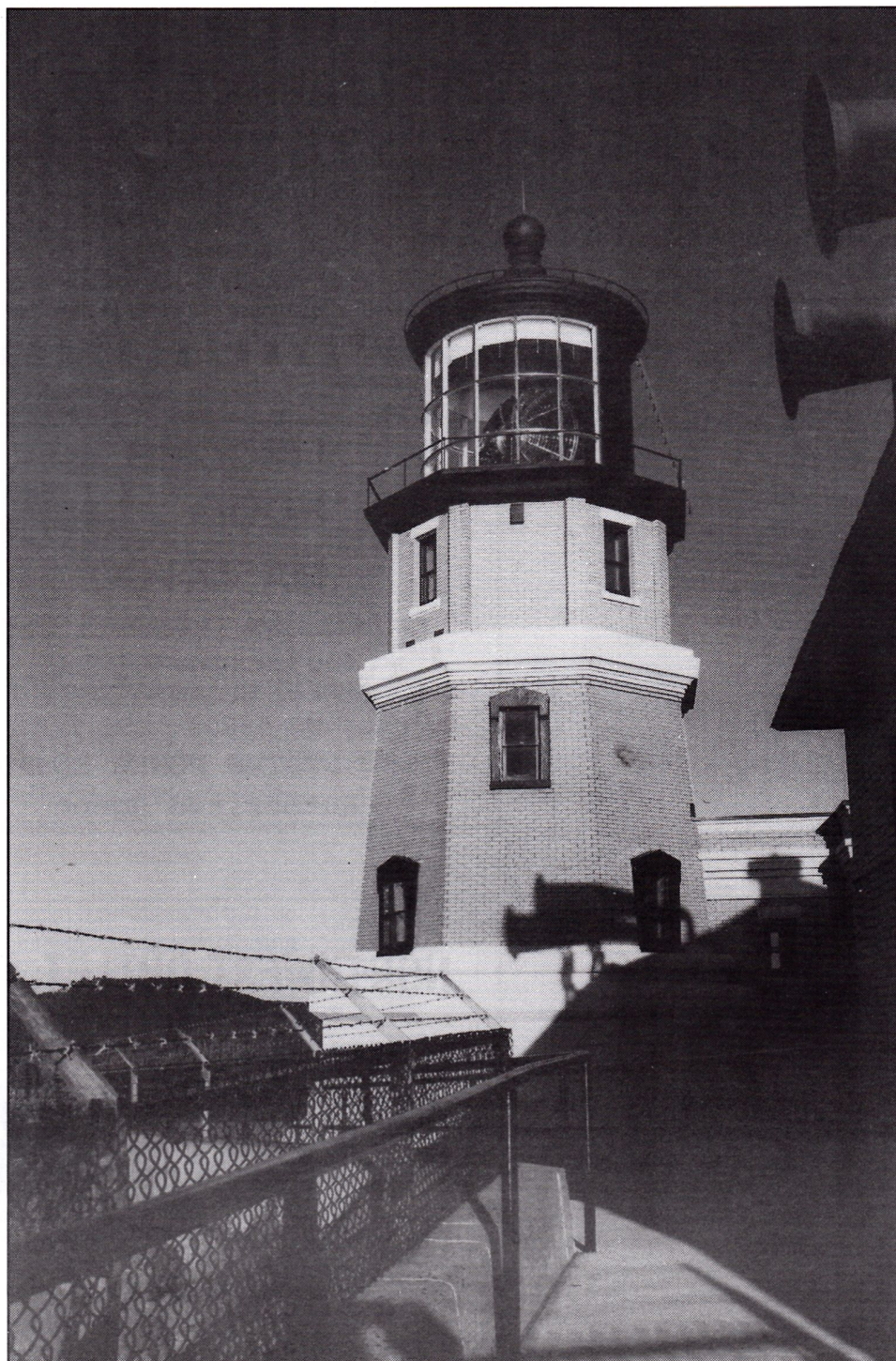


Channel Chatter

**Official Publication of the Duluth Power Squadron
Duluth, Minnesota - District 10**

**A Unit of the United States Power Squadrons
Sail and Power Boating**



1998 • Vol. 98 • Number 4 • August-September

Bridge Officers 1998-1999

Leonard A. Robinson, S......Commander
879-3769

Robert Ouellette, AP Executive Officer
727-6079

Steve Balliette, AP SEO
724-0636

Steve Farrell, AP Assistant E/O
729-8871

Gina Beste-Wuorinen, P .Administrative Officer
879-1897

Sue Farrell, AP Secretary
729-8871

Jean M. Hecht, P Assistant Secretary
879-9106

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John E. Hoff, Jr., P 724-6035

David Jennings, S 728-0420

Publication Staff

Peggy A. Berg, P Editor
624-1478

David C. Carlson, N Photographer
525-1438

Schedule of Upcoming Events

SEPTEMBER 3 Executive Board Meeting
4-7 Corn Roast / Treasure Hunt
23-26 Fall Gov. Board, Marriott City Center,
Minneapolis, MN

Cover Photo: Where am I?

This month's lighthouse was established in 1910 and is now officially inactive, although it is in working condition. This tower is 54 feet tall but the elevation of the bluff it sits on gives the lamp a focal plane of 168 feet. This light was decommissioned in 1969.

Where am I?

Picture & Article by P/C Dave Carlson, N

Last month's lighthouse is located in Two Harbors.

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Commander's Report

Hope everyone is having a wonderful summer. I have been very busy with lots of relatives visiting from out of town and many I haven't seen for a long time.

On July 1st, we had our New Member Cruise to Barker's Island. What a wonderful turnout. Many present members showed their support for our new members. Welcome aboard to all new members. Remember that any member of the Bridge is more than happy to answer any questions which you may have. Thanks to Lt/C Gina Wuorinen and Lt Val Ouellette for hosting and putting on this great night.

July 4th weather cooperated again this year, amazing in Duluth. I had a family reunion that same day but was able to drive down to see the dock very busy and people having fun. Hope everyone had a good time. Thanks to Lt/C Gina Wuorinen for stepping in to help out as P/C Dave Mattson had an emergency on his boat and was unable to get to the dock. I did hear he was in the parade in a much smaller vessel and had fun.

By the time you have read this we will have hosted the D/10 Summer Rendezvous in Bayfield. See the article in this newsletter regarding the Rendezvous. Many, many hours of planning, organizing and work goes into this type of event and we had a lot of hard working people putting countless hours into making it a success. Please give the committee chairs a big thank you next time you see them. The committee chairs were Lt/C Gina & P/C Arne Wuorinen, P/C's Candy and Harvey Hengel. Thank you!!!

If you haven't noticed yet, we have a flag pole at the squadron dock now. What a beautiful addition to the dock. Dorothy Holmes has underwritten the costs of the flag pole in memory of her husband Bob. The pole material was donated by Potlatch Corp. and all the time in construction, painting and installing of the flag pole was done by 1/Lt Tom Cawcutt. The hole for the cement base was coordinated by Jim Langdon and Joel Berg. Thank you to all who helped with the addition of the flag pole.



Cdr Len Robinson and Safety Officer Jim Munger displaying Proclamations from both Duluth & Superior Mayors' for DPS Safe Boating Weekend.



Lt. Joel Berg has also repaired some boards on the small boat dock which were rotting. We also had some very large timbers with lots of spikes in them break free from the outer end of the dock. They were recovered and secured by Dave Stokes and his crew one evening. Then Marty Herman came down with a boom truck to remove these hazards. Thank you for your efforts. If you see any repairs which are needed at the dock, contact Lt Joel Berg.

On Labor Day Weekend is our annual Corn Roast. This year's event is being chaired by P/C Bruce Beste. With Bruce chairing an event you know we will have lots of fun. See the announcement listed in this issue for more information.

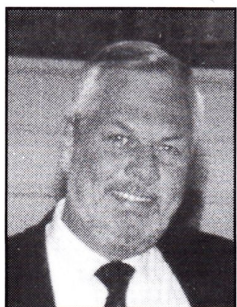
On September 23-26, 1998, the Fall Governing Board Meeting is being held in Minneapolis. This is a National meeting and the Minnetonka Power Squadron is the host of the event. They need our help! There are many jobs from hosting lunches, driving people to and from the airport, greeters in the hotels, registration and information that they need help with. What a chance to see the National organization at work so close to home. I will be contacting many of you to see if you can help. I plan on attending part of the weekend. Give me a call if you would like to help.

Please let me know if you have not received a roster. All have been mailed or distributed by now.

Remember, boat safely and be courteous on the water.

Cdr Len Robinson

Executive Officer's Report



The Duluth Squadron is off to a great summer this year with more to come! The marina fire in Bayfield gives us something to think about. Our CME weekend was a good check and gets someone to give an objective look at our vessels. The public classes and safe boating week are ways we try to make boating safer for all of us since a boat fire in a marina usually affects other vessels as well. With that in mind, I appreciate the fire fighting experience Howard Boynton makes available CME weekend. Each year I have participated I am impressed with how quickly the extinguishers can be emptied. Jim Munger also had a good selection of flares to demonstrate and let us practice with. There is nothing like personal observation to see the dramatic differences in the performance of the different types of flares. We have to thank Mark Jennings, with an assist from his brother Dave, for cooperating with the Coast Guard in demonstrating rescuing a boat aground. That is what happened, right? The steaks by Jerry and Barb Carlson were a hit! Let's see if we can get them to do it again!

We had a beautiful evening for the New Member cruise. The turnout was good and the event benefited both new and current members. I know I learned a few things as well as getting to meet everyone. Be sure to thank Joe Radke at Barkers Island for the use of the clubhouse and transient docking for the event.

July 4th turned out beautiful. Many of us stopped at the dock during the day and participated in boat decorating and the parade before the fireworks. Those who were there got to see our beautiful new flag pole. This was built by Tom Cawcutt and is being donated by Dorothy Holmes as a memorial to Bob Holmes.

Like many of you, I am getting ready to head to Bayfield for the D/10 Rendezvous. Gina Wourinen and Candy Hengel have been doing a great job planning and promoting this event and it should be one of the highlights of our summer. I have received phone calls from boaters who have heard about it and are afraid we will be "taking over the islands". I have explained our event and reassured them this is not the case. I hope those of us who cruise the islands around the event will make an effort to be courteous and helpful to other boaters. You may be their first introduction to the Power Squadron, let it be pleasant. See you on the water!

Lt/C Bob Ouellette, AP



Tommy Holt following fire extinguisher procedures during Safe Boating Week.



Cdr Len Robinson officially swearing in Administrative Officer Gina Beste-Wuorinen during the CME weekend events.

Administrative Officer's Report

New Member's Cruise on Wednesday, July 1st was a success. Twenty-nine members and their families showed up for the event to review the Squadron Board, its Committees, dock history and rules, education classes that can be offered and events that are held on an annual basis.

Treasurer Murray Keogan's been busy with membership retention. Renewals have been strong. Second notices have been issued and a list of whom to contact on non-renewals would be issued. This is a time where a survey will be reviewed by phone contact to help Board members understand why members may choose not to renew. A Squadron Non-renewal Survey must be submitted to District by 31 August.

Dollars for Doers Grant through Potlatch Corporation was submitted. Request for dollars will be put toward educational materials needed for the Squadron if received.

D/10 Rendezvous plans are going well. As of 1 July more than half of what we expect for the three-day event were already registered and paid. There are so many members and their families who have volunteered to help out - I'd like to say a big THANK YOU for your support. At the time of submitting articles for the Channel Chatter this event had not taken place, but everyone is EXCITED for the Rendezvous to once again show the members throughout District 10, we're glad to see them and host a good time.

Fourth of July was Chaired by P/C Dave & Rhobley Mattson. Another thank-you goes out to both of them. They have helped often at many of the events and their help is appreciated.

Met with Labor Day festivities Chairs Bruce & Chris Beste to plan this year's event. The theme will be "Mash". A special picnic table building for the squadron dock is

planned for Saturday morning. Treasure Hunt in the afternoon with a day full of fun for Sunday. Look further into the Channel Chatter for more information and your mail boxes for a "new" Labor Day Weekend event.



New Member's Cruise

Several members and guests took part in the July 1st New Member's Cruise. Ken Erickson, Muffy Kalenowski, Kathy Stenberg and her children Greg and Michelle, Ron & Joyce Noyes, Terry Baird, John & Joyce Eggerdahl, Les & Karen Watters, Charlie & Mary Grubb and their daughter Kathy, and Brian Wuorinen were introduced to the Duluth Power Squadron, its Bridge & Committees, Dock History, Education Class opportunities and events organized throughout the year to help understand who we are and what we're about.

Gathering at the Channel Buoy outside Sand Point Yacht Club, cruising to Barker's Island Marina, hosting the orientation at their Yacht Club and another delightful cruise back made this another SUCCESSFUL event. I would like to take this time to also thank Barker's Island Marina for allowing us the opportunity to use their club room. It is a wonderful setting for an event planned like this.

Thanks to all Squadron members who gave a presentation at the event as it gave new members an enjoyable cruise. Even then, we found members promoting membership, involvement within the Squadron and participation through education.

Lt/C Gina Beste-Wuorinen, P



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Educational Officer's Report

MY USEFUL LEAKING SEAM

I have heard it said that a leaky boat is not going to sink at the dock. Perhaps those of you that own old wooden boats like I do can relate to that statement a little better than our friends with the beautiful fiberglass hulls. A leaky hull is going to keep you aware of what is going on down below amongst the shaft seals, through hull fittings, sea cocks, bilge pumps, wires, switches and fuses. With a slow (hopefully) trickle of water coming in all the time one is going to make sure that a number of systems are in good shape and operating well. In my boat there is a small leak up in the bow that does not quite swell shut. So it leaks. As a result I know that my bilge pumps work. If they did not I would soon be warned of the fact by an excess accumulation of water.

Knowing that the bilge pump **MUST** work or my boat would slowly sink forces me to test the pump and float switch regularly. Then I trace the wires back to the panel to check their integrity and I assure myself that they are connected close to the battery where I would not inadvertently shut them off at a battery switch or panel switch.

This small leak also forces me to become very familiar with my batteries, checking the fluid levels, seeing that they are well charged, that the battery charger is working well and the shore power cable is correctly wired and connected.

I would prefer a dry bilge but most of it is anyway since it is just a small band in the center that has any water at all, so I accept this bit as a reminder that I need to pay attention to my bilge pump system. And when I am down below checking the pumps and batteries I have a chance to get familiar with other systems on my boat that could create trouble if unattended. I still have a gasoline powered 110 volt generator on board, so I make sure that no gasoline leaks are present. I located the fuel vapor sensor to be sure it is operating. (By the way, did you know that this sensor will operate as a high water alarm? I had an occasion where water from the engine was dripping onto it and set it off. We were underway at the time and we almost abandoned ship! The sensor dried out and worked properly after, even after I tested it by lowering it into a cup of water which again set off the alarm. I don't know how many times it can survive that kind of mistreatment). There is the small shaft log leak reminding me to learn how to properly take care of that packing. And there are the hoses, pipes and through hull fittings of the engine cooling system. They do not leak. I know it is time now to examine them more closely and be sure they are not corroded or deteriorating and function smoothly.

I think owning this older boat requires a closer look at systems than one needs to do on a new boat. I would like to know what newer boat owner think and experience. I wonder if you think new boats are well equipped and connected. How reliable are the systems and how much inspection and maintenance does it take to keep things running? I find safe and pleasant boating is a lot more than having the right number and type of life jackets on board. It is knowing our craft will take us to beautiful places, get us through rough conditions and bring us back under our own power rather than on the end of someone's tow rope. I think a thorough understanding of our boats many critical systems will help us achieve that goal.

I hope we can soon offer engine maintenance and the new marine electronics courses to Power Squadron members. I need to take them and I understand from members that have taken them in the past that they provide really good information.

See you in class and on the water. Steve

Marine Electronics

The Duluth Power Squadron Education Department is planning to offer this course during Fall, 1998.

Essential knowledge about your boat's electrical and electronic systems is studied in this course. Proper wiring, grounding, electrolysis control, and batteries and their maintenance are included. Depth finders, marine radio telephones, radar, loran, GPS, and advanced systems for electronic navigation are also studied. Information is provided on FCC requirements for station licensing and operator permits for radio telephone.

Current Edition: 97

Table of Contents

Part 1: Boat Electrical Systems

- Properties of Electricity
- Electrical Power Requirements and Wiring Practices
- Direct Current Power
- Alternating current Power
- Galvanic and Stray Current Corrosion
- Lightning Protection
- Electrical Interference

Part 2: Marine Radio Communication

- Radio Waves and Transmitters
- Receivers and Transceivers
- Antennas and Transmission Lines
- FCC Rules and Regulations
- FCC Frequency Plan
- Radiotelephone Operating Procedures
- Other Communication Services

Part 3: Electronic Navigation Equipment

- Electronic Navigation Systems -Background
- Depth Sounders
- Radar
- Loran-C
- Global Positioning System
- Additional Navigation Equipment

Yes, I am interested in taking the ME course in the Fall!

Name: _____

Address: _____

Phone: _____

Comments: _____

PILOTING (P)

**The Duluth Power Squadron Education
Department is planning to offer this course during
the Fall, 1998**

Piloting is the first of a two-part program studying inland and coastal navigation. It focuses on the fundamentals of piloting, keeping track of a boat's movement, determining your position at any time, and laying out courses to a planned destination. Included are such subjects as: charts and their use, aids to navigation, the mariner's compass, variation and deviation of the compass, plotting and steering courses, dead reckoning, and plotting and labeling charts.

CONTENTS

Section 1 Finding your way	Section 6 Bearings
Section 2 Charts and Publications	Section 7 Plotting and Labeling
Section 3 Aides to Navigation	Section 8 The Art of Positioning
Section 4 The Mariner's Compass	Section 9 A Weekend Cruise
Section 5 Determining Deviation	Section 10 Review, Exam

☐ **Yes, I am interested in taking the Piloting Course – Fall 1998**

Name _____

Address _____

Phone Number: _____

Comments:

Return to: Jon Jurek - 4914 Norwood Street - Duluth, Mn - 55804

Phone: (218) 525-5392

(There will be a minimum and maximum number of students.)

(Volunteer instructors appreciated.)

August 5, 1998

To: Duluth Power Squadron Members and the Board of Directors
From: Steve Balliette
Re: Explorer Scouts.

Earlier in the Spring of this year I discussed with a few members, the Board and with the Boy Scout council the possibility of the Duluth Power Squadron again sponsoring an Explorer Post. I say again because I understand that before I was a member the DPS did have an involvement with Scouting.

I think this partnership with the Scouts would help young people, age 14 to 18 become more actively involved in the Duluth Power Squadron. At this time, young people who are children of members have a way to participate, but those young people who may have an interest in boats, but whose parents are not a member would find it difficult to become active. While a person 16 years old can be a full member we have no members of that age group. I would like to change that.

Of course, for there to be an explorer post there needs to be members who can work well with kids and are ready to commit the time needed to work as sponsors of the program. I know this is a significant commitment which should not be undertaken lightly by anyone. Yet, I hope that a team of members under the guidance of a Squadron Chairperson and the Explorer Scout office could be assembled to pursue this for the Squadron and for young people in Duluth.

At this time, the concept as I see it is to have the scouts participate in meetings of their own. They could attend our meetings and regular activities with permission from their parents. In their meetings we would teach them the curriculum of the United States Power Squadron from the Basic Boating Class to Navigation as well as all the electives and workshops we can get for them. In addition, they would be introduced to Duluth Power Squadron members and their boats through group activities and individual mentoring capacities. (Liability insurance if provided by the Boy Scouts).

The advantages of this program are many: for the Duluth Power Squadron it means new membership and a greater range of activities for our members;. For young people they get the opportunity to learn safe, responsible boating early, to form new, lasting relationships with adults, and to enjoy the summer on some fine boats.

What I ask now is that members who are interested in working for this program to contact Steve Farrell or I to discuss it further. We have a lot information at this time and will strive to answer any questions you would have.

Yours truly

Steve Balliette, AP
SEO

Educational Interest Survey Form

Name _____

Address _____

Phone _____

CLASS	Would like to take	Will teach all or part	Will assist in class	Will organize the class	Comments:
Seamanship S					
Piloting P					
Advanced AP Piloting					
Jr. Navigation JN					
Navigation N					
Cruise Planning					
Engine Maintenance					
Instructor Qualification					
Marine Electronics					
Sail					
Weather					
Others					

I know some members have wondered when a particular course was going to be offered. While we have scheduled a few courses knowing with some confidence that there will be a number of members willing to take the class, it is a risk for us to do this. Organizing a class is a lot of work and while we certainly are willing to do it, we are disappointed when only a few people come to a class. Rather than wait for us to put a course together, I want members to contact me with their requests. And better yet, if you come to me and say that you and 7 other members are interested in a particular course, well, I will get busy right away and set it up.

Please send this form to Steve Balliet, 1024 N. 12th Ave. East. Duluth, Mn 55805 or call 724-0636



Tyler Beste, Brian Wuorinen and his friend Dan recovering the lost furniture from the Squadron Dock.

At the Squadron Dock on Memorial Weekend, several members discovered that the pavilion furniture had been thrown in the water by unwelcome visitors. With the help of Tyler Beste, Greg Wuorinen and his friend, Dan, Bob Ouellette was able to recover all of the pieces except for one bench and one work table. Please remember that only squadron members are allowed at the dock and guests must be with a member. Anyone else there should be made aware that it is private property. If necessary a call to the Superior police can be made. Superior Police Non-Emergency - 394-0234.

THIS FALL
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NOVEMBER 10. (7 TUESDAY
NIGHT CLASSES) 7-9 PM. IN-
STRUCTORS: JOHN HARRISON,
RUSS FRANCISCO AND NORM LIV-
GARD. PLETHIS FALL
ELECTRONICS CLASS
STARTS SEPTEMBER 29 THROUGH

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D/10 Rendezvous

D/10 Rendezvous 24-26, July '98

This year members outdid themselves again for hosting a terrific "Cruise to Paradise" at Bayfield, Wisconsin.

District Commander Al Wentworth, who plotted his way from Green Bay, stated Saturday evening that Duluth has hosted the biggest rendezvous the district has ever participated in and the crowd of 260 people stood up and showed their appreciation.

Three days of activities were organized: Friday evening began with frying cheese curds at the dock and fryers had to hustle to keep up with the crowd demand. Registration handled 80% of the 240 registered guests before boarding a sold-out cruise aboard the Island Princess, which cruised the calm waters of the islands to a gorgeous sunset.

Saturday started bustling at 6:30 am frying donuts at the dock, Treasure Hunt for Kids Crew and adults who ventured through the Arts Festival and the merchants of Bayfield. A fishing contest was held - all participants tied due to the fact that no fish were weighed in. A dinky run of 20 boats visited the shores beyond Red Cliff to reach the ship wreck of a hundred years, to explore. Dinner was served to a crowd of 250 who enjoyed chicken & ribs, much visiting with squadron members throughout the district was enjoyed. Tom Cawcutt and his son Michael played to a crowd that was trying to do so if all!

Sunday - Can you imagine cooking 160 omelets within 2 hours? Well the cooks did it and people were even amazed at everything they received.

Thanks to ALL who helped from within our squadron and other squadrons. Everytime we turned around, there was a helpful body at work - Thank you to all.

D/10 Rendezvous Committee

Weekend Quips...

"a good time was had by all"

"if you missed it - you missed it all"

"Duluth did it again"

someone said "I need a hat and a pair of sunglasses so no one knows who I am"

Note from Commander Len Robinson: When you see Gina, Arne, Candy & Harvey, tell them Thank you for a wonderful time. Everyone from other squadrons raved about the area, the food, and what a great place to have a rendezvous. These people put their heart and soul into this very large event. Thanks again for a wonderful time.



Friday night cheese curds crew keeping the crowd happy & well fed.



Party goers enjoying the Friday night cruise aboard the Island Princess.

D/10 Rendezvous



Saturday morning donut crew Jack Soetebier, Michelle Rookey and her friend Teresa.



Over 20 dingys ventured to Red Cliff.



D/10 Rendezvous Chairpersons Arne & Gina Wuorinen and Harvey & Candy Hengel.



Carol Demars from the Bayfield Chamber of Commerce is presented with a Certificate of Appreciation for all her efforts in helping coordinate the D/10 Rendezvous weekend activities.



Bayfield Mayor, Larry MacDonald, presenting the Commander with a Proclamation of the Rendezvous Weekend.

D/10 Rendezvous



Tom Cawcutt and his son, Michael, entertaining the Saturday night crowd.



The omelet crew! A job well done!

Boating Safely for Children

June 22, 1998

Woodland Junior High School

Thirteen young people, boys and girls, completed and passed the five session Boating Safely course taught by P/C Candy Hengel, N and Harvey Hengel. It is good to see these young people beginning their boating experience with a commitment to safe boating with quality information provided by our Duluth Power Squadron members. Congratulations to these students for their hard work and dedication. I know how hard it is to go to a class during the summer when one would rather be laying on the beach.

Boating Safely is a special course developed in cooperation with the United States Coast Guard Auxiliary. It is a good curriculum, but any curriculum can be a bore for kids if not taught in an engaging way. Candy and Harvey have such a good way with the subject and make it so enjoyable for the young people in class. I would encourage other members to find a way to 'apprentice' with Candy and Harvey so as to get experience with teaching young students. We need to do more of this. While we do not now plan to offer Boating Safely again this year, if we had a commitment from at least 12 students perhaps the Hengel's would agree to do it again with help from an apprentice. Give me a call.

So Thank You to Candy and Harvey Hengel for teaching. Thank You to 1/Lt Steve Farrell, AP for bringing his boat and describing safe trailer boating to the students. I hope the insurance covers all the repairs to your outboard. And Thank You to DNR Wardens John Krull and Keith Olson for their presentation at the first class session.

Your SEO

Steve Balliette, AP



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Steve Farrell reviewing trawling, safety equipment and PFD's.



Steve Farrell and Andy Billman show other class youth safety chains, trailer hitches, lights.



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Congratulations Seamanship Graduates!!

Let's all congratulate the following people when we see them for successful completion of the Seamanship course:

Terry Alan Baird
Kurt M. Graves
Charles Grubb
Marty Heimer
Arthur T. Lamken
Muffy Kalenowski.


All six can now add the S after their name, showing their educational achievement in the Duluth Power Squadron.

In the Power Squadron, members earn their grade, showing it after their name indicating their achievement and commitment to advanced education which helps them be safer, more confident boaters. It is not a rank, or something that is a gimmick or some consumer item purchased off the shelf. It comes with hard work, a commitment to learning, a faith in themselves, and a devotion of time to attain the rank. This is what the United States Power Squadron is about.

Again, Congratulations.

Your SEO

Steve Balliet, AP


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Supplemental Programs Available

Published by USPS are eighteen small books on subjects of interest to boaters:

Amateur Radio	\$5	Hand Tools	\$5	Predicted LOG Contest	\$5
Boat Insurance	\$5	Intro to Navigational		Prep for Coast Guard	\$5
Calcs for Navigation	\$7	Astronomy	\$5	Water Sports	\$5
Compass Adjusting	\$5	Introduction to Sailing	\$5	Radar	\$5
Elements of Boat Design & Construction	\$5	Loran-C	\$5	Sight Reduction Methods	\$10
Global Positioning Sys	\$5	Marlinespike	\$10	Skipper Saver	\$3.50
		Oceanography	\$5		

These books are available through Lt Robert Hecht, P at the above prices. Non-members can also purchase these books, but the price is somewhat higher.

Supplementals are good for self-studey during those long, cold winter evenings and they are good for reference onboard your boat. (Like Compass Adjusting or GPS). They can also serve as a text for a study group or workshop. We did this for Marlinespike last winter and we can do it for any subject you or your friends (members or not) are interested in. Let Bob know if you are interested and if we can get at least 6 students we can do a class. Perhaps a guest instructor can be found to assist, adding depth to the material in the text.

With your interest we can make it happen.

Your SEO,
Steve Balliet, AP



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Workshop Given to Minnesota Power Employees

Many thanks are given to Lt James Munger, N and Lt Adrian Rick, P for their work in teaching a very successful boating safety workshop for Minnesota Power Employees on May 28, 1998. For that morning, before a group of 18 Minnesota Power staff at their facility on beautiful Island Lake we talked safe boating and how to equip ones boat to meet CME requirements. In the boat inspection that followed Jim Munger found that neither boat there passed the inspection, but participants learned a lot about the requirements, and about the need to carry their current registration card.

Although this kind of educational activity is provided at not charge (unless there is cost for material) I was pleased to receive and accept a check for \$50.00 from Minnesota Power. They wrote: "Honorarium for safe boating presentation for the NSS staff safety meeting held May 28, 1998. Power Squadron members Adrian Rick, Steve Balliette and Jim Munger gave a 3 hour condensed version of the 6 week safe boating course. Honorarium is for educational purposes that the Power Squadron promotes, especially towards safe boating and boating for kids."

Lt Art Lamken, S our Teaching Aids chair has offered to create a teaching aid for navigation lights with this money. It will show the different requirements for power and sail boats and assist in showing the relationship between the lighting requirements and right of way rules. If you have an idea for a teaching aid give Art a call. Our teaching aids can be used in classes, can be shown at Squadron meetings and can demonstrate concepts to the public at the Boat Show or other venues. Perhaps your idea or work can be on display. (A good way to earn a Merit Mark!)

This Minnesota Power Safe Boating presentation was done from selected material in the Boating Course and also the video tape. But it takes members to volunteer their time to teach. If you think you can present material effectively to an audience let me know so I can contact you when another teaching opportunity arises.

Your SEO
Steve Balliette, AP



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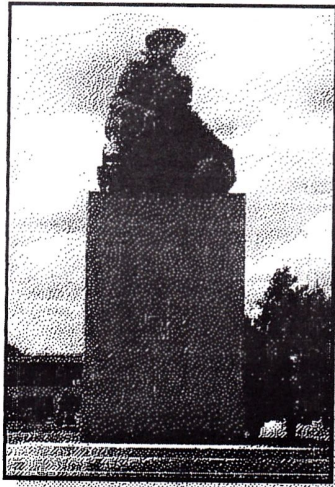
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Prince Henry, the Navigator: (b. 1394 - d. 1460)

" Patron of Portuguese exploration. Sent several expeditions down the west coast of Africa to outflank the Muslims, establish trade routes, and spread Christianity. Established school for navigators in 1450. "



Pope's Island, New Bedford, MA 02740

This large granite and bronze statue overlooks New Bedford harbor in tribute to the Portuguese prince Henry the Navigator. Prince Henry is credited as being the father of modern celestial navigation techniques.

In the early days of the Age of Discovery, Prince Henry and his cosmographers provided seamen with techniques for determining their position when out of sight of land.

Dedicated in 1994, the statue was a gift to the city from the Prince Henry Society of New Bedford in conjunction with the Portuguese government.

It was at the District 10 Spring Conference on March 28, 1998 in beautiful Madison, Wisconsin that I was introduced to Prince Henry the Navigator. He sat confidently on a pedestal, encased in Lucite and holding one of his navigation instruments in his lap. Here, obviously was a man that is taken seriously by members of the United States Power Squadron, for I learned he is given as a traveling award to Squadrons that succeed at educating members to at least the JN (Junior Navigation) grade.

As a high school student I had learned a little about Prince Henry, really no more than is contained in the above caption so I wanted to learn some of the history and significance of this award in the USPS and more about Prince Henry's accomplishments in his life time.

It turns out the Prince Henry Award is not unique to District 10. From what I can gather each district has a Prince Henry Statue. What follows are two emails from the Power Squadron Mailing List (PSML) in response to my inquiry about the award. It answered some of the questions I had:

Date: Tue, 7 Apr 1998 07:45:56 -0700

From: rminer@juno.com

Subject: PSML: Re: Prince Henry Award

The member who could tell you the most about this award is:

Jim Paris

83 Old Pond Road

Great Neck, NY 11023

(516) 482-5750

I am sure that Jim is not on PSML, so I will send him a copy of your letter. I am sure that articles have appeared in THE ENSIGN over the years on Prince Henry, but it might take a little digging to resurrect the information.

Dick Miner

Date: Thu, 9 Apr 1998 12:51:38 EDT
From: Sirmykel <Sirmykel@aol.com>
Subject: PSML: These are the facts:

Greetings:

These are the facts regarding the Prince Henry the navigator award. I personally took Dick Miner's suggestion and contacted Jim Paris for more information about the award. As a matter of fact I went to his home where Jim told me about the origin of the award for over an hour. It was a very pleasant visit indeed.

I won't go into all the details he spoke of, but I'll try to hit on some of the questions that was discussed here on the list. The award had nothing to do with world war 2.

Early in the 1960s the government of Portugal at the embassy in Washington D.C. discussed an award in honor of Prince Henry the navigator during the 500th year of his death. This was discussed with D/5 but nothing was accomplished. Then P/R/C James D. Paris, FC...who was the D/4 District Commander, was approached by the Portuguese agency in New York. They awarded the statuette to D/4. Jim then visited 20 USPS ® districts throughout the U.S. to offer the award at each District conference.

Then in 1965 Jim led an expedition made up of 65 members and their wives to the Prince Henry school of navigation in Sagres, Portugal which was established 500 years old at the time. While there, the government made Jim a commander in the order of Prince Henry the navigator. The secretary of the Navy placed a cross with a very colorful ribbon around Jim's neck. Vera, Jim's wife opened a box and showed me the medal.

In 1985 Jim led a group made up of 200 USPS members and returned to the Portuguese school of navigation. The group was made up of D/Cdrs, S/Cdrs, SEOs, etc. They were received by the President of Portugal.

Until their revolution, Jim led as group made up of the previous years winners of the statuette to a luncheon at the Portuguese Embassy in Washington.

Every district in USPS has a statuette to be awarded to a squadron by using their own criteria for earning the award. For all his efforts, P/R/C James D. Paris, FC was presented with a swallow tailed Ensign for his meritorious service to the USPS.

I was very impressed and pleased to be able to sit down and speak with Jim. I hope this has helped clear up some of the mystery.

P/C Michael J. Frigano, FC
Bayside Power Squadron
District 3, New York

In the photo below Jim Paris is second from the left, standing with other dignitaries on December 11, 1972 when the Portuguese Ambassador presented a gold medal to District 10 to commemorate the 5th Centenary of Prince Henry. No mention in the article is made of the statue, and I have not seen the gold medal.

In District 10, the Prince Henry award is given to the Squadron that scores the most points based on the number students completing classes. To first qualify there must be at least one JN or N graduate. From there the other Advanced Grade and Elective classes passed by members score points. S-1, P-2, AP-3, JN-3, N-4, CP-1, EM-1, IQ-2, ME-1, Sa-1, W-2, Full Certificate-5. While at this time the Duluth Squadron does not plan to off JN or N this year, that could change if a few students were interested. I understand it would take about 4 months for a student to complete JN.

Also reprinted here is an article I was given at District 10 that describes Prince Henry in more detail. I hope you enjoy it.

Steve Balliet, AP
SEO



O Embaixador de Portugal em Washington, Dr. João Hall Themido, e sua mulher, com membros dos "United States Power Squadrons", por ocasião da condecoração do Distrito 10, no dia 11 de Dezembro de 1972.

O Embaixador de Portugal em Washington condecora o Distrito 10 dos "U. States Power Squadrons"

NOVA YORK — Numa cerimónia simples, mas cheia de dignidade, o embaixador de Portugal em Washington, dr. João Hall Themido, fez recentemente a entrega solene da medalha de ouro comemorativa do V Centenário do Infante, concedida pelo Mi-

nistro da Marinha ao Distrito 10 dos "United States Power Squadrons".

O Distrito 10 tem as suas esquadilhas distribuídas pelos Estados de Minnesota e Wisconsin.

O Comandante Lloyd M. Smith, do Distrito 10, e os restantes

membros dos "Power Squadrons" que se faziam acompanhar pelas mulheres, foram apresentados pelo Comandante James D. Paris que agradeceu, em seu nome, a oportunidade que lhes foi concedida de prestarem homenagem ao grande pioneiro da navegação mundial, o Infante D. Henrique.

Deseja ainda que a distinção que ia ser concedida ao Distrito 10, na pessoa do Comandante Lloyd M. Smith, e o reconhecimento do que Portugal fez através das descobertas, contribuíam para aumentar os elos de amizade entre os Estados Unidos e Portugal.

Pediu em seguida ao Embaixador para transmitir ao Ministro da Marinha, a gratidão dos membros dos "Power Squadrons" pela distinção que lhes tinha sido conferida.

O Embaixador ao dar as boas-vindas aos convidados, teve palavras de apreço pelas actividades dos "Power Squadrons" e pela sua dedicação à memória do Infante.

Depois da cerimónia da con-

decoração, os convidados foram obsequiados com um almoço tendo tanto o Embaixador como a mulher sido inextinguíveis nas atenções para os membros dos "Power Squadrons".

Além do Embaixador e a mulher, estiveram presentes Comandante José Cabral em representação do Director da C de Portugal, Arquitecto Carlos Lameiro, e o Comandante Fernando de Carvalho, Adido Naval.

PRINCE HENRY the NAVIGATOR
AWARD DISTRICT 10
PHOTOGRAPH

From Left To Right

1. Commandate Jose' Cabral
2. P/R/C James Paris*
3. P/D/C Don Pearce*
4. Mrs. James Paris
5. Mrs. Don Pearce
6. Mrs. Joao Hall Themido
7. Ambassador Joao Hall Themido
8. Commander L.B.(Bus) Pease.AP (Madison)
9. Mrs. Arline Pease (Madison)
10. Mrs. John Behren
11. P/D/C John Behren*
12. Mrs. Sherwood Schenck
13. Commander Sherwood Schenck*
14. Mrs. Vera Lu Smith (Minnetonka/Sarasota)
15. P/D/C Lloyd M. Smith, N (Minnetonka/Sarasota)
16. Naval Attache Ferraz de Carvalho

* USPS Squadron/District
Rank, Grade Unknown

Transcript of newspaper article from the February 14, 1973 issue of Diario de Noticias

Translation Provided by Claude Leroy, Professor Emeritus of Spanish and Portuguese

Caption of the picture

The Portuguese Ambassador in Washington, Dr. João Hall Themido, and his wife, with members of the United States Power Squadrons, on the occasion of the presentation of the award to District 10, on December 11, 1972.

Text of the article

New York – In a simple yet dignified ceremony the Portuguese Ambassador in Washington, Dr. João Hall Themido, recently made the solemn presentation of the gold medal, which is commemorative of the V Centenary of Prince Henry (the Navigator) and granted by the ministry of the Navy, to District 10 of the United States Power Squadrons.

District 10 has its squadrons dispersed throughout the states of Minnesota and Wisconsin.

Commander Lloyd M. Smith of District 10 and the other members of the Power Squadrons, accompanied by their wives, were presented by Commander James D. Paris who, in their name, offered his thanks for the opportunity presented to them to pay homage to the great pioneer of world navigation, Prince Henry (the Navigator).

He added that the award which was to be presented to District 10, in the person of Commander Lloyd M. Smith, and the acknowledgement of what Portugal accomplished as a result of the (marine) discoveries, would contribute to increasing the bonds of friendship between the United States and Portugal.

He then requested that the Ambassador transmit to the Minister of the Navy the gratitude of the members of the Power Squadrons for the award that had been granted them.

In his welcoming words the Ambassador expressed his appreciation for the activities of the Power Squadrons and for their dedication to the memory of Prince Henry.

After the award ceremony, the guests were offered a luncheon during which both the Ambassador and his wife share pleasurable moments with the members of the Power Squadrons.

Attending the luncheon besides the Ambassador and his wife were Commander José Cabral, representing the Director of the Casa de Portugal, Architect Carlos A. Lameico, and Naval Attaché Commander Ferraz de Carvalho.

The words above in parenthesis are those of the translator and are explanatory as is the following text.

Prince Henry the Navigator was the 15th Century son of the king and never did any exploratory navigation himself, but who set up a school of marine science in Sagres, Portugal (the very southwest corner of that land) and brought together mariners and scientists from the Arab and western world to work on nautical and marine problems.

PRINCE HENRY, THE "NAVIGATOR," OF PORTUGAL

Henry was born to King John I, "the Great" of Portugal, and his English princess wife, in 1394. He was the third son of the couple. Known as the "navigator" to subsequent generations, he established in 1416 at Sagres, a school for those interested in sea exploration, navigation and astronomical observations. His students captained vessels exploring the west coast of Africa applying the principals learned through Henry's tutelage. Henry himself made no known journeys but his sponsorship of Portuguese captains and navigators allowed for important discoveries and helped form the basis for the great Portuguese empire of the 16th Century. His captains discovered the Madeira Islands, Cape Verde (1444) and explored by 1455 as far as present day Sierra Leone. They returned with gold and slaves which made for a lucrative and popular business. Henry to his credit in 1455 forbid the kidnapping Negroes. His sponsorship of the arts of navigation and the encouragement exploration provided the basis for much of the later explorations of the world by Portuguese and other great explorers.

This encyclopedia description does not give us much incite to dynamic times in which Henry lived. His father, who ruled Portugal from 1385 to 1433, was the nation state maker of Portugal having defeated his arch rival, the Castilians (Spain), and having made giant inroads against Moslem power in the Iberian Peninsula and Africa. John's reign is said to be one of the most glorious, if not the most glorious in Portuguese history. This is the same time in which England was embroiled in the War of Roses leading to the creation of the English nation state when Henry VII (Tutor) took the throne in 1485. This is the time of exploration and discovery, the end of the middle ages and the beginnings of the "modern" world. It must have been an exciting time to have lived.

There are various views of Henry as a person and his influence upon the history of the world. One of the most flattering descriptions of Henry is contained in a 1960 National Geographic Article where Henry is described as a genius, and a scholar, who lead a life of a monk. His imagination caused others to rove the earth and thus changed the course of history. Through his guidance the men of Portugal make their little country a dominant sea power. These included Bartholomew Dias who first went around Cape Hope, Vasco da Gama who journeyed to India, and Magellan's who voyaged around the world. The author of the of this article credits his extraordinary mother, Queen Philippa from England, as the motivating force behind Henry. Allen Villiers, "Prince Henry, the Explorer Who Stayed Home", The National Geographic Magazine (Volume 18, No. 5, November 1960).

Medieval history scholars are less flattering to him when they point out that Henry was a more than adequate warrior having defeated the Moors at Ceuta in 1415 and that his ambition might have been driven by the extensive fortune which he made as a result of the voyages carried out under his encouragement if not command.

"The true significance of the work of Prince Henry lay in the fact that under his auspices the learned tradition of geographical and astronomical theory was brought into relationship with the practical knowledge of mariners. Engaging in no expeditions himself, he established a center in which geographical information was brought together, studied and coordinated, instruments developed and an active interest kept alive in the task of enlarging the knowledge of the seas beyond the European horizon. Single-mindedly Henry devoted his talents and resources to this aim during the first half of the fifteenth century. By the time he died, in 1460, the most difficult period, which consisted in making the first advances down the African coast, was over.

Whatever view we take of the incentives that moved Prince Henry-scientific interest, imperial and economic plans, or missionary zeal-there is no doubt that the dynamic which carried on the general process of exploration was largely dependent on the hope of gain. Indeed, in the last years of his life there had already begun a considerable exploitation of the African and Atlantic discoveries made earlier in the fifteenth century. As long as Prince Henry lived, however, the temptation to develop the commercial possibilities of the Guinea Coast and the Azores and Cape Verde Islands at the expense of further discovery was resisted. Commercial exploitation was accompanied by efforts to increase by however little the knowledge of the lands and sea beyond the farthest point that had been reached." Gilmore, The World of Humanism 1453-1517, (Harper & Brothers, 1952).

In summary it can be said that Henry, whether he was a monk or a warrior at heart, was the driving force behind the initial strivings of the 15th Century age of discovery which culminated in the voyages of Christopher Columbus and ultimately the voyage around the world of Magellan. Without the underpinning supplied by Henry and his little school, much of the later great explorations of the 15th and the 16th Century would not have been possible.

SHIP RADIO STATIONS

The Telecommunications Act of 1996, which became law on February 8, 1996, brought about fundamental changes in the licensing of ship radio stations. This on-line version of WTB Fact Sheet #14, "SHIP RADIO STATIONS," contains information on radios that may be used aboard a ship, which ship radio stations must be licensed by the FCC, and how to use your marine VHF radio.

GENERAL INFORMATION

A shipboard radio station includes all the transmitting and receiving equipment installed aboard a ship for communications afloat. Depending on the size, purpose, or destination of a ship, its radio station must meet certain requirements established by law or treaty. For example, large passenger or cargo ships that travel on the open sea are required by the Communications Act and by international agreements to be equipped with a radio station for long distance radio communications. Passenger ships that travel along the coast must be able to communicate at shorter range with coast stations. These are examples of "compulsory ships" because they are required by treaty or statute to be equipped with specified telecommunications equipment. Smaller ships used for recreation (e.g., sailing, diving, fishing, water skiing) are not required to have radio stations installed but they may be so equipped by choice. These ships are known as "voluntary ships" because they are not required by treaty or statute to carry a radio.

Ship stations may communicate with other ship stations or coast stations primarily for safety, and secondarily for navigation and operational efficiency. The FCC regulates marine communications in cooperation with the U.S. Coast Guard, which monitors marine distress frequencies continuously to protect life and property. All users of marine radio are responsible for observing both FCC and Coast Guard requirements.

The marine radio equipment listed below may be used aboard a ship. If your ship must be licensed, all equipment is authorized under a single ship radio station license.

VHF Radiotelephone (156-162 MHz) - Used for voice communications with other ships and coast stations over short distances.

Radar - Used for navigating, direction-finding, locating positions, and ship traffic control. *EPIRB* - Emergency Position Indicating Radio Beacons, or EPIRBs, are used when a ship is in distress, to emit a radio signal marking the ship's location. Extreme care must be taken to prevent inadvertent activation and batteries should be replaced prior to expiration date.

Single sideband Radiotelephone (2-27.5 MHz) - Used to communicate over medium and long distances (hundreds, sometime thousands of nautical miles).

Satellite Radio - Used to communicate by means of voice, data or direct printing via satellites.

Radiotelegraph - Used to communicate by means of Morse code facsimile or narrow-band direct-printing.

Survival Craft Radio - Used for survival purposes only from lifeboats and rafts.

On Board Radio - These are low-powered radios used for internal voice communications on board a ship or for authorized short range communications directly associated with ship operations.

In addition, ships may use GPS or LORAN receivers, depth finders, citizens band (CB) radios, or amateur radios (an amateur license from the FCC is required).

II. DO I NEED A SHIP RADIO STATION LICENSE?

On October 26, 1996, the FCC released a *Report and Order* in WT Docket No. 96-82, FCC 96-421, eliminating the individual licensing requirement for voluntary ships operating domestically which are not required by law to carry a radio. The paragraphs below describe how the new rules affect the maritime public.

WHO NEEDS A SHIP STATION LICENSE?

You do not need a license to operate a marine VHF radio, radar, or EPIRBs aboard voluntary ships operating domestically. The terms "voluntary" and "domestic" are defined below. Although a license is no longer required for these ships, you may still obtain a license (and call sign) by following the procedures outlined in Section IV of this Fact Sheet and writing "VOLUNTARY SHIP" in large letters across the top of the application form.

WHICH SHIPS ARE VOLUNTARY?

The term "voluntary ships" refers to ships that are not required by law to carry a radio. The following types of ships ARE NOT voluntary:

- Cargo ships over 300 gross tons navigating in the open sea;
- Ships certified by the U.S. Coast Guard to carry more than 6 passengers for hire in the open sea or tidewaters of the U.S.;
- Power driven ships over 20 meters in length on navigable waterways;
- Ships of more than 100 gross tons certified by the U.S. Coast Guard to carry at least one passenger on navigable waterways;
- Tow boats of more than 7.8 meters in length on navigable waterways; and,
- Uninspected commercial fishing industry vessels required to carry a VHF radio.

WHAT IS DOMESTIC OPERATION?

Ships operating domestically do not travel to foreign ports or transmit radio communications to foreign stations. Sailing in international waters is permitted, so long as the previous conditions are met. If you travel to a foreign port (e.g., Canada, Mexico, Bahamas, British Virgin Islands) a license is required. Additionally, if you travel to a foreign port, you are required to have an operator permit as described in Section III of this Fact Sheet.

WHAT RADIO EQUIPMENT MAY I USE?

You do not need a license to use marine VHF radios, any type of EPIRB, any type of radar, GPS or LORAN receivers, depth finders, CB radio, or amateur radio (an amateur license is required). Ships that use MF/HF single side-band radio, satellite communications, or telegraphy must continue to be licensed by the FCC.

WHAT IF I HAVE A MARINE RADIO WITH DIGITAL SELECTIVE CALLING (DSC) CAPABILITY?

You must obtain a nine-digit maritime mobile service identity (MMSI) and have it programmed into the unit before you transmit. Prior to obtaining an MMSI, you will be asked to provide certain information about your ship. It is important that you obtain an MMSI because the U.S. Coast Guard uses this information to help speed search and rescue operations.

You may obtain an MMSI by filing FCC Form 506 with the FCC. The FCC is presently examining alternative ways to assign MMSI's (e.g., through private sector organizations).

SHOULD I RENEW MY LICENSE?

If you operate a marine VHF radio, radar, or EPIRBs aboard a voluntary ship operating domestically, you are not required to apply for a new license or renew your current license. Although a license is no longer required for these ships, you may still renew your license and retain your call sign by following the procedures outlined in Section IV of this Fact Sheet and writing "VOLUNTARY SHIP RENEWAL" in large letters across the top of the application form.

SHOULD I RETURN MY LICENSE TO THE FCC FOR A FEE REFUND?

If your license was issued prior to July 18, 1994, you paid a non-refundable \$35 application fee and are not eligible for a refund. If you applied for a license after that date, however, you paid a regulatory fee in addition to the non-refundable application fee and may be eligible for a refund. Follow the instructions below to obtain your refund.

(1) You paid \$115 for a license between July 18, 1994, and February 7, 1995. You paid a \$45 application fee and a \$70 regulatory fee (\$7 per year, 10 year license) and are entitled to a \$56 refund (\$7 per year for 8 unexpired years of your license). Submit your station license with "REFUND" written across the top to Federal Communications Commission, SHIP REFUND, 1270 Fairfield Road, Gettysburg, PA 17325-7245. A \$56 refund check will be sent to you by mail.

(2) You paid \$115 for a license between February 8, 1995, and September 17, 1995. You paid a \$45 application fee and a \$70 regulatory fee (\$7 per year, 10 year license) and are entitled to a \$63 refund (\$7 per year for 9 unexpired years of your license). Submit your station license with "REFUND" written across the top to Federal Communications Commission, SHIP REFUND, 1270 Fairfield Road, Gettysburg, PA 17325-7245. A \$63 refund check will be sent to you by mail.

(3) You paid \$75 for a license after September 17, 1995, and received a license in the mail. You paid a \$45 application fee and a \$30 regulatory fee (\$3 per year, 10 year license) and are entitled to a \$27 refund (\$3 per year for 9 unexpired years of your license). Submit your station license with "REFUND" written across the top to Federal Communications Commission, SHIP REFUND, 1270 Fairfield Road, Gettysburg, PA 17325-7245. A \$27 refund check will be sent to you by mail.

(4) You paid \$75 for a license after September 17, 1995, and did not receive a license in the mail. You will receive a \$75 refund check in the mail. There is no need to call or write the FCC to get your refund -- it will be sent automatically. Keep in mind that the FCC must process nearly 16,000 refunds in this category alone. Nonetheless, you should receive your refund between January and March 1997.

WHAT OPERATING PROCEDURES SHOULD I FOLLOW?

Even though a station license may no longer be required, you must continue to follow the operating procedures for calling other stations, maintaining a safety watch, and relaying distress messages as specified in the FCC Rules. A summary of these rules for the use of marine VHF radios is included in Section V of this Fact Sheet. You may identify your ship station over the air using your FCC-issued call sign, the state registration number or official number of your ship, or the name of your ship.

WHAT HAPPENS IF THE COAST GUARD BOARDS MY SHIP?

On April 17, 1996, the U.S. Coast Guard suspended enforcement activities concerning FCC Radio Station Licenses carried aboard voluntary ships.

III. DO I NEED A RESTRICTED RADIOTELEPHONE OPERATOR PERMIT?

If you plan to dock in a foreign port (e.g., Canada or the Bahamas) or if you communicate with foreign coast or ship stations, you must have a RESTRICTED RADIOTELEPHONE OPERATOR PERMIT (sometimes referred to by boaters as an "individual license") in addition to your ship radio station license. Section IV of this Fact Sheet outlines the procedure for obtaining a permit. However, if (1) you merely plan to sail in domestic or international waters without docking in any foreign ports and without communicating

with foreign coast stations, and (2) your radio operates only on VHF frequencies, you do not need an operator permit.

NOTE: A ship radio station license authorizes radio equipment aboard a ship, while the restricted radiotelephone operator permit authorizes a specific person to communicate with foreign stations or use certain radio equipment (e.g., MF/HF single sideband radio or satellite radio).

IV. HOW DO I GET A LICENSE?

HOW DO I OBTAIN A SHIP RADIO STATION LICENSE?

Obtain FCC Form 506 (see Section VI of this Fact Sheet) and file it with the FCC. The FCC will mail the license to you and it will be valid for ten years. Don't forget to sign and date your application and include any applicable fees, otherwise it may be returned.

HOW DO I OBTAIN A RESTRICTED RADIOTELEPHONE OPERATOR PERMIT?

Obtain FCC Form 753 (see Section VI of this Fact Sheet) and file it with the FCC. You do not need to take a test to obtain this permit. The FCC will mail the permit to you and it will be valid for your lifetime. Don't forget to sign and date your application and include any applicable fees, otherwise it may be returned.

MAY I OPERATE A MARINE RADIO WHILE MY APPLICATIONS ARE BEING PROCESSED?

You may operate your marine radio after you have mailed your application(s) to the FCC so long as you fill out, detach, and retain the temporary operating authority attached to the application form. The temporary operating authority is valid for 90 days after you mail your application to the FCC and should be kept with your station records until you receive your license/permit through the mail.

HOW DO I MAKE CHANGES DURING MY LICENSE TERM?

If you change your mailing address, legal name, ship name, ship official number, or state registration number you must notify the FCC in writing. There is no fee required. No action is required when you add or replace a transmitter that operates in the same frequency band.

Send your written notice of change to:

Federal Communications Commission

1270 Fairfield Road

Gettysburg, PA 17325-7245.

HOW DO I RENEW MY LICENSE?

The FCC will send you a computer generated renewal application, FCC Form 405B, approximately 120 days prior to the expiration date of your license. If you do not receive this form within 30 days of the expiration date of your license, you should obtain FCC Form 506 and use it to renew your license.

If you send an application for renewal before your current license expires, you may continue to operate until the FCC acts on your application. You do not need a temporary permit but you should keep a copy of the renewal application you send the FCC.

You must stop transmitting as soon as your license expires, unless you have already sent your renewal application to the FCC.

WHAT DO I DO IF MY LICENSE HAS EXPIRED?

If your station license has expired, you must complete FCC Form 506 for a NEW station license. There is NO grace period. You may use the temporary operating authority (FCC Form 506A) to operate your marine radio while your application is being processed.

WHAT DO I DO IF I LOSE MY LICENSE OR PERMIT?

If you lose your license, you must request a duplicate in writing. For a duplicate SHIP STATION LICENSE, you must include your name, ship name, and station call sign and a completed Remittance Advice, FCC Form 159. There are no provisions for issuing duplicate restricted radiotelephone operator permits. If you need to replace a lost permit, you must apply for a new one using FCC Form 753. There are fees required for requesting a duplicate license or a new permit.

WHAT MUST I DO IF I SELL MY SHIP?

If you sell your ship, you must send your SHIP STATION LICENSE, marked "cancel" to:
Federal Communications Commission
1270 Fairfield Road
Gettysburg, PA 17325-7245.

You cannot transfer your SHIP STATION LICENSE to another person or ship. The new owner cannot modify your license, but must apply for a NEW license.

If you have a RESTRICTED RADIOTELEPHONE OPERATOR PERMIT, you should retain it for future use since it is authorized for your lifetime.

HOW DO I LICENSE A FLEET OF SHIPS?

Under certain conditions, two or more ships having a common owner or operator may be issued a fleet license for operation of all ship radio stations aboard the ships in the fleet. This allows an applicant to file a single FCC Form 506 for multiple ships. The total fee due for the fleet license, however, is the fee due for a single license multiplied by the total number of ships in the fleet. You must retain a copy of the fleet license with the station records on each ship.

MAY I USE MY RADIO ON MORE THAN ONE SHIP?

If you can provide justification for the use of a single transmitter from two or more ships, a portable ship station license may be issued. This could authorize various types of marine radio equipment to be carried from ship to ship. **MAY I USE MY HAND-HELD MARINE VHF RADIO ON LAND?** You must have a special license, called a marine utility station license, to operate a hand-held marine radio from land -- a ship station license IS NOT sufficient. You may apply for this license by filing FCC Form 503 with the FCC. To be eligible for a marine utility station license, you must generally provide some sort of service to ships or have control over a bridge or waterway. Additionally, you must show a need to communicate using hand-held portable equipment from both a ship and from coast locations. Each unit must be capable of operation while being hand-carried by an individual. The station operates under the rules applicable to ship stations when the unit is aboard a ship, and under the rules applicable to private coast stations when the unit is on land.

***Article information gathered by
CEO, Steve Balliet, and will be
continued in the next issue of the
Channel Chatter.***

**REGISTRATION FORM
USPS DISTRICT 10
FALL CONFERENCE**

23 - 25 OCTOBER , 1998
RAMADA INN
WAUSAU, WISCONSIN

Squadron _____
Rank _____ Name _____ Grade _____
Rank _____ Name _____ Grade _____
Address _____
(Street, City, State, and Zip)

		Number	Amount
Conference Lunch	\$13.00 each	_____	_____
Grilled Chicken Breast Sandwich with Soup			
Alternate Lunch	\$13.00 each	_____	_____
Saturday Dinner(choice)			
Chicken Breast Supreme	\$23.00 each	_____	_____
(with sage dressing and light sauce)			
Walleye	\$28.00 each	_____	_____
(fillet topped with toasted almond)			
New York Strip Steak	\$30.00 each	_____	_____
(12 oz. center cut steak topped with sauteed mushrooms)			
	TOTAL	_____	_____

Make check payable to: **USPS DISTRICT 10**
Mail this meal reservation form by **8 October 1998** to:
D/Lt Kathy Schult, AP
309 S. 8th Avenue
Wausau, WI 54401
(715) 848-8225

Tear Off Here and Mail

Mail this hotel registration by **2 October 1998**
to reserve room at rates below:
Refer to United States Power Squadron Group Rate
Group Block # 5294
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Address _____
City _____ St _____ Zip _____
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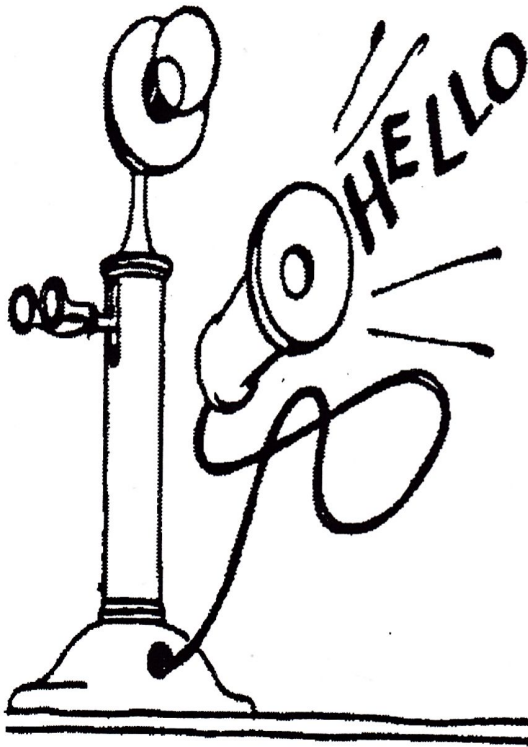
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201 N. 17th Avenue
P.O. Box 1224
Wausau, WI 54402-1223
(715) 845-4341
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1-800-754-9728

Room Type	Amount
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Courtside or Tower	\$75.00
Suite	\$129.00

(all plus tax)
Non-Smoking Preferred _____
Arrival Date _____
Departure Date _____

CELLULAR TELEPHONES



Cellular telephones are fast becoming the land mobile communications link of choice throughout the United States. Their lowered cost, increased coverage, and ease of use have made them very popular. Cellular telephone coverage, however, is primarily optimized for the land areas, with limited cellular coverage off shore.

Cellular telephones have several limitations when compared to VHF-FM marine band radios. These include:

Lower power - cellular phones are limited to three watts output power - installed marine VHF-FM transceivers have as much as 25 watts when put on the high power setting.

Point-to-point communications - a call made on a cellular telephone connects one phone to another - no one else can (legally) monitor the call. If a cellular phone is used for distress, nearby vessels are unable to hear the distress call and render assistance.

No communications with CG units - a distress vessel calling the Coast Guard for assistance will be able to contact a shore unit (if within cellular range of the shore) but will not be able to communicate with a CG cutter or aircraft. The mariner should still need a VHF-FM radio to communicate with the cutter or aircraft for coordinating the rescue.

No radio watch on cellular - the Coast Guard maintains Channel 16 VHF-FM through a system of overlapping transceiver sites. Calling on Channel 16 never results in a busy signal the way a telephone call might. The possibility also exists that the mariner could, in using a cellular phone, call the wrong CG unit, which could result in a delay in his being rescued.

THE BOTTOM LINE IS - the Coast Guard, by law, is required to monitor Channel 16 - VHF-FM, 24 hours a day. Cellular phones are nice, but the mariner's primary method of communication with the Coast Guard should be VHF-FM radio.

Celestial Navigation Dropped

An Associated Press release dated May 20, 1998 stated that the computer has sunk the ancient art of celestial navigation at the Naval Academy.

In the new academic year, midshipmen will no longer have to learn the often tedious task of using a wedge-shaped sextant to look at the stars and plot a ship's course. Instead, the academy is adding a few extra lessons on how to navigate by computer.

Naval officials said using a sextant, which is accurate to a three-mile radius, is obsolete. A satellite-linked computer can pinpoint a ship within 60 feet. Academy Superintendent Admiral Charles Larson said he never even used celestial navigation in the fleet.

Some old-timers consider it sacrilegious to eliminate a class that has been taught since the academy was established in 1845. But Cmdr Mark Clemente, chairman of the academy's leadership, ethics and law department, said change usually sparks debate. "They probably had the same kind of battle when the Navy gave up sails" he said.

Articles from the June 1998 River Skipper Newsletter.

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DEADLINE NOTICE

for the next issue of the Channel Chatter,
October-November 1998 is:
Thursday, Sept. 10, 1998.

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 61 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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