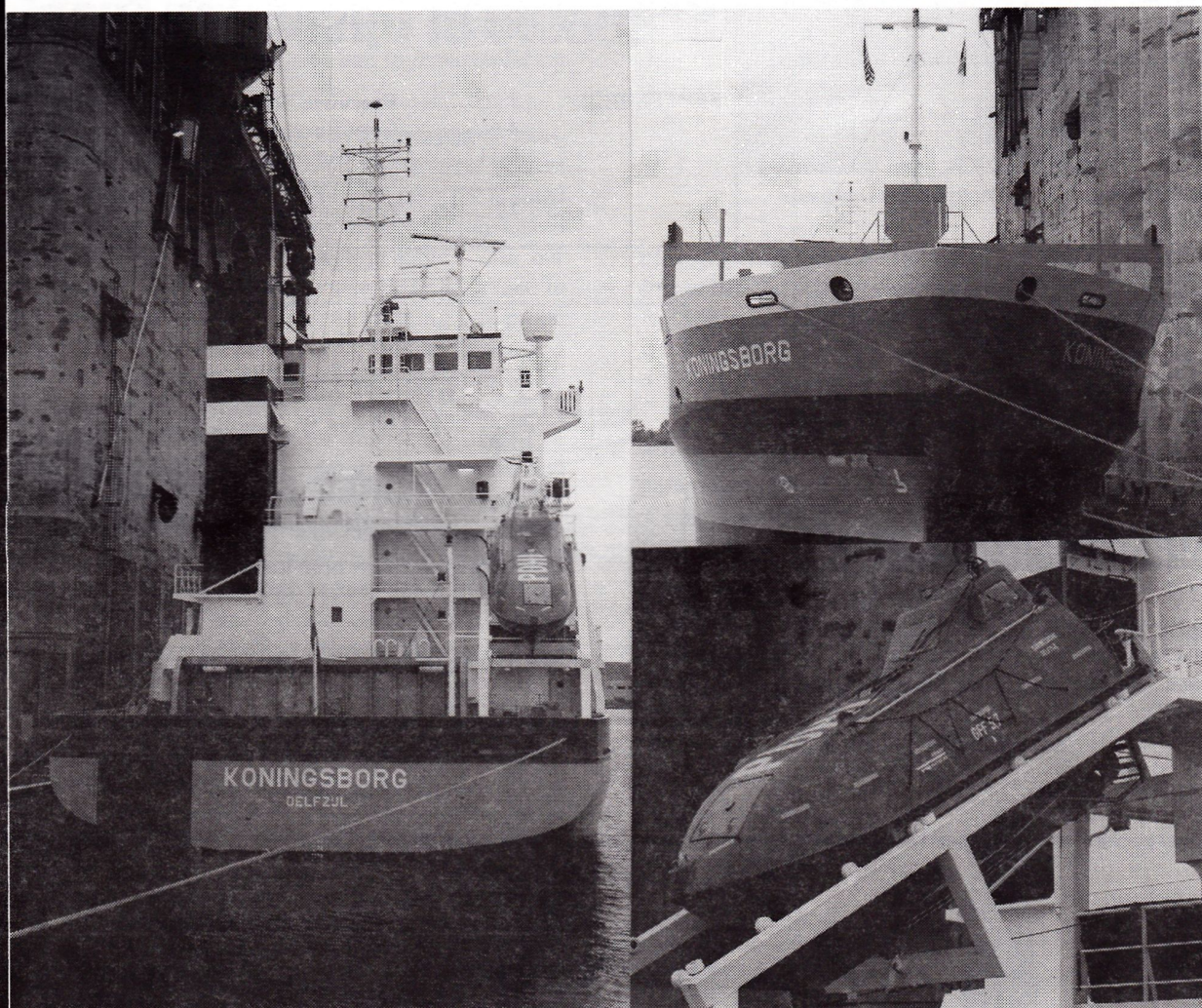


Channel Chatter

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

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



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Cover Photo:

A look at one of the newest cargo vessels to visit the Duluth Harbor.

Motor vessel Koningsborg, one of the Wagonborg Shipping Lines, built in 1999, 428' long, carries a crew of 9, hails from the Netherlands. Her sister ship the motor vessel Veersborg also was in the Duluth Harbor during the same week, June 27, 1999.

Picture & Article by P/C Dave Carlson, N

Schedule of Upcoming Events

SEPTEMBER 2 Executive Board Meeting
 4-6 Corn Roast, Treasure Hunt
 8-11 Fall Governing Board, Omni Netherlands
 Cincinnati, Ohio
 18 BBQ at Squadron Dock



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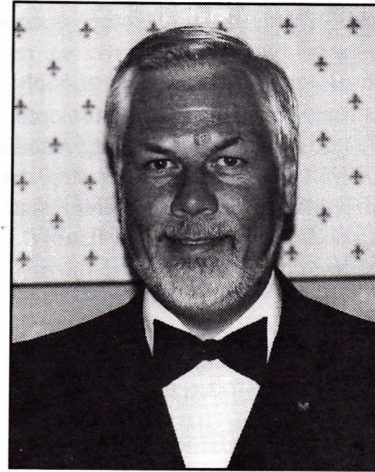
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Commander's Report

The summer season sure seems to be shorter than it used to be. It's been an active season at the DPS Dock. I hope most of you were able to enjoy several, if not all of the BBQ'S. Those who attended the first BBQ in May probably helped with the final 5 picnic tables designed and precut by P/C Les Waters. Because of the raw wind and low temperatures we thought it would be necessary to cancel this event. When I arrived at the pavilion Les and Karen were completing the first table and several volunteers were showing up. We knew then that the BBQ would also have to go on. A great time was had by all. (Joel Berg and Jerry Carlson had closed in the North end on the pavilion that morning and had to leave suffering from hypothermia.)

July 4th weekend was an overwhelming success. The history presentation and exhibit was of great interest to me. I know I am already starting to take for granted the pavilion and tables. At one time we considered ourselves fortunate to have a place to gather with our boats. Now I think it would be nice to find a place to erect a permanent display. It is a humbling, yet proud experience to be Commander during this anniversary. I was pleased to have P/C Wilfred (Bill) George in attendance. I understand his reluctance to have a fuss made, but as one of the original charter members it would be deserved. If you didn't make the dinghy run, you have my sympathy. After dressing all the participants in Hawaiian shirts and seashell lei's Tracy and Jan Nelson guided us up the Nemadji River several miles to a sand beach Tracy said he had delivered the day before. Once there Blue Hawaii cocktails were blended and served. It was hard to leave that tropical paradise and return to the fog that had rolled in the Superior entry.

The New Member Cruise had a better than expected turnout. We want to make sure everyone has an opportunity to participate in classes and activities. If you



have questions or need information on The Squadron feel free to call the activity chairs or me. We want everyone to feel welcome, but sometimes things slip through the cracks. If that happens, don't take it personally, just let me know.

The predicted log is a great event to try out your piloting skills it's not complicated, but accuracy is paramount. I think this may be the outstanding BBQ, but it's hard to choose.

I always look forward to the Corn Roast with mixed feelings. It is one of the premier events, but it usually ends the season at the DPS dock. This year we will have another BBQ on Sept. 18th just so I don't feel melancholy at Corn Roast. See you on the water.

Cdr. Robert Ouellette, AP

DPS DOCK USERS

NOTICE

**DUE TO RECENT VANDALISM AT THE DPS DOCK
THE COMBINATION IS BEING CHANGED.**

IT WILL NOW BE 1939.

***PLEASE DO NOT GIVE THIS TO NON-MEMBERS OR
ANNOUNCE IT OVER THE RADIO!!***

Executive Officer's Report

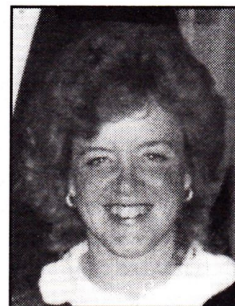
Writing my Channel Chatter article this month seems almost two fold. We just had another successful safe boating campaign yet two weeks in a row we read articles of to many drownings in the state and possibly the worst boating accident in Minnesota history just occurred in an area where we are considering starting another Power Squadron in District 10. We can never stop encouraging people who utilize Minnesota's great water resource to take boating education classes and become familiar with handling situations we come upon while enjoying those resources.

Encourage non-swimmers and our children to wear PFDs around the waterfront. Children are so quick, it is difficult to constantly have your eyes on them. Protect those we love and care about.

August will be a busy month. August 14th, along with the Predicted Log, I will be working with Dave Rutford on training members how to identify Duluth Harbor Chart

changes and turn them in for Co-op Charting credits and the following week with Norm Livgard to work with on-land geodetic survey mark searches with interested squadron members.

Arne and I started doing the Geodetic Survey mark searches with our kids when they were small. It was a time to spend with them, challenge the task on hand and were rewarded with the smiles on their faces when we found the necessary marks. Please join us. Harbor Cruises - Arne and I will try to take interested members on our boat (if he is off) and will coordinate finding members who would be interested in taking some along for the search. On Land searches can be done in groups as well.




The public relations committee will be working on advertising cards to hand out when someone asks you about USPS and PR letters to include in safe boating packets and to take along when we participate in boat shows, River Quest, to the public when we're tied at a dock or participating in a rendezvous.

Did all HAM operators notice the sign up sheet and when to tune in to chat with other USPS members in the back of the last Ensign? Give me a call if you don't have the Ensign and I can make you a copy.

Hoping you are all having a safe boating summer. Call if you have any questions: Home 879-1897 Boat is 727-6799.

Lt/C Gina Beste-Wuorinen, S




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Administrative Officer's Report

GREETINGS TO ALL SQUADRON MEMBERS AND FRIENDS FROM THE MAN WHO ONCE AGAIN HAS NO PICTURE TO ACCOMPANY HIS ARTICLE. OH WELL. THEY SAY A PICTURE IS WORTH A THOUSAND WORDS, SO I GUESS I'LL JUST NEED TO TYPE A LONGER REPORT.

SUMMER HAS ARRIVED AND IT'S PROGRESSING NICELY. I SPENT A WEEK IN THE APOSTLES RIGHT AFTER THE 4th OF JULY. MY SON TORY, A FRIEND OF HIS, AND MYSELF HAD A GREAT WEEK OF RELAXING, FUN IN THE SUN AND WATER, AND WITNESSED THE POWERS OF A "NOR'EASTER" AS IT SHOVED A 32' ISLANDER SAILBOAT UP ON THE SHORE OF JULIAN BAY. A BOAT THAT CAME OUT TO HELP FROM THE CHARTER SERVICE WAS CAPSIZED DURING THE ATTEMPT TO SAVE THE SAILBOAT. THE COAST GUARD OFF LOADED THE PEOPLE ABOARD THE SAILBOAT AND THEN PICKED UP THE OPERATOR OF THE CAPSIZED BOAT AT THE RANGERS RESIDENCE ON STOCKTON ISLAND. I TOOK SOME PICTURES OF THE TWO BOATS AND HOPE TO HAVE THEM FOR THE NEXT CHANNEL CHATTER. CAN'T GIVE OUT TOO MUCH INFO RIGHT AWAY. HAVE TO SAVE SOME TO KEEP YOUR INTEREST UP.

WHAT A GREAT 4th OF JULY BIRTHDAY BASH!!!!!!!!!!!!!! IT STARTED FRIDAY NITE WITH A GREAT BONFIRE AND SMORE FEST. MARTY BROUGHT OUT HIS ACCORDIAN AND SERENADED US WITH A FEW TUNES UNTIL THE RAIN SPRINKLES CAUSED US TO RETIRE FOR THE EVENING.

SATURDAY MORNING GREETED US WITH CLOUDS AND FOG, BUT NO RAIN. MEMBERS AND GUESTS CONTINUED TO ARRIVE THROUGHOUT THE DAY BY BOAT, CAR, AND CAMPER.

AT 13:00 HOURS, PEGGY BERG GAVE THE SIGNAL FOR THE KIDS GAMES TO BEGIN. MARSHMELLOWS WERE TOSSED, RACES WERE RUN, AND EGGS WERE DROPPED. A GREAT MIX OF GAMES WAS HAD. THE ADULTS HAD AS MUCH FUN WATCHING AS THE KIDS HAD PLAYING. IN FACT THE ADULTS EVEN PLAYED A GAME. TRY OPENING A PACKAGE OF GUM WITH HEAVY GLOVES ON AND USING ONLY YOUR HANDS. THANKS PEGGY FOR HEADING UP THE GAMES. WE ALL HAD FUN!!!

TRACY AND JAN NELSON HEADED UP A DINGHY RUN THAT TOOK US UP THE NEMADJI RIVER. WE FOUND SUNSHINE AND BLUE SKY JUST ABOUT A HALF-MILE UP THE RIVER. WE GATHERED ON A SAND BANK UPSTREAM AND ENJOYED PUNCH AND BLUE MAU'S. MOST OF US CAME BACK WITH EVERYTHING WE LEFT WITH, HOWEVER, SOMEONE WAS LESS A LITTLE ALUMINUM. NOT TO MENTION ANY NAMES, BUT THEY RUN AN EVINRUDE OUTBOARD. THANKS TRACY AND JAN FOR A FUN RIVER RUN.

POTLUCK DINNER WAS SERVED AT 17:00 HOURS. LOTS OF GREAT FOOD WAS HAD BY ALL!!! BIRTHDAY CAKE AND COFFEE WAS SERVED IN CELEBRATION OF THE SQUADRONS 60th ANNIVERSARY. WHILE THE DESSERT WAS BEING EATEN, WE ALL ENJOYED THE PRESENTATION PUT ON BY P/C's BOB STOKES, DICK BIBBEY, AND HOWARD BOYNTON. LOTS OF INTERESTING INFORMATION, PICTURES, AND KNOWLEDGE SHARED. THANKS GUYS!!

WHAT WOULD A SQUADRON FUNCTION BE WITHOUT AN OMELETTE BREAKFAST SERVED BY THE PROS???? WELL, I STILL DON'T KNOW BECAUSE WE HAD "PICTURE PERFECT" OMELETTES PREPARED BY THE BEST "CAMP-STOVE-CHEFS" HEADED UP BY DEAN BALTES. AFTER BREAKFAST AND CLEAN-UP, MANY LEFT DUE TO WEATHER FORECASTS AND PREVIOUS COMMITMENTS.

THOSE OF US THAT STAYED AT THE DOCK DECORATED OUR BOATS FOR THE CONTEST AND WITNESSED THE ARRANGED FLYOVER. TWO F-16's FLEW OVER THE DOCK AROUND 14:45. THEY WERE A LITTLE LATE AND HIGHER THAN WE HAD ANTICIPATED, BUT AT LEAST THEY SHOWED. THE BOATS AT THE SQUADRON DOCK WERE ALL DECKED OUT AND JUDGED AT THE DOCK AT 15:00 HOURS. THE THREE WINNERS WERE PICKED BY JUDGES STEVE AND JOANNE BALLIETTE AND DOROTHY HOLMES. THE WINNERS WERE: **GETAWAY, HARCAN, AND STINGER**. THANKS TO EVERYONE THAT TOOK PART IN THE DECORATING OF THEIR BOAT AND TURNED OUT FOR THE PARADE.

MANY THANKS TO EVERYONE THAT HELPED MAKE THE WEEKEND A GREAT SUCCESS!! EACH AND EVERY ONE OF YOU THAT TOOK ON A PROJECT TO DO FOR THE WEEKEND MADE IT THAT MUCH BETTER FOR EVERYONE TO ENJOY. AND A BIG THANKS ALSO TO THOSE THAT COULDN'T TAKE ON A PROJECT, BUT JUST MADE THE EFFORT TO SHOW UP!!! ALL THE WORK AND PREPARATION WOULDN'T MEAN A WHOLE LOT IF NO ONE BOTHERED TO COME AND ENJOY IT. A BIG THANKS TO EVERYONE.

GUESS I'LL CLOSE. I MUST BE GETTING CLOSE TO THAT "THOUSAND WORD" MARK. LOOK FOR FLYERS IN AUGUST IN REGARD TO THE LABOR DAY WEEKEND CORN ROAST.

THINK HAWAIIAN!!!!!!!!!!!! SEE YOU THERE-----ALOHA

Lt/C TOM CAWCUTT SR., S

On June 23rd the Duluth Power Squadron held the annual New Member Cruise. Again, this year as last, we cruised from buoy #3 down to Barkers Island Club House for snacks refreshments and a presentation. The weather was perfect as I believe it was the first day this summer you could wear shorts and not look out of place. Commander Bob was concerned that the boats following him seemed to have trouble keeping up!!!! (maybe they were just being polite), The turn out really surprised me as I was planning for 20-25 and in fact we had about 40! The new members were treated with meeting many past commanders such as Harvey and Candy Hengel, Bruce Beste, Jay Halling, Len Robinson, Gene Rock, Arne Wuorinen and Manly Goldfine.

The presentation consisted of Commander Bob with the welcome message and an explanation of the events during the year. This was followed by Admin. Officer Tom Cawcutt with the introduction of members present and an explanation of Flag Etiquette. Executive Officer Gina Wuorinen covered the Roster and P/C Arne Wuorinen informed everyone present about the Squadron Dock policies and procedures. Steve Balliette talked about the classes and the fact the member Bill Carlson has achieved full certificate.

Lt. Valerie Ouellette, AP
Membership Involvement

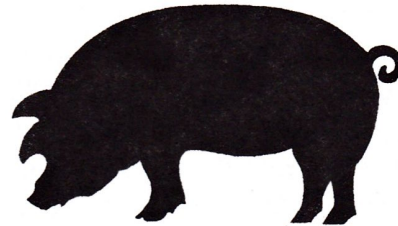
Labor Day Weekend Hawaiian Luau & Corn Roast



- Dinghy Run
- Dinghy Races
- Kids & Adult Games & Contests



- Pig Roast
- Deep Fried Turkey
- Delicious Beef Round
- Kids Zoo Dah Band
- Sunday Night Dance to "Rock A Billy Revue"
- Monday Morning Omelet Breakfast
- Treasure Hunt



Look for more information in future flyers.



"Think Hawaiian"



Educational Officer's Report

New members to the Squadron soon learn that there is more to the Duluth Power Squadron than the Public Boating Course and Seamanship class. Spring follows our Winter class push and with it comes the time to polish the sides, clean the interior, get our new CME sticker, and enjoy the few beautiful boating days the Northland gives us. I think this was a very busy Class season. We offered Marine Electronics, Engine Maintenance, GPS, Piloting, Cruise Planning, two Public Boating classes and two Seamanship classes. Thank you go to the many members who helped organize and teach these courses. During the Summer we need to put together a plan for classes starting late in the Fall, so talk to me when you get a chance at the Squadron Dock, call me on the phone (391-7991), or on the VHF (my boat is Silver Seas) and let me know what you are interested in.

A question has been nagging at me this Spring: Is there any boat owner out there who does not have a 'project' planned or underway on their boat? Is there someone content with the way their boat is configured right now? I think they deserve special recognition of some kind. Perhaps it is just the company I keep, but everyone has something to change, improve, reupholster, paint, or install. And so do I of course, having a 40-year-old wood cruiser guarantees that I will have more than my share of projects. But I would like to visit with someone who is content with the way their boat is, and is not planning to upgrade or trade or do anything to it. Just enjoy it. I really hope to get there myself someday.

This is the time of year we do work on our boats, even if we would just like to go on a cruise. Many of the projects we plan have to do with improvements that not only enhance our enjoyment of the

boat, but at the same time add to our safety on the water. We add modern electronics, not just because we like gadgets, but because of the edge on safety it gives us. In the fog, at night or in stormy conditions that little GPS and new radar can help get our family and us safely home. That new high capacity bilge pump isn't as showy, but having it allows us to breath a little easier knowing it will better handle the water we could take on if we hit a submerged log at 30 knots. You may now have an engine hoist on the back deck for the bigger outboard the inflatable dinghy needs or you may have an anchor windlass behind a 33-pound Bruce anchor. These items allow us to enjoy our cruises in greater comfort and safety with less chance of an injury in those high-risk activities they assist us with. Did we add a bigger battery to handle the TV/VCR? It also will run that pump longer. But did you add a heavier tie down strap on that new battery? Imagine that battery crashing around in the bilge as you navigate the Superior Inlet in a Northeast blow when the flimsy plastic buckle supplied with the box fails.

If you are not familiar with the classes we can offer, check out the last Channel Chatter for a list. If the topic you are interested in is not there perhaps we can put together a special workshop for you and a few friends. Give me a call, I hope to hear from you soon.

*Steve Balliette, AP
SEO*

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Ten Ways The Power Squadron Public Boating Class Adds To Your Boating Safety And Enjoyment:

By SEO Steve Balliet, AP

August 9, 1999

1. VHF radio use

That VHF radio is an important companion on board your boat that keeps you in touch with your friends on the water. It is there to arrange a rendezvous at Stockton Island or if need be, a rescue off of Bark Point. You use the VHF properly and with confidence because you learned about the different power levels to use, which channel to call on and the need to switch to a working channel. You also know that there are 7 different working channels so you do not need to restrict yourself to 68.

2. Tying off to the dock

Back at the marina it is easy to tell who has not taken the Public Boating Course when you walk the docks and observe how their dock lines are tied off to a cleat. You can be proud of the neat cleat hitch you use, the one you learned in class and practiced on the teaching aids provided.

3. Knowing who has the Right-of-Way

Out on the Bay it can get a bit hectic at times with fishing boats, sport boats, cruisers and sailors all setting their own course. It is inevitable that you get on a heading sometimes that would intersect another boat. Because of Public Boating you know that that power boat on your starboard has the right of way so you slow down and let him pass in front of you. A conflict is avoided, no ego has been bruised, the first mate is happy with you and a beautiful day continues.

4. Using your Compass and Chart in the Fog

The compass sitting quietly in front of you has been ignored for most of the season. Now however, its value has been increasing just as rapidly as the density of the fog has been increasing around you. Although your family is a bit concerned about the situation, you have confidently gotten out the chart, and located your approximate position on it. You plot a course as you did in Public Boating, then turned the boat to the proper course heading and soon the harbor entrance emerges from the fog right in front of you. What could have been a long afternoon of uncertainty and rising panic becomes a pleasant topic of conversation back at the dock.

5. Trailer to Bayfield

You have purchased a boat that is trailerable and so you set off for Bayfield with your well prepared boat and trailer behind you on your way to enjoying a beautiful long weekend in the Apostle Islands. Before you left you reviewed the pre-trip checklist from the chapter on trailering. As your boat slides off the trailer into the water your first mate asks "Did you put in the drain plug?". You can confidently reply "Yes".

6. Navigation Lights

It's the Fourth of July in Duluth, the clear weather and steady barometer promises excellent conditions to watch the fireworks from your boat. There are hundreds of other boats there also and they all begin the trip back to their docks and trailers following the conclusion of the show. It is very dark by this time making it important to correctly interpret the red, green and white lights all the boats display.

As you prepare to get underway you review with your first mate and crew how the port side of the boat has a red light and ask them to keep a sharp lookout, especially for the configuration of a red and green with white above indicating a boat headed directly toward you. With everyone helping, you confidently cruise down the bay, past the line of boats entering Barker's and tie up safely to the Power Squadron Dock for the night.

7. Navigation Aids

We need to keep our boats in deep enough water or we break expensive equipment, get stuck in the mud or experience other calamities that can ruin an otherwise perfectly good cruise. Although you qualified for a Calabash one year for going inside the green buoys along Barker's Island, you really do have an understanding of what the different buoys mean because you studied carefully that chapter of Public Boating. You do remember Red, Right, Returning.

8. Coast Guard Boardings

We see them on the Bay, the bright inflatable of the Coast Guard and we wonder if today is the day they will stop us to do a safety and equipment check. Chances are they will not. You fly your USPS ensign and on the window is a current CME sticker you got at the Squadron Dock on CME inspection day. To get that CME sticker you reviewed the equipment required in the Public Boating text and the CME checklist provided by the Coast Guard Auxiliary. The only thing you had to buy to get ready were flares, so even if boarded you would not be getting a ticket.

9. Preventing Gasoline Fires

A boat blowing up can certainly ruin a good day. There can be injury, death, property destruction, pollution, fires, insurance claims and lawsuits. We never want to risk this occurring. Thanks to Public Boating you are able to minimize the risk; you know gasoline fumes are heavier than air so you ventilate the bilge and you perform fueling in a safe manner. You routinely check your fuel lines for leaks, keep your fume detector turned on and don't store dinghy gas below deck.

10. Anchoring technique

Waking up early in the morning I would not want to be the one to break the news to my first mate that we are securely setting in the sand on the beach. Especially after assuring her that 3 to 1 scope is enough in these conditions and "Yes, I promise we will go shopping in Bayfield tomorrow." Much preferred is to follow the advise in Public Boating, let out line for a 7 to 1 scope (be sure to include the height of the bow), set the anchor with a minute of strong reverse thrust, then make plans to go shopping.

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Notice about Public Boating

At this time of year when the Duluth Power Squadron does not teach a classroom version of Public Boating we do offer the public Independent Study of the Public Boating Course. Suggest to your boating friends who have not taken the Public Boating Course that they can get this valuable information by Independent Study. They can use the textbook, (it is \$15), the Video, (\$29.95), or the Boat Pro software program, (\$27.50). Charting tools to go along with the course are available for \$6.00.

While they are working on the text we can arrange to correct their homework questions and set up a time for their individual proctored exam. The test takes about 45 minutes and when they have successfully completed it I make out their certificate on the spot to give them. If they then want to join the Squadron I will refer them to Steve Farrell.

It may be good for you can keep a copy of the Public Boating Course with you to sell to a friend. Let me know and I will get you a copy. Call me at 391-7991 or see me at Spirit Lake Marina or the Power Squadron Dock. My boat is *Silver Seas*.

*Steve Balliette, AP
SEO*

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Raster vs. Vector Electronic Charts

Raster charts are digitized by "scanning" the paper chart (using technology common in desktop publishing). Each tiny segment of each line on a chart is converted to a "raster" picture element or "pixel". These pixels are similar to a television picture or magnified newsprint in that they appear as "dots" on a grid.

That is where the raster chart stops: the pixels form images on a computer screen, but the computer is "dumb" about what the images mean. For example, the human may interpret the string of pixels to be the number "2" but the computer cannot do this.

Only when additional data processing is performed are those images related to the quantity "2". This added intelligence is the basis of the vector chart. For example, a wharf appears as an image on a raster chart, but the vector system can identify it as a wharf and attach attributes to the wharf, such as height, length, age, and ownership, with its number of berths and facilities; data that might otherwise be available only by consulting the relevant printed Sailing Directions.

While the raster chart has earned its part in the electronic chart revolution, it has yielded the high ground (at least the higher-tech ground) to vector systems. Both kinds of ECDIS relieve the navigator of paper-chart routines, and both are remarkable contributions to safer navigation. But because only the vector system offers more powerful navigational flexibility and tools, it is normally the system of choice for large commercial ships.

Vector comes at a price. Raster systems use smaller and are affordable by many recreational boaters. Moreover, CHS estimates a vector chart can take six weeks to produce and cost \$12,000. A raster version can be turned out in a couple of weeks for a few hundred dollars.

ECDIS in any configuration is stunning and proven technology for safer navigation, and even the relatively expensive big-ship vector-based systems are a small fraction of the cost of double-hulling ships, and a fraction of the cost of an accidents in terms of life, property, and environmental damage.


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HOMEWORK Name _____

Section 3: AIDS TO NAVIGATION

1. The divergence of two channels is marked by:
 - a. a buoy with horizontal green and red bands.
 - b. a buoy with vertical green and red stripes.
 - c. a buoy with vertical red and white stripes.
 - d. a green buoy.
2. At the junction of two channels:
 - a. the secondary channel continues the buoy numbering sequence.
 - b. the secondary channel is to port.
 - c. always look for a range.
 - d. the preferred channel continues the buoy numbering sequence.
3. Red Right Returning, Lateral System of buoys in System "B":
 - a. is used all over the world.
 - b. is used by only the United States and Canada.
 - c. indicates on which side of a buoy the channel is located.
 - d. indicates the depth of the water.
4. In U. S. waters, a red, even numbered buoy should be:
 - a. avoided as it marks a shoal.
 - b. on the right when returning from seaward.
 - c. cylindrical shaped if not lighted.
 - d. on the left when returning from seaward.
5. Under the lateral system, in System "B" as used in U. S. waters. when leaving port:
 - a. keep green buoys to your right.
 - b. keep red buoys to your right.
 - c. keep green buoys to your left.
 - d. pass red-and-white buoys close aboard.
6. A light shown as "Fl" (Single Flashing):
 - a. is a fixed light showing continuously.
 - b. flashes 30 or fewer times every minute.
 - c. flashes 60 or more times every minute.
 - d. is on as long as it is off.
7. A light shown as "2 + 1":
 - a. is a composite group with two light characteristics.
 - b. is one quick flash.
 - c. is used to mark the entrance to a channel.
 - d. is on more than it is off.



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HOMEWORK Name _____

8. A flashing green 4 second light (Fl G 4 sec.) is used to:
- mark the side of a channel.
 - mark the center of a channel.
 - mark the depth of the channel.
 - mark an obstruction or junction in the channel.
9. A short-long, or Mo (A) light is used to:
- mark the sides of the channel.
 - mark the middle of a channel or fairway.
 - mark a bend in the channel.
 - mark an obstruction or junction in the channel.
10. The characteristic of a sound buoy may be:
- any loud noise.
 - a gun shot.
 - a trumpet.
 - a bell.
11. A particular lighthouse may be identified:
- by its Mo (A) light sequence.
 - by its distinctive shape and paint scheme.
 - in fog by its trumpet.
 - by its Fresnel lens.
12. The lighthouse has greater long distance visibility due to:
- its height.
 - its flashing green light.
 - the clearer atmosphere.
 - its distinctive shape and paint scheme.
13. You are sailing along the coast at night, watching the distinctive light pattern of a lighthouse. Suddenly its light turns to pink and then to red. You should:
- continue on course.
 - stop and check your position on the chart.
 - change course toward land.
 - increase speed.
14. Unlighted safe water (mid-channel) buoys are:
- in the shape of a can or a nun.
 - painted vertical green and white stripes.
 - painted vertical red and white stripes.
 - banded.

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HOMEWORK Name _____

15. A lighted safe water (mid-channel) buoy flashes:
- a. a white, green, or red light.
 - b. a light characteristic of Quick (Q).
 - c. a light characteristic of Interrupted Quick (IQ).
 - d. a light characteristic of short-long flashes.
16. A light shown as "IQ" (Interrupted Quick):
- a. is a group of quick flashes separated by periods of darkness.
 - b. is one quick flash.
 - c. is used to mark the entrance to a channel.
 - d. is on more than it is off.
17. A lighted buoy shown on a chart with a small circle at the top in addition to the circle at the bottom, indicates:
- a. special purpose area.
 - b. safe water (mid-channel).
 - c. fork in the channel.
 - d. quarantine area.
18. Symbols depicting the various aids to navigation may be found:
- a. in the Coast Pilot.
 - b. in Chart No. 1.
 - c. in the Tide Tables.
 - d. in Bowditch, Table VII.
19. In U. S. waters a buoy that is painted red, conical in shape, and even-numbered will mark:
- a. the right side of a channel when returning to port.
 - b. a wreck.
 - c. the center of a channel fairway.
 - d. a quarantine area.
20. A red, even numbered buoy will show a _____ colored light.
- a. white
 - b. green
 - c. red
 - d. red and white
21. A green, odd numbered buoy will show a _____ colored light.
- a. white
 - b. green
 - c. red
 - d. green and white

HOMEWORK **Name** _____

22. A buoy known as a can is:

- a. conical in shape and painted red.
- b. spherical in shape and has red and green bands.
- c. cylindrical in shape and is painted green.
- d. cylindrical in shape and is painted red.

23. Fog signal:

- a. characteristics are specific for each aid.
- b. characteristics are the same for all aids.
- c. is never found on buoys.
- d. characteristics are based on tone only.

24. Oil well structures:

- a. are shown in Light List.
- b. display a uniform pattern of lights.
- c. not located in obstruction areas, are listed in Notice to Mariners.
- d. are not lighted.

25. Complex light characteristics:

- a. may appear to be changed with the distance of the observer.
- b. do not appear to be changed with the distance of the observer.
- c. are not used in navigation aids.
- d. use a white light only.

26. Special marks:

- a. have lateral significance.
- b. are white with green tops.
- c. have white and black horizontal bands.
- d. are yellow.

29. Intracoastal Waterway buoys use special markings in:

27. Western Rivers buoys:

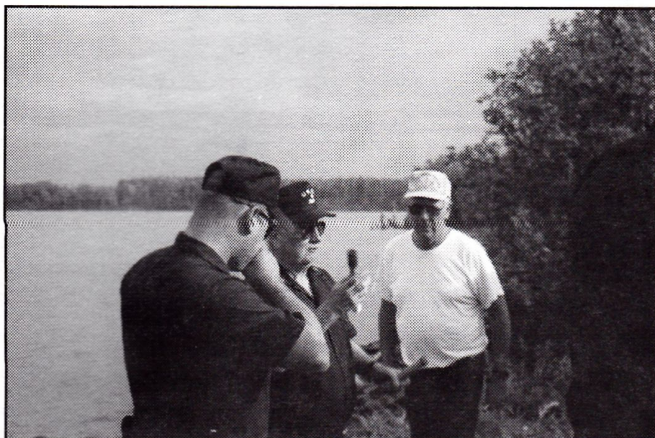
- a. are all numbered.
- b. all carry white reflectors.
- c. have no lateral significance.
- d. conform, for the most part, to the lateral system of System "B."

- a. yellow.
- b. orange.
- c. black.
- d. red.

28. The Intracoastal Waterway buoyage system:

- a. has no lateral significance.
- b. considers coastal passage from New Jersey to Florida and on to Texas.
- c. considers coastal passage from Texas to Florida and on to New Jersey.
- d. uses no floating aids.

CME weekend photos



Flare demonstrations with the USCG.



Feeding the hungry crew.



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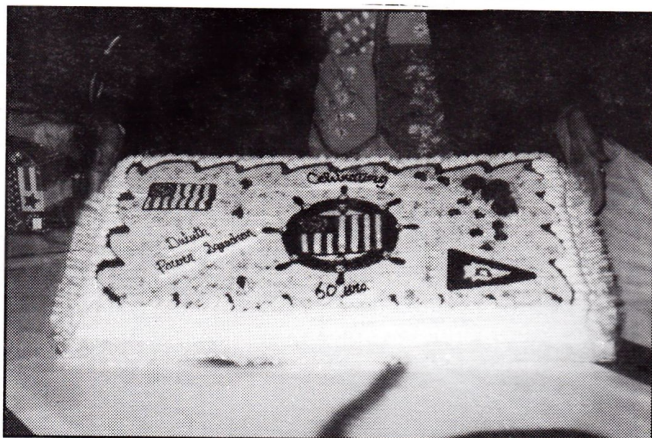
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4th of July weekend photos



We all enjoyed the presentation put on by P/C's Bob Stokes, Dick Bibby and Howard Boynton about the DPS Squadron's history and the Squadron Dock history.

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4th of July **DINGHY RUN**



DEADLINE NOTICE

for the next issue of the Channel Chatter,
October-November 1999 is:

Thursday, September 9, 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)

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



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BE PREPARED, BOAT SAFE, HAVE FUN

I was one of the many Duluth Power Squadron volunteers that participated in the Safe Boating Week activities. On Saturday morning 29 May, I was at the Port Terminal boat ramp handing out safe boating information packets that Squadron members had previously made up. For all of us that will be doing this next year, here's a few hints.

- A. Get there by 0600, the heavy traffic is over by 0900.
- B. For Port Terminal, take 100 packets. Give one to each individual, one per family.
- C. Be courteous, introduce yourself as a Duluth Power Squadron member.
- D. Inform them that you have "A Safe Boating Information Packet". If convenient, put it in their boat. It will give them something to read while on the water.
- E. Wear your Duluth Power Squadron casual outer wear.

Being an observer at a boat ramp gives you insight to the importance of paying attention to detail in "Being Prepared". Although I did not witness any blatant life threatening activities, I did see many things that could have been done to make their day of boating continue in a positive manner.

I soon learned that you give out the information packets before the process of launching the boat starts. Here's are some of the things that I observed:

- 1. Dead battery, but the Electric troller battery was OK, no jumper cables, so switch batteries. Either no troller for the day, or keep switching batteries. Eventually all batteries will be dead, you can bet on it.
- 2. Leave the dock, return shortly, pull cord on "kicker" motor broke. Put boat back on trailer, use minnow bucket lanyard for cord. It's not fun to rewind the wrong size cord and get all the parts back so the sprocket engages. Launch boat, now outdrive does not go down. Put boat back on trailer, disconnect ram to get outdrive down, launch boat.
- 3. Alarm set for 0400, leave St. Paul at 0500. Get to ramp at 0800. Check status of 6 dozen minnows. ALL dead. They were kept in a small pail with no aerator. Left ramp to buy minnows. Return later. Tired, been up for 5 hours and 175 miles. Boat not in water yet.
- 4. Launch goes great. Return shortly, forgot grub box and left full beverage bottle on top of vehicle.
- 5. Launch seems to go OK. Bow eye line is not free, it's loosely wrapped around the winch frame. When the (partially) empty trailer pulls out of the water, the boat follows at a 8 foot distance. A lot of hollering at the driver to stop as the boat does a "dry haulout".
- 6. I only saw one where the trailer lights were left connected to the vehicle during launch. Only one light was working when the trailer was pulled out of the water. But, by the shape of the equipment, it could have been from a previous mishap.

BEING PREPARED IS ONE OF THE INGREDIENTS OF SAFE BOATING

Harvey Hengel

On June 21, 1999, we flew to Sister Bay, WI to take delivery of a new boat. For those of you who know us, this is not a surprise, we seem to upgrade boats often. Someone chided Harvey that the 31' needed a polish job, so he traded it in on a new one instead!

The new boat is a 1998 Tiara, 37' open. Her beam is 14.2', draft 46". She is powered with twin diesels, Cummins 413, 450hp each, 6c turbo charged aftercool. Her fuel capacity is 410 gal., water 100 gal., holding tank 45 gal. She weighs in at 22000 lbs. She has AC, and is equipped with full electronics; RL 70 radar, 620 Raychart, L 750 depth – fish finder, 220 Ray VHF radio, ST 60 Tridata(depth, speed, trip), and 650 Raypilot.

We had visited Sister Bay in May to sea trial the boat, and off loaded the gear from our 31' Tiara that had been trucked up to the dealer from FL. Our 1st 2 days were spent emptying boxes and fitting her out. Harvey was sure that I was not going to find room for all of our stuff! We would be travelling back to Duluth with Ken Waschke, who took possession of a 99 41' Tiara. His co-captain and 1st mate was squadron member Joe Bullyan, JO-NAN. By mid day on Friday, June 18, 1999, we thought we were ready to start our trip back to Duluth. We got 12 miles North of Sister Bay when our bilge pump light came on. We had blown a low pressure return fuel line(this was the 4th one). We limped back to the marina on one engine, and 3 hours later, new hose and clean bilge, we started again. The line kept blowing because a return valve on the tank had not been opened! So much for dealer prep!!

Our route for this day took us North to Washington Island at the tip of Door County, across upper Lake Michigan. We went under the Mackinaw Bridge at 8 P.M. that eve and spent our first night at the Mackinaw Municipal marina. Our wind this day was S, 10 knots, 2-3 ft seas on the starboard stern. Our average speed was 24.8knots. Total travel time 5 hours, 02 min. Distance 140 Statute miles, 121.7 nautical.

Saturday, June 19, was a beautiful, clear day. We had planned to stop and tour Mackinaw Island, but there was a waiting list for dockage. We departed Mackinaw City under blue skies, calm winds, crossed the top of Lake Huron and entered the St. Mary's River at 1158. This is a beautiful area. We arrived at the Soo at 1400. We took on fuel, and just as we departed the fuel dock, the Mac Arthur lock was opening for a tour boat, so we were able to slide in. We were in and out of the lock in 30 minutes. Amazing how quickly they can fill. We continued on the St. Mary's, out into Whitefish Bay and around the point, and entered Grand Marais, MI harbor at 1830. This is a very small, old, quaint town. We were too late to eat at the restaurant, so cooked brats and beans at the dock. We had a nice conversation with the dockmaster, who came down to fuel us. Our winds were calm this day, flat seas. Total travel time 8 hours, 06 min. distance 188 stat. Miles, 163.4 nautical.

Day 3, Sunday, June 20. We departed at 0805, arrived at Houghton Hancock at 1330. We took on fuel here and had to add fluid to Ken's steering and bleed his system. We continued on to Ontonagon for the night, arriving 1730. Our seas were again glass to light ripple. Total travel time 9 hours, 25 min. Distance 195 stat. Miles, 116 nautical.

Day 4, Monday, June 21 Departed Ontonagon at 1800, winds S 10 knts. Seas built 1-2 ft. by the Porcupine Mts, downdrafts flattened out to glass again. We arrived in Washburn at 1100 for lunch. We departed there at 1300 and rounded Sand Island Light and were met with NE winds, 10-15knts. Our seas built to 4'. We cleared the Superior entry at 1553 and arrived at our dock at SPYC at 1615. We were met by Sand Pointers, eager to help us tie up and see the new craft. Total travel time was 8 hours, 15 min. Distance 172 stat. Miles, 150 nautical.

The trip was a great one, and we were very fortunate to have good weather. Sightseeing was limited, as charting and keeping a good lookout required full time attention. It was a good extended cruise for us, the boat ran well after the initial problem, it handles well in seas. We have made the decision that we will take the HARCAN to Cape Coral, FL this September by water. We will take the North channel, Georgian Bay, Trent Severn, Erie barge canal, Hudson River, ICW to Florida. We look forward to this once in a life time trip with excitement and some trepidation. The advanced grades and electives we have taken through the squadron have been an invaluable source of good knowledge for us. We are also using a full set of charts that have been donated to the squadron for members use. This is another resource at your fingertips. Buying all these charts new can be very costly.

Our total mileage from Sister Bay, WI to Duluth, MN was 695 statute
551.1 nautical

Total fuel 550 gal
1.26 mpg

Total travel time 30hr 40 min(includes time for fuel, repair and lunch stops)

I will keep a log on the Duluth to FL trip and write again.

Harvey and Candy Hengel



MERIT MARKS - 1999

IT'S THAT TIME OF YEAR AGAIN WHEN WE NEED YOU TO TELL US ALL THAT YOU HAVE DONE FOR THE DULUTH POWER SQUADRON IN 1999. THE ONLY RECOGNITION WE GET FOR OUR TIME AND EFFORTS BESIDES THE SATISFACTION OF KNOWING THAT WE MAKE A DIFFERENCE, IS A MERIT MARK. HOW DO YOU EARN A MERIT MARK YOU ASK? BY VOLUNTEERING TO HELP US OUT. IN THE NEXT MONTH A FORM WILL BE MAILED OUT TO ALL MEMBERS TO FILL OUT AND RETURN WITH YOUR LIST OF DUTIES YOU PERFORMED IN THE CURRENT YEAR.

SOME EXAMPLES FOR QUALIFYING FOR A MERIT MARK ARE:

EDUCATION - TEACH A CLASS, PROMOTED MEMBERSHIP, PROCTORED CLASSES.

FRATERNAL - FITTING OUT PARTY(COLLECT DONATIONS, HELPED WITH AUCTION & EVENT), CHRISTMAS PARTY(WORKED ON COMMITTEE, PREPARED DECORATIONS, HELPED WITH COLLECTION FOR TOYS FOR TOTS), CORN ROAST(WORKED ON COMMITTEE, HELP DOCK BOATS, SETUP & CLEANUP), HELP MAINTAIN OUR DOCK FACILITY.

CIVIC - HELPED WITH COOP CHARTING, HANDED OUT SAFE BOATING PACKETS AT MARINA'S, PROMOTED USPS & DPS TO THE PUBLIC.

IF YOU HAVE A DOUBT IF AN ACTIVITY QUALIFIES, WRITE IT DOWN AND WE WILL MAKE THAT DECISION. IT IS BETTER TO LET US KNOW THAN TO ASSUME WE KNOW WHAT YOU DID FOR THE SQUADRON DURING THE YEAR.

I NEED TO KNOW THIS INFORMATION BY THE 15TH OF OCTOBER, SO GET OUT YOUR PENS AND JOT ME A NOTE IN THE SPACE BELOW OR FILL OUT AND RETURN THE FORM WHICH WILL COME IN THE MAIL SOON!

THANK YOU,



P/C LEN ROBINSON - MERIT MARK CHAIRPERSON

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