

# 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**



**1999 • Vol. 99 • Number 2 • April May**



## Bridge Officers 1999-2000

**Robert Ouellette, AP** .....Commander  
727-6079

**Gina Beste-Wuorinen, P** ..... Executive Officer  
879-1897

**Steve Balliette, AP** ..... SEO  
391-7991

**Steve Farrell, AP** ..... Assistant E/O  
729-8871

**Tom Cawcutt, Sr., S** .....Administrative Officer  
384-3803

**Sue Farrell, AP** ..... Secretary  
729-8871

**Jean M. Hecht, P** ..... Assistant Secretary  
879-9106

..... Treasurer

**Arne D. Wuorinen, JN** ..... Assistant Treasurer  
879-1897

**Leonard A. Robinson, S** ..... Immediate Past Commander  
879-3769

### Executive Committee

**John Kalenowski, P** .....726-0151

**Charles Grubb** .....525-4344

**Larry Evanson, S** .....728-3034

**James Robinson, Jr., N** .....525-3158

**Harlan Eggert, AP** .....722-0049

## Cover Photo: Where am I?

I was established in 1913 and am still active. I am accessible by foot, but not open to the public. I am 56 feet tall and have a focal plane of 70 feet above Lake Superior. Constructed of concrete in a round integral design. I see some of the worst storms on Lake Superior. I also observe the Duluth Power Squadron

Predicted Log Contest. Where am I?

Picture & Article by P/C Dave Carlson, N

*Last issue featured the lighthouse named  
Sand Point in Escanaba, Michigan*

## Publication Staff

**Peggy A. Berg, P** ..... Editor  
624-1478

**David C. Carlson, N** .....Photographer  
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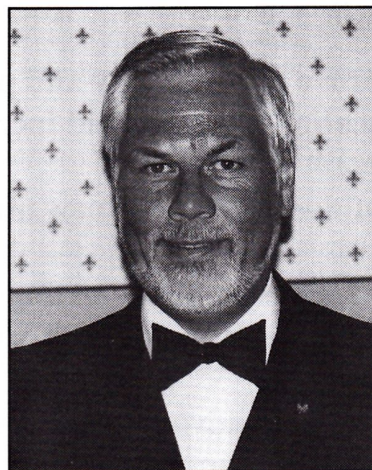


## Commander's Report

I want to thank many of you for your words of support and encouragement as I start my watch year. It is an interesting year. We will be celebrating the 60<sup>th</sup> anniversary of the Duluth Power Squadron. It is also the 85<sup>th</sup> anniversary of U.S.P.S. If that doesn't give us enough reasons to celebrate, it's the 30<sup>th</sup> anniversary of the Trans-Superior sailboat race. With that in mind I have invited the Keel Club to join our March meeting to view a movie of that first race, filmed by P/C Jack Soetebier. There was a time when quite a few Keel Club members were also Squadron members. I have recently found out that the Squadron used to sponsor a sailboat race, called the Past Commanders Cup.

One of the first requirements of an incoming commander is to give a list of goals to District 10. The goals I have set appear on another page, several are traditional but I would like to emphasize our Public Relations, goal #1. At the winter conference we received a Public Service Announcement tape which Kristi Geurink Stokes has aired over several local radio stations. We have 40 people registered in our current public education class. Another goal traditionally mentioned is #6, and our March meeting is an outreach we have neglected for several years. Another important goal is #9, this year there is so much to celebrate. Fortunately P/C Bruce Beste has agreed to serve on my staff as my Social Activities Advisor. I'm sure with his talent and proven expertise we will have a great social year. I am pleased to be working with such a fine bridge. I think the nominating committee looked at me and decided, to see me through, they better get a few of the Squadrons best. I am sure all that expertise will make my year easier.

We have had a challenge filling the treasurer position this year. I think we may have been scaring people away



when discussing the position, but I believe we can work together to make this job easier. Steve Johnson is chairing an ad hoc committee to come up with recommendations to streamline this position. We will be trying to use restaurants that will charge individual tabs so the treasurer doesn't have to collect, pay the bill, and then balance the books. Sometimes we cannot arrange this and we will need volunteers to help collect for the treasurer. That alone will take a considerable burden off a treasurer who may have difficulty arriving early for meetings. I have discussed this with several potential candidates, and I realize the necessity to keep things simple. I want to thank Murray Keogan for his past service. I know he wanted to vacate the position last year but the Bridge encouraged him to serve another year. Thanks' Murray, I know you've had many conflicting commitments this year.

We should all be afloat soon. I'm looking forward to the Fitting Out Party. There has always been something for sale that I can use. It's also a great time to get together with squadron members that you haven't seen during the winter. When you see Larry Evanson, be sure to thank him for getting us the former officer's club to party at. I have a severe case of spring fever, and I hope to see you in the boatyard or on the water.

*Cdr. Robert Ouellette, AP*



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## 1999-2000 GOALS

- 1.) Improve our publicity and public relations exposure with the objective to assist our education program and increase membership
- 2.) Continue to develop new member involvement and mentoring programs.
- 3.) Conduct two public boating courses, expand the use of public boating videos, and boat-pro software.
- 4.) Offer three advanced grades and two elective classes and a comprehensive program using supplementals.
- 5.) Enroll in District 10 coop advertising reimbursement program.
- 6.) Continue to identify with other local organizations having an association with boating, and establish a liaison relationship.
- 7.) Continue to support the USPS educational fund by making a 100% contribution.
- 8.) Earn "Three star status".
- 9.) is our 60<sup>th</sup> anniversary so I plan to increase social activity.

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# Executive Officer's Report

March 13<sup>th</sup> we had another C>O>W> ceremony for the 1999-2000 Bridge. This is a time where officers are sworn in to their new positions and flags representing their positions are distributed. To help understand the meanings of USPS flags, I have submitted a separate article within the Channel Chatter for inquiring minds.

I'd also like to introduce the members in the Executive Department of who I'll be working with this year:

Terry Baird, who works for Jubilee Foods, has participated in many squadron functions at the dock since he joined a year ago and has volunteered to be the Boat Show Chair. He'll do fine and will see how easily members volunteer for this event.

David C. Rutford has once again volunteered to be the Co-op Charting Chair. Enjoying retirement, Dave would like to give this position one more year and is asking for an assistant to learn the ropes. This year the squadron has adopted the Duluth-Superior Harbor Chart to record discrepancies and report them to the National Oceanic & Atmospheric Administration (NOAA). Squadrons who have been participating in this new program are seeing quick responses to changes they submit.

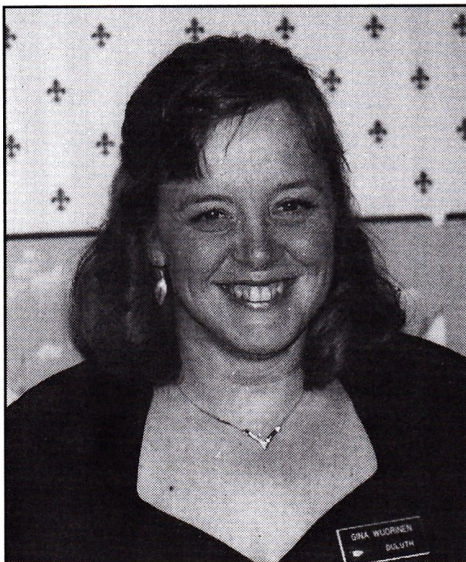
Public Relations last year did an outstanding job covering the squadron activities and the D/10 Rendezvous. Kristi Stokes and Donn Larson have volunteered to stay on while we are pleased to announce David Stokes and Adrian Rick volunteering to help spread the word more about USPS.

Radio Technical is once again covered by John Harrison, who members frequently contact and is always willing to help solve questions or concerns they may have about their radios, GPS, antennas, etc.

The Safe Boating week will continue to be an organized attempt to educate the public about Boating Safety and regulations with Jim Munger and his lovely wife Peg guiding us with what must be done to educate the public on an important issue.

A new comer to the position of USPS Amateur Radio Chair yet very familiar with its operations, Larry S. Anderson has volunteered to monitor the radio waves and spread the word about the Duluth Power Squadron.

And last of all, Rick Stanius has once again volunteered to chair the position of Liason Officer. He flew back from vacation the day of the C.O.W., attended the ceremony and gladly passed on the sacred Calabash.



I am looking forward to working with this group. Their commitment to USPS and experiences help to strengthen the upcoming opportunities we have in store this year.

*Lt/C Gina Beste-Wuorinen, S*





# Flags Associated with Membership in USPS

- Flags are signals which convey something specific about a vessel or its personnel. Each flag has a specific location from which it is flown and a specific time for flying. The following is a list of flags representing something within the United States Power Squadrons:
- The USPS Ensign officially adopted in 1915, should be flown only when the vessel is under direct command of a USPS member. When flown from a flag staff, it should only be flown from 0800 til sunset. The USPS Ensign should never be flown in place of the US Ensign in foreign waters.
- Squadron Burgees are approved triangular pennants identifying squadron members to which squadron they attain membership. They must be simple and the pattern reads correctly on both sides. Usually flown from the bow staff of power vessels and are flown in lieu of any club burgee and is displayed only when the vessel is in command of a member of the squadron.
- Squadron Burgees should not contain a spelled name and color choices should be selected from the standard basic colors: red, orange, yellow, green, blue, white and black. Its motif should be based on the squadron's name, some local geographic or historic feature reflecting the squadron's area of operation. The Duluth Power Squadron choice of the arrowhead and lift bridge signifies the motif for our area.
- USPS officer flags are distinctive to the positions they hold. Elected officer flags are rectangular in shape while other officers fly tapered swallowtail flags. The officer insignia displayed on the flag is the same one seen worn on the uniform. Field colors reflect the seniority of the officer within each of the levels of USPS: blue for commander, red for vice or lieutenant commanders and white for first lieutenant, rear commander, or staff commander. On blue and red flags, tridents are white; on white flags, tridents are blue for elected officers and red for appointed.
- USPS officer flags are flown on board from the masthead. If a vessel has no mast, the flag may be flown from a radio antenna at the same height as if from a signal mast.
- Next time you stroll through a marina or down the squadron dock, possibly this information will help you understand the display of flags flown on board.



# Administrative Officer's Report

As I leave for Florida this Wednesday afternoon, I do so with mixed feelings. I'm anxious to get down to Bradenton to visit my mom and have a great "winter break" with my wife and boys. But I say I leave with mixed feelings because I'll be missing something I wish I could attend. CHANGE OF WATCH on Saturday night. I'm sorry I will miss a wonderful evening and my own swearing in as Admin. Officer. Sorry I missed it and just want to say "Thanks to Len for his year as Commander - a job well done. And to Bob-Congrats and I'm looking forward to working with him as his Admin. Officer.

In accepting this new position, I have lots of questions and will need the help of all of you in the squadron. When planning upcoming events, I will be calling for volunteers for various things to help out with. I know we all have priorities and our time is precious. But I do hope I can count on all of you to help out when called upon. If we all do a little, then no one has to do alot.

Looking forward to "ice out" and getting the boat in the water. Fourth of July plans are coming together and shaping up to be a great week-end. Look for flyers in upcoming months for details. Or come to a meeting. Information is always updated and talked about at our monthly and general meetings. It's also a good place just to get to know each other. Try it. You might like it. See you at the fitting out party in April.

*Lt/C Tom Cawcutt Sr., S*



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## Education Department Annual Report, February, 1999

### By Lt/C Steve Balliette, AP Squadron Education Officer

It is good to see so many members giving their time and talent to other members and the public to further the safe boating educational objectives of the Duluth Power Squadron. The Squadron works to offer Safe Boating education to the public in a variety of ways as shown by the use of the Public Boating Course, Videotape class, safety seminars, Boating Safely and Supplemental classes. Thanks to our members we have done well and I think we will do more as other members recognize the contributions they can make to public and member educational goals. The excellent work of many of our very new members shows that one does not need an advanced grade designation after their name to contribute to the education of others.

Class	Attendance	Members Assisting the class
Teaching Aids		<b>Art Lamkin, Chairperson</b>
Public Boating	For this watch year we have offered two courses of seven sessions each. 17 students in the first series and an estimate of 20 for the second.	Kevin Sikkila      Art Lamkin Bruce Beste      Jim Marshall Harlan Eggert      Fred Crandall Jim Munger      Adrian Rick John Harrison      Steve Farrell Dave Miller      Bob Ouellette DNR officers Rich Hanson and John Kruhl And Jan and Julie of Central High School Community Education
Public Boating Seminars	Given to Minnesota Power Employees on May 28, 1998 and July 23, 1998	Adrian Rick Jim Munger
Video Boating Course	I have sold a number of Videos at last years boat show and during the year. Two persons have tested after completing the video.	
<b>Advanced Grades</b>		<b>Jon Jurek, Chairperson</b>
Seamanship	Graduated six students in June of 1998.  Two classes again scheduled in 1999, one each following the Public Boating classes	Ron and Joyce Noyes, Bruce Beste,      Art Lamkin Bob Wilson      Gina Wuorinen Jim Marshall      Gill Porter
Piloting	On December 28, 1998 nine students passed the Piloting exam	Dave C. Mattson (for getting the facility) Instructors: Bruce Beste      Tom Holt Adrian Rick      Arne Wuorinen Gill Porter
Advanced Piloting	One class may be offered this Spring. Interested students need to contact the SEO	
Junior Navigation	Not scheduled	
Navigation	One text provided to a hopeful student	



<b>Electives</b>		<b>Bob Kuehl, Chairperson</b>
Cruise Planning	Scheduled to start on March 15, 1999	Bruce Beste, Chairperson Gina Wuorinen, assistant
Engine Maintenance	Starting on February 16, 1999 15 students currently registered	Bill Carlson                      Harlan Eggert (Wayne Fairchild)
Instructor Qualification	Not offered	
Marine Electronics	12 Students passed the exam on December 9, 1998	John Harrison                      Norm Livegard Charlie Grubb                      Val Ouellette (Russ Francisco) (Doug McGiver of Denfeld Comm Ed.)
Sail (as modules 1, 2)	Scheduled for this Spring	Bob Ouellette, Chair Jack Soetebier
Weather	March 31, 1998 saw 7 of our members passing the test	Bob Wilson Bruce Beste (Marcia of Ordean Comm Education)

**A**drian Rick said last year that we need to encourage more self study by members of the excellent curriculum that the Power Squadron offers. I will repeat this, so our members will know that they can self study any course listed above. Please do not wait for a classroom course to be offered if you are interested in a subject. Contact me for a text; the price is small for the knowledge you will gain. Testing is optional and can be arranged at our mutual convenience.

<b>Supplemental Learning guides</b>		
Boating Safely	In June 1998: 13 young students completed the course	Candy and Harvey Hengel Steve Farrell (DNR officers Keith Olson and John Kruhl)
GPS	Full class expected on February 16 and 17, 1999	Norm Livegard Russ Francisco Charlie Grubb (for his help in preparing the brochures for this and other classes)
Amateur Radio Boat Insurance Compass adjusting Elements of Boat Design and Construction Global Positioning System Introduction to Navigational Astronomy Marlinespike Oceanography (Of Lake Superior) Predicted Log Contests Radar	<p>These subjects fit well in a short seminar format and can be offered to the public. Price is \$5.00 for the text and \$15.00 for a classroom course.</p> <p>We have done a Marlinespike class last winter. Boat insurance is being planned and GPS is offered on Feb 16-17.</p> <p>Others will be offered if members are interested in helping to organize them.</p>	





Outgoing Commander Len Robinson handing over the Commander's gravel to incoming Commander Bob Ouellette at the DPS's Change of Watch ceremony.

## Change of Watch



Commander Len Robinson presenting Gina and Arne Wuorinen with the Commander's Award for Fraternal Services this past Watch Year.



Commander Bob Ouellette presenting Past Commander Len Robinson with his Past Commander's flag.



New members Tim and Linda Steem and Jan Nelson at the Change of Watch.



Participants of the Annual Calabash Ceremony. Hopefully in our next issue, we will have an article giving us the facts about this interesting photo along with the lucky recipient of the prestigious award.



## New Members

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218 628-1011

James and Karen Spooner  
4911 Kengston  
Duluth MN 55804  
218 727-1178

Robert Cleveland  
5010 Ivanhoe Street  
Duluth MN 55804  
W: 218 525-0834  
H: 218 525-6101

Kenneth and Joanne Docteur  
1414 Mississippi Avenue  
Duluth MN  
218 720-0132

Richard and Joyce Anderson  
1715 W. Page Street  
Duluth MN 55811  
218 722-7060

Dennis and Kathy Kwapick  
3636 Minnesota Avenue  
Duluth MN 55802  
218 723-7404

Please help to make all feel welcome within our fine organization.


*Val Ouellette, New Member Involvement Chairperson*

*Also, any current member that would like to mentor a new member, please call me. We'll help match up a mentor with a new member.*



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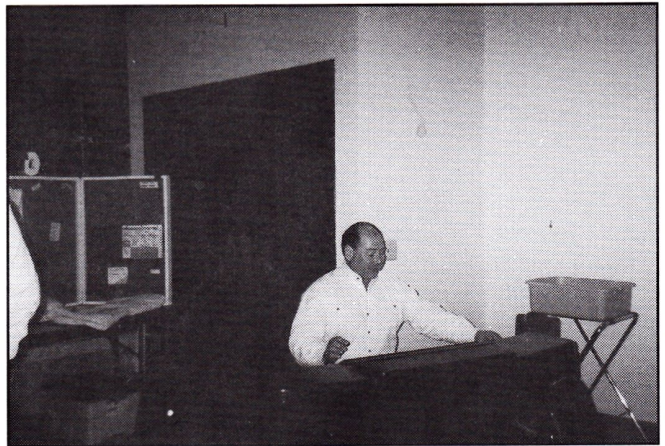
Rick and Linda Stanius visiting at Hengel's in Cape Coral, FL.



Cliff and Betty Linder at the February Annual Meeting..



P/C Arne Wuorinen trying to fill Mr. Bibby's hat. (Mr. Bibby looks better!) Annual Meeting 1999.



Tom Cawcutt played at Annual Meeting.

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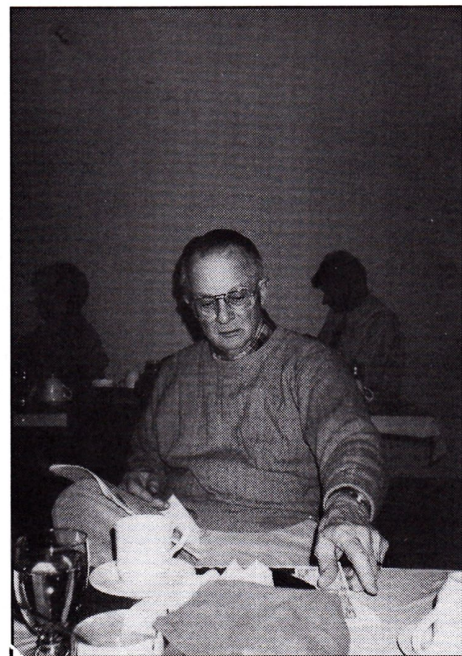
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Sid Mason at Annual Meeting.





Rhobley, what type of dessert are you making?



Tracy and Jan Nelson. (Rabbit ears provided by Steve Farrell.)

*Photos by Gina Beste-Wuorinen*

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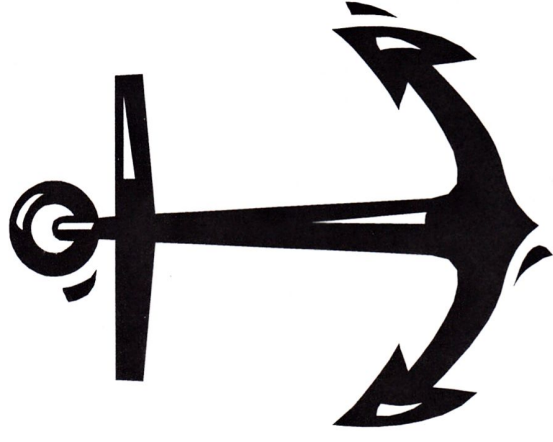
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# UPSP Fitting Out 1999

## April 24



- Where else can you be entertained, fed and have an opportunity to get valuable gifts at great prices.
- The dinner will be cooked and served by USPS members. Steak, salad, potato, roll and a desert for \$6.50
- Bring your friends, relatives or significant others
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- 1800 Dinner
- 1900 Auction
- Prizes awarded for selling the most tickets and having the most authentic fitting out wear on.
- Place is the Officer's Club on the Former Air Base





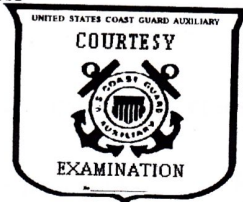
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- ☐ Sound producing device. Horn, whistle, other.
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- ☐ Life jackets, CG Approved--one proper size wearable per person. Plus throwable Type IV for boats 16' and over .
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  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.



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

**National Safe Boating Week May 22-28,  
1999**



*"Life Jackets. Boat Smart from the Start. Wear your Life Jacket"*

*by Jim Munger, N, Squadron Safety Officer*

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 eight years at the Squadron Dock.

This year on May 20th the sixth joint Squadron and Auxiliary dinner meeting at Barker's Island will kick off National Safe Boating. On behalf of the Squadron and the Auxiliary we will extend invitations to William Engfer, Wisconsin Boating Law Coordinator, Kim Elverum, Minnesota Boating Law Coordinator. CAPT Alan Moore, Commanding Officer, Marine Safety Office, Duluth, BMCS William Boudreau, Officer in Charge, Station Duluth and Minnesota and Wisconsin DNR conservation officers and St. Louis County Sheriff Deputies.

## **Dockside examinations on June 5 this year.**

"Saftie Seal" says, "Get a Courtesy Marine Safety Check Decal at Squadron Dock on June 5."

This will celebrate the Ninth 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. Fire extinguisher inspections and demonstrations planned.



## **Minnesota Recreational Boating Deaths Drop in 1998**

Minnesota recorded 13 boating deaths during 1998, the second-lowest number on record, according to the Department of Natural Resources (DNR). The figure is down eight from 1997. *[Could it be that Boating Classes have contributed to this improvement?]*

The record low year was 1996 when 12 deaths were recorded and the highest years were 1961 and 1969 when 57 persons died in boating mishaps.

Kim Elverum, DNR Boat & Water Safety Coordinator, declared that:

- ☐ 10 of the fatal accidents were either capsizings or falls overboard, two involved victims being towed behind boats and one was a victim who went over a large dam.



- ☐ Life jackets were being worn by only 2 out of the 13 victims.
- ☐ Alcohol use was listed in 46 percent of the accidents.
- ☐ No personal watercraft were involved in any of the fatal accidents.

The Department also recorded 154 reportable non-fatal boating accidents (injuries or property damage exceeding \$500), which is down from the 162 recorded in 1997 and the record high of 190 in 1989. The most common type of non-fatal accident was a collision between two boats. The number and percentage of personal watercraft (PWC) involved also dropped - 36 of the 154 non-fatal accidents involved at least one PWC in 1998, this is down from the 60 that occurred in 1997.

The DNR also reported that 46 people died in non-boating drownings. This is up 13 from 1997. The lowest number ever recorded was in 1993 when 30 people died, the highest was 92 in 1969. The most common accident was a drowning while swimming (25). Six people died after they fell through thin ice, six as a result of an unexpected fall into the water, one while hunting, three in a hot tub and five were either unknown or in other categories.

## 1998 Boat Registrations Increase

Over three-quarters of a million boats were registered in Minnesota, as of December 31, 1998, according to the Department of Natural Resources (DNR). The record high registration of 780,097 boats is up 11,417 (1.5%) from the 1997 total.

Kim Elverum, boat and water safety coordinator for the DNR, said some of the biggest increases over the past year were in: 1) outboard aluminum boats 16 to less than 26 feet, up 7,688 (4%) to 189,808, 2) canoes, up 2,348 (1.6%) to 147,230, 3) kayaks, up 1,437 (26%) to 7,001 and 4) personal watercraft (water scooters) up 2,275 (8%) to 30,013. Elverum noted; \*The large increase in kayaks may be due to an new interest in sea kayaking, and the reduced growth rate of personal watercraft appears to be in line with the national trend in these craft.\* Actual decreases were noted in the number of outboard boats less than 16 feet in length and in small sailboats.

The top counties in the state for registered owners were: Hennepin, Ramsey, St. Louis, Dakota and Anoka. The five most popular counties for boat use (as reported by boat owners) were: Hennepin, St. Louis, Crow Wing, Ramsey and Otter Tail. Although the vast majority of registered boats are owned by Minnesota residents, non-residents from nearly every state and Canada own watercraft that are registered and used in Minnesota. The top five non-resident states are: North Dakota, Wisconsin, Iowa, Illinois and Florida.



Elverum noted that Minnesota should remain number one in per capita registration, with approximately one craft for every six people in the state. In 1997, Wisconsin had the next highest per capita ownership, with about one boat for every 10 residents. In 1997, Minnesota dropped from third to fourth in total boat registrations, behind Michigan, California and Florida.



# USPS® Text Order Form

Course	Price each	Indicate item wanted by writing in the Price:	Course	Price each	Indicate item wanted by writing in the Price:
<b>Public Boating</b>			<b>Supplemental Program</b> (For sale to the public also)		
Text only	\$15.00		Amateur Radio	\$5.00	
Text and plot tools	26.00		Boat Insurance	5.00	
Video with text	29.95		Calculators for Navigation	5.00	
Boat Pro Software	27.45		Compass adjusting	5.00	
Boat Smart text	15.00		Elements of Boat Design and Construction	5.00	
Jet Smart	10.00		Global Positioning System	5.00	
<b>Advanced Grades.</b> (For USPS members only)			Intro to Navigational Astronomy	5.00	
Seamanship S	\$ 7.00		Hand Tools	5.00	
Piloting P	9.00		Intro to Sailing	5.00	
Advanced Piloting AP	16.00		Marlinespike	5.00	
Junior Navigation JN	25.00		Loran-C	5.00	
Navigation N	25.00		Marlinespike	5.00	
<b>Elective Grades</b> (For USPS members only)			Preparation for Coast Guard License	5.00	
Cruise Planning	\$14.00		Predicted Log Contest	5.00	
Engine Maintenance	16.00		Oceanography	5.00	
Diesel Engine Video	25.00		Water Sports	5.00	
Instructor Qualification	9.00		Radar	5.00	
Marine Electronics	15.00		Sight Reduction Methods	10.00	
Sail Mod 1 and 2	13.00 ea.		Skipper Saver	5.50	
Sail video	25.00		How to Fly Flags	5.00	
Weather	18.00				
<b>Sub total:</b>		\$	<b>Total Order</b>		\$

Ordered by/ship to:

Print Name/Grade

Street

City/State/Zip

Signature

Send to: Lt/C Steve Balliet, AP 1024 N. 12<sup>th</sup> Ave E. Duluth, MN 55805

Note: Members can order any text for self study. Testing is limited to those who have completed the prerequisites. Call Steve for more information on testing requirements and formal classes to be offered. (218) 391-7991



### Quick Guide to Shipboard Flag Display

Flag	When Flown	Power Yacht without Mast	Power Yacht with Signal Mast	Sailing Yacht one Mast	Power or Sailing Yacht Two Masts
U.S. Ensign U.S. Yacht Ensign	0800 to sunset	Flag Staff	Flag Staff	Flag staff Option underway: Peak or gaff or 2/3 up leech	Flag Staff Option underway: Peak or aft gaff or 2/3 up leech of aft sail
Foreign Ensign	In foreign waters: local custom	Bow Staff	Starboard Spreader	Starboard Spreader	Starboard Spreader of foremost mast
	Foreign dignitary aboard	Bow Staff	Bow Staff	Bow staff or Forestay	Bow Staff or forestay
USPS Ensign *	Day & Night. (note 1)	Antenna amidship or bow staff	Starboard Spreader (note 2)	Starboard Spreader	Foremost Starboard Spreader
Officer (note 3)	Day & Night	Antenna under USPS Ensign	Masthead	Masthead	Aftermost Masthead
Private Signal	Day & Night	Bow Staff	Masthead	Masthead	Aftermost Masthead
Squadron Burgee	Day & Night	Bow Staff	Bow Staff	Bow Staff or masthead	Foremost Masthead

\* Only when in commission and under command of USPS member

1. In U.S. waters the USPS Ensign may be flown in lieu of and under the same conditions as the U.S. or Yacht Ensign.
2. If foreign ensign flown, inboard starboard spreader halyard or port spreader
3. Officer (incumbant or past)

From Seamanship S94/SM 9-7



# Boating Safety



## Member Profile For the Channel Chatter

1. Your Name: \_\_\_\_\_
  2. (Include a photo of yourself with your boat:)
  3. Years in the Power Squadron: \_\_\_\_\_
  4. Describe your overall boating experience: how many years, where, and in what types of boats: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
  5. What USPS classes have you taken? \_\_\_\_\_  
\_\_\_\_\_
  6. What special skills and experience do you bring to the Duluth Power Squadron? \_\_\_\_\_  
\_\_\_\_\_
  7. Describe the areas you have boated in and the places you have cruised to: \_\_\_\_\_  
\_\_\_\_\_
  8. What interesting experiences have you had along the way? \_\_\_\_\_  
\_\_\_\_\_
  9. What Squadron activities have you particularly liked? \_\_\_\_\_  
\_\_\_\_\_
  10. What Squadron offices have you held? \_\_\_\_\_
  11. What future cruising plans do you have? \_\_\_\_\_  
\_\_\_\_\_
  12. How has the USPS helped you to be a safer boater? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- 
1. Name of your boat: \_\_\_\_\_ Manufacturer: \_\_\_\_\_ Yr. \_\_\_\_\_
  2. What drew you to this boat? \_\_\_\_\_
  3. Description of the boat, length, width, draft, engines, drives, and equipment: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
  4. Top speed and range: \_\_\_\_\_ Accommodations: \_\_\_\_\_
  5. Where do you keep your boat? \_\_\_\_\_
  6. What do you especially like about your boat? \_\_\_\_\_  
\_\_\_\_\_
  7. What would you like to add/change? \_\_\_\_\_
  8. What other boats have you had? \_\_\_\_\_
  9. Are there plans to buy a different one soon? If so, what are you looking for? \_\_\_\_\_  
\_\_\_\_\_

Mail your completed profile to Lt/C Steve Balliet, AP 1024 N. 12<sup>th</sup> Ave East, Duluth, Mn. 55805  
218-391-7991

I will retype the information and give it to the editor of the Channel Chatter for printing in the next issue.





27 March 1999 Draft

Proposed D/10 Mission Statement and strategic imperatives.

District 10 of the United States Power Squadrons (R) is organized for coordination of the activities of the several Squadrons within a defined region of Minnesota, Wisconsin and the Upper Peninsula of Michigan. Members of these Squadrons are dedicated to the practice of safe boating through public and self education, the association of people with boating related interests, the performance of certain civic duties, and the enjoyment of recreational boating by all.

This mission is fulfilled by:

- o Regularly scheduled conferences, rendezvous, forums and workshops.
- o Training Squadron leaders.
- o Monitoring Squadron performance and offering management expertise.
- o Serving as the communications channel between the Squadrons and the National Organization.
- o Interacting with other USPS Districts in forming and implementing USPS programs and policies.
- o Assuring District representation at National Governing Board Meetings.
- o Seeking out and encouraging qualified Squadron members to take part in District and National educational and policy development and governance.



Draft 3-26-99

DISTRICT 10 LONG RANGE GOALS: 1999-2004

1. Continue to communicate and facilitate the availability of human and other resources to D/10 Squadrons.
2. Develop incentives for greater involvement of Squadron members in District affairs.
3. Increase district membership through strengthening marketing programs and improved strategies for new squadron development.
4. Increase viability and operational capabilities of Squadrons through enhanced training programs.
5. Encourage new members to attain Seamanship or Piloting grade within one year and to earn a merit mark within two years.
6. Establish annual goals for educational levels of District Officers and encourage similar programs in the Squadrons.
7. Provide incentives and programs for greater family and youth involvement in Power Squadron activities.
8. Encourage increased communications between squadrons on matters of mutual concern.
9. Improve the marketing of D/10 Council meetings and Conferences highlighting the values and functions.



# USPS

## EDUCATIONAL FUND

Chairman, Board of Trustees  
Peter J. Chenery  
50 Beverly Drive  
Durham, North Carolina 27707

5 January 1999

To: District Commanders  
From: Peter J. Chenery  
Subject: USPS Educational Fund Year-End Report

Enclosed are copies of the 1998 USPS Educational Fund 100% Honor Roll, Financial Report at 30 November 1998 with a listing of grants made in FY 1998, and a flyer describing the Fund. There are copies for you, your successor D/C, the incoming District Educational Fund Representative, and each incoming Squadron Commander. Please distribute these at your Spring Conference or as you deem best. It is important that the reports be distributed so that the membership of USPS is informed about the Educational Fund.

Contributions in 1998 reversed last year's trend to climb to \$ 61,705, a 23 percent increase over 1997. Income from investments was up 35.5 percent over last year, and the total appreciation of our invested funds was 9.3 percent. Our investment strategy is conservative, looking both for income and capital gains to keep up with inflation. Only the income is used for grants; new grants approved in 1998 totaled \$23,960. The cumulative total of grants paid since the Fund began is \$850,291.

The number of squadrons achieving Honor Roll status was 321. Thirteen Districts had all of their squadrons qualify for the Honor Roll in 1998. Since the 100% Honor Roll was started, 442 Squadrons and 27 Districts have made it one or more times. Four squadrons made the Honor Roll for the first time. These achievements reflect the strong leadership of the District Commanders and the District Educational Fund Representatives. On behalf of the Trustees, please accept our sincere thanks. We look forward to a successful year in 1999 with your continued support.

Thank you for distributing the enclosures.

Sincerely,

Peter J. Chenery  
Chairman, Board of Trustees



# USPS EDUCATIONAL FUND

## SELECTED FINANCIAL DATA Fiscal Years 1998 and 1997

### Statement of Funds

Assets (at Cost)	Nov. 30, 1998	Nov.30,1997
Cash (in Interest-Bearing Accounts)	\$ 323,867	\$ 280,192
U.S.Treasury Notes	667,272	712,742
Stocks	641,749	479,991
Totals	\$ 1,632,888	\$ 1,472,925
Funds		
Principal	\$ 1,530,173	\$ 1,400,065
Income Awaiting Grant	17,266	(5,248)
Grants in Process	85,449	78,108
Totals	\$ 1,632,888	\$ 1,472,925
Market Value of Assets	\$ 1,832,468	\$ 1,681,648
Contributions Received	\$ 61,705	\$ 50,156
Realized Security Gains	68,403	98,931
Income Earned	75,409	55,364
Grants Unexpended (Restored to Income Fund)	0	1,571
Grants Approved	23,960	49,300
Grants Paid (Current Year)	16,619	34,514
Grants Paid (Cumulative)	850,291	833,675
Capital Gains (Cumulative)	409,461	341,058

#### Grants Approved in FY 1998

Advanced Piloting Overheads	\$ 4,500
USPS Traveling Display	5,000
Distribution of Sail 101 and 102	9,150
Sail 101 & 102 Overhead Masters	5,310
TOTAL	\$ 23,960

*What we get back  
for our Education fund*

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**Letters of Beulah, Maude and Maudette**

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---

Dear Maudette,

Every once in a while the Old Captain gets caught by the weather. Usually it happens on the water someplace like Lake Ontario or the Chesapeake Bay. But just a few weeks ago he got caught on land while making a trip from central New York to North Carolina. There really hadn't been any winter yet so I guess he figured there wasn't going to be any, despite the winter-storm warnings. And forecasts had been wrong all the previous week so why should he pay any attention to them now? To make a long story shorter, three hours into the trip, with his overloaded station wagon, it began to snow. Really snow! For nine hours he maneuvered his way between the jack-knifed tractor trailers and overturned sport utility vehicles on Interstate 81. Then in Winchester, Virginia, with the temperature at 23 degrees and rain coating everything with ice he finally found safe anchorage at a Holiday Inn. After mooring the land craft, a quick inspection found only one hatch to be leaking and all fenders in place.

A number of years ago he did not fare quite as well with his watercraft on the Delaware Bay. The Old Captain and his First Mate were heading north with the *White Cap* on the Intracoastal Waterway in early June. They left their overnight anchorage in the Engineers Basin in Chesapeake City on the C&D Canal at daybreak hoping to have an easy

run to Cape May, New Jersey. The weather forecast said sunny and warm with light westerly winds so the Delaware Bay should be a friendly place. But about two hours out, things changed. The wind switched to southeast and came up to 20 to 30 knots. The friendly Delaware turned into a rerun of a bad day on Lake Ontario. A large trawler and a sport fisherman were running a parallel course and could be seen alternately high on a crest and then disappearing from sight with a cloud of spray in a trough. The *White Cap* wasn't doing any better. The wave pattern was confused first slamming them broadside with a 30 degree roll and then shoving a cresting wall of water at the bow. Even though speed was reduced to a crawl the boat would come off a crest and slam down with enough force to make the Old Captain worry about the condition of his fastenings — not the *White Cap's* fastenings — HIS fastenings. Although the bow deck never actually went under, enough water blew through the crack under the secured forward hatch to soak everything in the cabin. All the books and charts that were thought to be secure ended up as a soggy mess on the cabin sole. Dishes and cups jumped out of the cupboards and locker doors opened and closed themselves at will. At some point the fold out "tin bed" couch in the saloon broke loose from it's mounting and started roaming around looking for a way

out. Unable to stand up except when holding onto something, the First Mate somehow found some line and halfway secured the wretched thing. Meanwhile several potted tomato plants on the aft deck were rolling around like tumbleweeds spreading potting soil all over. By then their traveling companions were out of sight and if anything the weather was getting worse. With her back braced against the wayward tin bed, and a chart spread out on the cabin sole in front of her, the First Mate watched the LORAN and kept a running track of their position. With this kind of motion the compass was almost useless. The wind and waves pretty much dictated where the boat was going to go with any degree of stability. The Old Captain, who had always been somewhat doubtful of the value of electronic navigation gadgets, gained a new respect for the LORAN. Without it he might still be wandering around out there.

To make another long story shorter they finally made it to the Cape May canal, over three hours later then planned. After the anchor was safely down an inspection was made of the faithful old *White Cap*. Other than lots of soggy and out of place stuff the old girl had survived with no damage but the traveling tomato plants were somewhat worse for wear. At the first chance a gasket would be fitted to the forward hatch. The tin bed was condemned and later replaced with a built in unit. The stuff in the cabin was another



(Continued from page 6)

problem. Things jumped around that never had before. A plan was made to put all that stuff as low and secure as possible at the first sign of bumpy weather.

But the reason they made it safely lies more in what didn't happen than did. For one the bow anchor was securely tied down to the deck. It didn't go over the side and foul things up despite the pounding. And the dinghy stowed on the cabin top stayed in place because it was also well secured. Although the hatch leaked a strong hook held it in place. The faithful diesel kept chugging away because the fuel tanks had been checked and cleaned and there are two heavy duty filters in the fuel line in case something did shake loose. Oil and coolant had been checked before getting underway. The two big 4D batteries did not go skating around in the bilge pulling out wiring as they went because they were securely tied down. All dock lines had been removed from cleats and stowed so they could not go over and foul the prop. The rugged Richardson geared steering apparatus had been checked over so

there were no loose set screws or pins to fall out at the worst possible time. The fuel tanks had been sounded before starting the trip so there was no chance of running low even if the trip took four times as long as usual. And probably most important was the integrity of the more than half century old Richardson. As the Old Captains friend George Morse would put it: "They're tougher than a boiled owl." No one in his right mind willingly goes cruising in bad weather but it's always best to be prepared. Even an unexpected wake from a "Plastic Spastic" in calm water can cause an unsecured battery to ruin the whole day and maybe even the boat as well.

I guess that's about it from here Maudette. Things are pretty much the same here in the engine shed. Same old wintertime mice making themselves at home in my manifold. And I'm sure those damned birds will be back in the spring to nest over my head! Hope you're having a good winter.

Your Cast Iron Friend,  
Beulah

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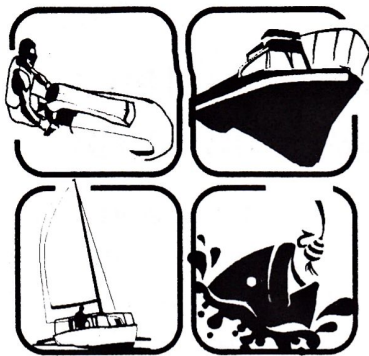
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National Safe Boating Council





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More than 3 million boaters have improved their skills by completing this course. Even if you are an experienced boater, this course has something for you.

You can make recreational boating safer and more enjoyable for everyone by enrolling today in a course near you.

For details, call toll-free 888-FOR-USPS (888-367-8777)

## What is your boating score?

Check ✓ the correct response. Answers are on the back of this sheet.

	<u>YES</u>	<u>NO</u>
1. Are gasoline fumes lighter than air?	<input type="checkbox"/>	<input type="checkbox"/>
2. Do boats under sail always have the right of way over powerboats?	<input type="checkbox"/>	<input type="checkbox"/>
3. Is the PORT running light a GREEN light?	<input type="checkbox"/>	<input type="checkbox"/>
4. Is ' WINDWARD' a direction AWAY from the wind?	<input type="checkbox"/>	<input type="checkbox"/>
5. Should a POWERBOAT sound a bell when underway in fog?	<input type="checkbox"/>	<input type="checkbox"/>
6. Does a SPRING LINE often help in docking a boat?	<input type="checkbox"/>	<input type="checkbox"/>
7. Should you treat hypothermia by warming the victim's extremities?	<input type="checkbox"/>	<input type="checkbox"/>
8. Are NUN buoys usually even numbered and painted red?	<input type="checkbox"/>	<input type="checkbox"/>
9. Is the purpose of the 'Navigation Rules' to prevent collision?	<input type="checkbox"/>	<input type="checkbox"/>
10. Is a life preserver necessary for every person aboard a boat?	<input type="checkbox"/>	<input type="checkbox"/>
11. Does the LUBBER LINE hold the compass in place?	<input type="checkbox"/>	<input type="checkbox"/>
12. Would a boat on a true course of 270° be heading East?	<input type="checkbox"/>	<input type="checkbox"/>
13. Is the skipper liable for damage caused by the vessel's wake?	<input type="checkbox"/>	<input type="checkbox"/>
14. Do coastal navigation charts show water depths?	<input type="checkbox"/>	<input type="checkbox"/>
15. Is TIDE the horizontal movement of water?	<input type="checkbox"/>	<input type="checkbox"/>
16. Do six feet equal a fathom?	<input type="checkbox"/>	<input type="checkbox"/>
17. Do the white colored areas on nautical charts indicate deep navigable waters?	<input type="checkbox"/>	<input type="checkbox"/>
18. Would a compass bearing help determine a vessel's position?	<input type="checkbox"/>	<input type="checkbox"/>
19. When anchoring, does the amount of line you pay out affect the holding power of an anchor?	<input type="checkbox"/>	<input type="checkbox"/>
20. Is the USPS Boating Course offered in your area?	<input type="checkbox"/>	<input type="checkbox"/>



# ***Check Your Boating Knowledge***

1. NO. Gasoline fumes are heavier than air and can accumulate in the bilge.
2. NO. Sailboats overtaking a powerboat DO NOT have the right of way.
3. NO. The port running light is RED. The starboard running light is GREEN.
4. NO. If you face *into the wind*, you are facing WINDWARD. If you are facing *away from the wind*, you are facing LEEWARD.
5. NO. Powerboats should sound a BELL at anchor in a fog; a HORN underway in a fog.
6. YES. Spring lines run from a vessel to a piling or fitting on a pier that prevents the boat from moving ahead or astern.
7. NO. This may cause cold blood to be circulated to the core of the body, lowering its temperature even lower. This lessens the chance for survival.
8. YES. Nun buoys are usually RED and EVEN-NUMBERED.
9. YES. The Navigation Rules were written to prevent collisions at sea.
10. YES. U. S. Coast Guard regulations require that recreational boats, including canoes and kayaks, have a USCG-approved life preserver on board for each person in the boat.
11. NO. A *Lubber Line* is a line on the compass bowl to read the vessel's heading from a compass card.
12. NO. True course 270° is WEST. True course 090° is EAST.
13. YES. Skippers are responsible for damage to persons or property caused by a vessel's's wake.
14. YES. Numbers representing water depths are prominent and important features of coastal charts.
15. NO. *Tide* is the VERTICAL movement of water. *Current* is the HORIZONTAL movement of water.
16. YES. Depths on nautical charts are usually shown in feet, meters or fathoms.
17. YES. White areas indicate deep water. Blue areas indicate shallow water.
18. YES. A compass bearing will establish a line of position that will help determine a vessel's approximate position. Two bearings will establish a FIX. A FIX is the exact position of a vessel at a given time.
19. YES. The longer the anchor line, the smaller the angle of pull, and the easier the anchor will dig in and hold.
20. Probably. Call 888-367-8777 or 800-336-BOAT (in Virginia, call 800-245-BOAT) for details about a course near you. If a course is not available, you may want to buy the USPS Boating Course Video. The video is available for \$29.50 from USPS Headquarters. Call toll-free 888-FOR-USPS (888-367-8777)

## ***Improve Your Boating Skills***

### ***Enroll in a USPS Boating Course Today!***

The USPS Boating Course includes these topics.

- |                                 |  |
|---------------------------------|--|
| ■ Boat Handling and Seamanship  | ■ Charts and Aids to Navigation            |
| ■ Anchors and Anchoring         | ■ Docking                                  |
| ■ Required Equipment            | ■ Navigation Rules, including Right of Way |
| ■ Basic Navigation and Piloting | ■ Knots and Lines                          |

CHANNEL CHATTER  
DULUTH POWER SQUADRON  
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DULUTH MN 55807

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## DEADLINE NOTICE

for the next issue of the Channel Chatter,  
June - July 1999 is:

**Thursday, May 6, 1999.**

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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