

Channel Chatter

October-November, 2000

Volume 2000, Issue 5

Official Publication of the Duluth Power Squadron
A Unit of the United States Power Squadrons Sail and Power Boating
Duluth, Minnesota—District 10



Predicted Log Winners!

**Left to right: Bob and Val Ouellette, Daryle Ann and Gene Rock,
Arne (in rear) and Gina Wuorinen, Dean Baltes, and Jim Swanson.
Please see article on page 9.**

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Schedule of Upcoming Events

October 5
October 19
October 20-22
Wi.

Executive Board Meeting
General Meeting at Champs
D/10 Fall Conference, Wassau,
Wi.

November 2
November 16

Executive Board Meeting
General Meeting



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DAVE MILLER •

Did You Meet Our Special Guests At This Year's Corn Roast?



Patrolmen Todd Carlson, John Kiel and Nicholas Alexander...
joined by "desperado" Dave Carlson.



Coast Guard fireman Sean Mattingly and bosin mate Tracy Pogue.

Commander's Report

Sitting down this evening and reflecting back over our summer months, I can only say thank you to so many members and their families. Time and time again families have pitched in, helped out and participated in events.

Some highlights to me were meeting a young couple this winter at our general boating class, answering their enthusiastic questions, seeing them go on to participate in Seamanship and then purchasing a beautiful boat and asking for power squadron assistance in going over a boat they just purchased in May. Yes Brenda and Dan Johnson are just a few of the new members that have touched my life and make me feel happy to be a part of their boating experiences. Many other new members (and believe me -we've had many this year) have been a joy to get to know and learn more about their families and interests.

The Duluth Power Squadron board has also acknowledged Jim Munger's efforts this past year. Jim volunteers to: teach in many of the squadrons' classes, work the boat show, River Quest, Safe Boating Week festivities and this year took on coordinating the vessel safety check program coordinated by the Coast Guard Auxiliaries and local Power Squadrons. You will always see Jim willing to serve with a smile on his face and a twinkle in his eye.

4th of July celebration was also enticed by dessert contests. Jack and Ginny Soetebier volunteered to be our judges and lucky me -I placed in one category. For those that truly know me -that's a thing to celebrate.

Predicted Log and Commander's Cruise in August, Dean Baltes did a great job promoting the event working with rookies like myself and keeping everyone on course. Bob Ouellette, our first participation award winner, has agreed to write an article in the Channel Chatter to encourage more people to sign up. I enjoyed doing this and appreciate Arne, Gene and Daryle Rock being there to give assistance to a boat that was in trouble during the last leg of my course.

What about the dock? There are three people we need to tip our hats to: Joel Berg for coordinating the

maintenance of the dock, Jim Langdon for updating and keeping the lights going and Steve Farrell for keeping the grass cut. Members have been delighted to have such a fine facility to utilize as one of the privileges of being a Duluth Power Squadron member.

Labor Day weekend -thank you to Charlie Grubb, Len Robinson and Dorothy Holmes for coordinating this event.

Most of all -thank you to SO many who pitched in. During a wet-windy weekend, serving 120 on Saturday's Mexican Buffet and 180 for Sunday evening was a thrill to be a part of.

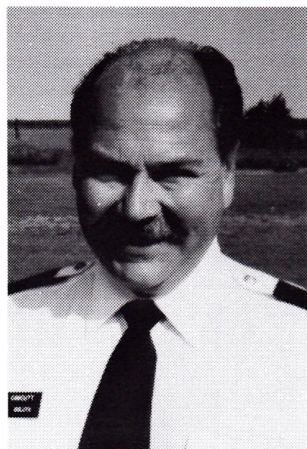
This Fall brings more opportunities. I need to also thank so many members who called, sent cards and put me in their prayers when I lost my job in June. People who have gone through this type of thing stated better things were a result. Well I'm happy to say -we'll be opening Lake Superior Nautical in Canal Park in October. We hope to serve boaters needs and make gift shopping easier. Yes don't worry -we'll have a Power Squadron Appreciation Day once the shelves are stocked.

Len Robinson is in need of this year's chairs and officers to fill out member participation for the annual submission of merit mark recognition, Steve and Joanne Balliet have arrived back safely from their cruise and the D/10 2001 Planning Committee has begun meeting with chairs and will keep you posted.

Have fun enjoying the fall colors while on the water and see you at our October 19th General Meeting.



Executive Officer's Report



WELL, HERE IT IS -- THE END OF SUMMER ALREADY!!! WON'T BE LONG AND THE KEY OF C WILL BE IN WINTER STORAGE. OH YEA!!! WINTER LAY UP. ISN'T IT A FUN TIME!! HOW MANY OF YOU ARE LIKE ME? LET'S SEE -I GET OUT MY CHECKLIST OF THINGS TO GET AND DO. THEN I BEGIN THE EXERCISES OF CONTOR-

TIONISM. GOTTA BE ABLE TO GET AT THOSE "EASILY ACCESSIBLE" FITTINGS AND HOSES. OH YEAH- DON'T FORGET THE POWER STEERING COOLER. YA, THAT'S THE FUN ONE. AHHHHH!! JUST THE THOUGHT OF GETTING AT THE PET-CKOCKS ON THE ENGINE BLOCKS GETS ME ALL REVVED UP WITH ANTICIPATION. OH WELL. BLESS THIS WONDERFUL AREA IN WHICH WE LIVE. GOTTA LOVE IT.

I'LL BE ATTENDING THE D/10 FALL CONFERENCE IN WAUSAU WISCONSIN IN LATE OCTOBER. I'LL BE SURE TO FORWARD ONTO ALL OF YOU ANY GOOD IDEAS THE DISTRICT BRIDGE OFFICERS HAVE TO OFFER.

SOUNDS LIKE PLANS ARE COMING TOGETHER FOR THE D/10 RENDEZVOUS IN BAYFIELD NEXT SUMMER. OUR COMMITTEE MEMBERS ARE GET-

TING SOME GOOD IDEAS IN MOTION. PUT IT ON YOUR CALENDAR NOW IF IT'S NOT ALREADY ON IT. DATES ARE JULY 20th - 22nd 2001. DON'T MISS IT!!

SPEAKING OF MAKING PLANS -SOME PRELIMINARY PLANS ARE BEING MADE FOR 2001 CHANGE OF WATCH. SHOULD I BE ELECTED COMMANDER, IT WILL BE HELD MARCH 3rd AT THE HOLIDAY INN -DULUTH. I'M STARTING TO CALL LOOKING FOR HELP. I'M HOPING THOSE OF YOU THAT HAVE HELPED OUT OR HELD OFFICES WILL DO SO AGAIN FOR THE 2001-2002 WATCH. I'M ALSO LOOKING FOR NEW VOLUNTEERS IN SOME AREAS TO GIVE THOSE THAT HAVE BEEN SERVING A BREAK. PLEASE SAY YES WHEN YOU'RE CALLED. REMEMBER -IF WE ALL DO A LITTLE, THEN NO ONE HAS TO DO A LOT. THANKS!!!! HAVE A WONDERFUL WINTER LAY UP.

OH YEA --THE RUMOR IS TRUE. THE KEY OF C IS FOR SALE!! ANYONE INTERESTED GIVE ME A CALL.

Marty Fossen

We would like to take an opportunity to honor Marty Fossen and pay respect to his memory. Members of the Duluth Power Squadron are here to give support and hope in overcoming the sadness friends and family feel in the loss of one who was very near and dear.

It is not difficult to memorialize Marty because of the fine life he lived and the many contributions he made to many through his love of the water and boating. His greetings to many at Harbor Cove will be missed.

Marty's departure from our midst puts a clear challenge before us: to turn this sense of loss into something positive as Marty would have wanted us to do. Marty's son will take over the helm of the Marty Gras -please let him know how much his father was appreciated and the stories of boating he shared with you.

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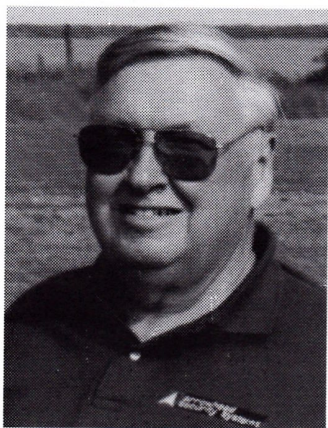
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Administrative Officer's Report



Our Corn Roast 2000 is all but a memory now. From all reports everyone had a wonderful time despite the weather being against us. At Saturday's Mexican Fiesta we fed 120 and Sunday's Corn Roast 180. We are still working on the final figures and it looks like we stayed within budget. Sunday night's entertain-

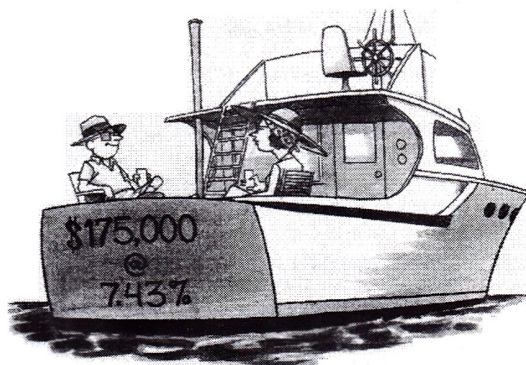
ment was a DJ who also brought his karaoke equipment with. Some of our big kids led by P/C Bob Ouellette performed outstandingly singing "Tequila".

I would like to thank the following people for their unselfish help on the Corn Roast. Len Robinson, Joel Berg, Bonita & Lucky Nelson, Dean Baltes, Bob Hecht, Tom Cawcutt, Norm & Mae Livgard, Ken VanDyke, Marty & Shelly Herman, Chippewa Valley PS, Daryle Rock, Bill Filiowich, Bob Wilson, John Lane, Bob & Val Ouellette, Dave Stokes, Harlin & Marvis Eggert, Smiley Meehan, Kelly Olson, Cliff & Betty Linder, Dave Carlson, David A. Mattson, Harvey & Candy Hingel, Steve Farrell, Ken Page, Rick Stanius, Ron & Joyce Noyes, Manley Goldfine, Arne & Gina Wuorinen. If there is anyone who I have missed, I apologize. And, last but not least, a very special thank you to DOROTHY HOLMES who stepped in for me during my absence due to my father's death. Without them, our Labor Day weekend party would not have been possible.

This is the time of year that most everyone hates. Especially our boating community in the northland. In the next couple of weeks most of us will be putting our boats to bed for the winter. Then we can start counting the days until ice out (212). For some of us this is just the beginning of another season, HUNTING. Yes, Charlie's Angels will be tucked away for the winter but the 14' Jon Boat will be dusted off for another hunting season. If ever there is a time of year to think SAFE BOATING and just plain SAFETY,

this is it. It's easy to get caught up in the hype of the hunt and loose track of safety. With our weather getting colder by the day it is very important to know and understand your ability as well as that of your equipment. Then most importantly, WEAR YOUR LIFE JACKET, know where your GUN IS POINTED, and by all means, THINK SAFETY. With that said, have a great hunting season.

This year's Christmas party will be held December 9th at the Lakeview Castle. Later on, there will be a flyer sent out. I look forward to seeing all of you there.



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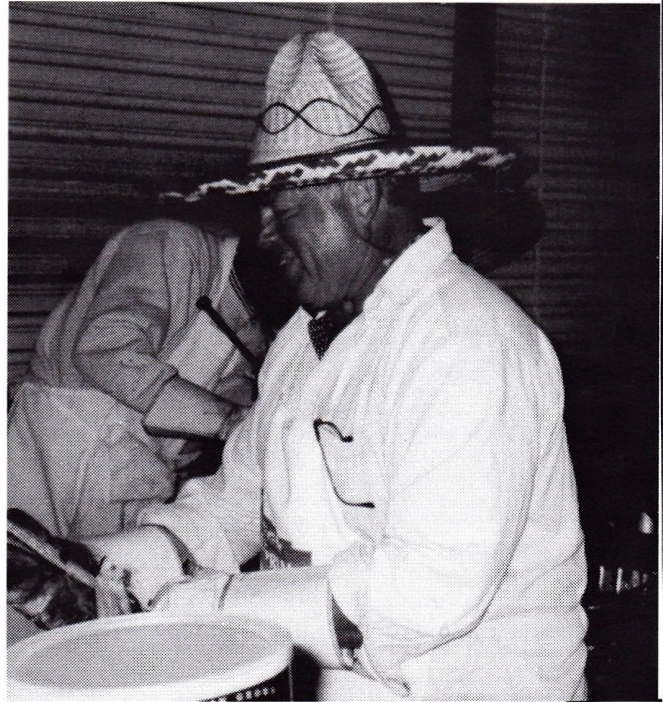
Superior Adventure

SUPERIOR ADVENTURE
JULY 20-21-22, 2001
BAYFIELD, WI

YOU WON'T WANT TO MISS THE SUPERIOR ADVENTURE. MARK YOUR CALENDARS, PLAN TO ATTEND, PLAN TO VOLUNTEER. THE DULUTH POWER SQUADRON IS HOSTING THE D/10 RENDEZVOUS IN BAYFIELD NEXT SUMMER AND IT PROMISES TO BE MORE FUN AND EXCITING THAN THE LAST ONE.

PLEASE CONSIDER SAYING YES TO THE CHAIRS WHO ASK FOR YOUR HELP, OR BETTER YET, CALL US AND ASK WHAT YOU CAN DO.

CHAIRS GINA & ARNE WUORINEN
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CHRIS & BRUCE BESTE
624-5696
CANDY & HARVEY HENGEL
HARCAN1CH@AOL.COM



Harvey "Amigo" Hengel at Corn Roast.



Bruce Beste, Rick Stanius, and Ken Page roasting the corn. Can you read the aprons? They say Old and Plump----I'm sure I meant Gold & Plump.

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Members Receiving Merit Marks for 2000

ATTENTION ALL CAPTAINS & FIRST MATES:

I know we are all recovering from vacations, sunburns, sleepless nights on the water and all the fun we have had this summer, **BUT**, do me a favor. Start thinking of all the things you have done for your squadron this year and list them below, send it on to me. I will appreciate this very much.

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 can I earn a merit mark? By volunteering to help us out. Listed below are some examples:

- Education – Teach a class, promoted membership, proctored classes.
- Fraternal – Fitting out party (collect donations, help with auction & event), Christmas party (work on committee, prepare decorations, help with Toys for Tots donation), Corn Roast Weekend (Work on committee, help dock boats, setup & clean up), Help maintain our dock facility.
- Civic – Help with Coop Charting, Hand out Safe Boating packets at marina's, promoted USPS & DPS to the public.

If you have any doubt if an activity qualifies for a merit mark, write it down and I will make that decision. It is better to let us know than to assume we know what you did for the squadron.

Get out your pens and jot me a note in the space below and send it on to me. A more complete form will be coming in the mail in late September also.


Thank you,

P/C Len Robinson – Merit Mark Chairperson
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Home From The Cruise, —from Education Officer Steve Balliette

Many of you are aware of the summer cruise my wife Joanne and I took out to New York City in our Classic 1957 Richardson. Sadly, the Cruise was concluded on September 8 as Silver Seas returned home to the Duluth Power Squadron dock from which she had departed on May 22, 00. While the trip was a big challenge, (and over much too soon) we were pleasantly surprised with ourselves being able to meet the challenges so well. In large part the success of this cruise is due to the support and knowledge that the Power Squadron has given to us during the few years that we have been taking classes and participating in activities. We departed Duluth with confidence in ourselves that we had developed as members of the Power Squadron.

Since getting Silver Seas five years ago I had put a lot of work into getting her ready for an extended cruise. I needed to be confident that all the critical systems were reliable, that I knew them well enough to maintain or repair them while underway and that if we encountered severe weather we could count on Silver Seas to take care of us. She did, mile after mile.

We had to cross the large, open waters of Lake Superior first (and last) on this trip which would find us spending most of our time on rivers and canals. Silver Seas got us to the Apostles the first day with only some minor problems like a blown up water tank and a small diesel fuel leak. The fuel leak I repaired, the blown up tank was total loss. However, even with only 50 gallons of water we did well, finding quality water easily available on the whole trip. Weather delayed us in Bayfield, the Keweenaw, and again in Blind River, Ontario. After that I cannot remember any significant delays due to wind as we were then in more protected waters.

Our plans had to change along the way. Plan A was crossing from Trenton at the end of the Trent-Severn Waterway over to the Welland Canal and Buffalo, New York; Plan B, crossing to Oswego, was considered due to the long time it took to transit the Trent-Severn. Plan B was given up when we learned on June 15 that the Erie canal was closed due to damage to a dam at Lock 12. Heavy rain caused major damage to a bridge dam control door which resulted in very low water which was full of debris. For some people this meant canceling their plans to go to New York City. We considered that, but since we had family planning to meet us in New York City on July 1, and we wanted to see the Tall Ships, and the Richardson Boat Owners Association still felt they could get some boats to New York for the Fourth of July, we decided we needed to try to get there.

Plan C: Consulting the charts and canal information I had gathered, and making some realistic estimates of speed, distance and time we determined that it was possible for us to get from Kingston, Ontario, up the St. Lawrence River to Sorel, down the Richelieu, Chambly

Canal, Champlain Lake and canal, and the Hudson all the way to New York in time for July One. After New York City we did not have a demanding schedule which made for a much more relaxing, less pressured second half of our Cruise.

We enjoyed almost every portion, every leg, every town, port, harbor and marina we visited. The North Channel is not that far away. It deserves more time than we were able to give to seeing its many islands and bays. One could spend years on the East shore of Georgian Bay exploring the island passages there. The Trent-Severn opens up to the boater lakes, rivers, and canal cuts where interesting small towns provide needed supplies. (like cell phones, calling cards, antennas). The Erie canal is a must see for the boater who likes protected waters, friendly small towns, new and free facilities, and inexpensive cruising. Even the St. Lawrence River to Sorel is grand, providing the most foreign of the locals we visited where knowing French becomes a distinct advantage for the cruiser.

All along the trip, whether at a marina, city dock, or lock facility Silver Seas and her crew found a friendly welcome from local residents, other boaters and dogs. I want to stress dogs because Princess, the ambassador of Silver Seas, was out there making contacts for us where ever we went. Waiting on the dock she would greet passers by with a wag, getting to know the local pets, then making introductions to the adults standing around. Soon we were into conversations about dogs, about the town, about cruising or about Silver Seas. It was a rare excursion where Princess was left alone on the boat.

Being Power Squadron also provided an introduction to other boaters. We quickly learned to recognize the Canadian Power Squadron Flag, seeing it on a large number of boats where ever in Canada we went.

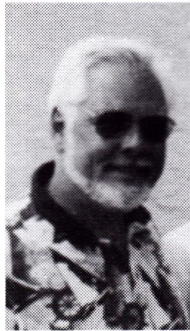
I brought along a box full of books, expecting to have leisure time enough to read them. It turns out there was very little time to read, the only book I was able to finish was Moby Dick which took three months.

I welcome the opportunity to talk with anyone about the cruise with the hope that I can encourage others to travel East in their boats.

-Steve Balliette, SEO Duluth Power Squadron



A Neophyte's Predicted Log



"Mark!" goes out on the VHF. A stopwatch button clicks. The diesel throbs under my feet as I guide the boat on a rock steady compass course on an oily lake surface. Each turn is a crisp maneuver that sets me on the new heading as though I was running on rails.

That was my dream scenario for running my first predicted log. None of us like to make fools of ourselves, so you can more easily imagine my nightmare version. That's where I would bungle everything from speed estimates, compass headings and time calculations.

Many Duluth Squadron members, like myself, have never participated in this Event and only have a vague notion of how it works. It doesn't require exceptional navigational skills, just a good grasp of some basics. Someone who has been diligent in completing the Safe Boating Course has every bit as good a chance of winning as some one who has attained "N". If you can answer these 4 questions you may be a winner!

1. Can you steer a compass course?
2. Is your compass accurate, or do you have a deviation table?
3. Do you know how fast your boat goes at a given RPM? (any RPM, not all RPMs)
4. Can you do your 60 D Street Calculations?

The participants draw cards and are given a packet corresponding to the card that includes a predetermined course. Each one is different. The beginning and the end are at the Superior entry. In my case the first leg was to be 2.5 miles on a heading of 044 true. I estimated my

speed to be 4.4 knots since the wind was light. The second leg would be 1.5 miles on a heading of 343 true. Each participant is assigned an observer who tells you when it's time to make your turn. Dorothy Holmes was assigned to our boat. She also made sure the clocks, engine hour meter, windspeed, and other instruments are covered or turned off. Dorothy gave a ten second warning before each turn. You decide when you have crossed the start and finish line by calling "mark" to the timekeeper.

When you are traveling at 4.4 knots you have a lot of time to reflect and second-guess your estimates. What started as a very light breeze built steadily. My second and fourth legs were run in cross seas, so it made holding a steady course impossible. I tried to average the course swings while keeping an eye on several fishermen trolling across my path. On the other legs I was wondering how my speed would average out with the wind and waves factored in. The final leg to the entry was supposed to be 180 true. When it came time to make the turn I was dismayed to see I would have to steer 174 to clear the piers. I was sure I had botched it and hoped it wouldn't be too humiliating. When I called "mark", Dorothy Holmes, my observer told me I was very close, within about a minute. A wonderful feeling of accomplishment started to flood my psyche. It was with guarded optimism that I watched the timekeeper calculate the percentage of error. My estimated time for the course was 107 minutes 20 seconds. My error was just under 1%! As good as that seemed to me, it was second to veteran P/C Gene Rock's .5%! Third went to Dean Baltes at 1.2%. Usually there is a wider spread between the top finishers. Was it beginners luck, or did spending some time determining my speed at 1500 rpm in different conditions help. Maybe checking my compass helped. I am already looking forward to next year's event and hope to see you there!

Submitted by P/C Bob Ouellette AP



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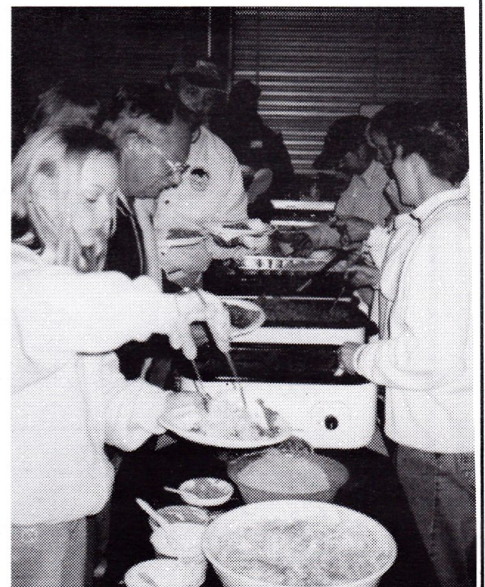
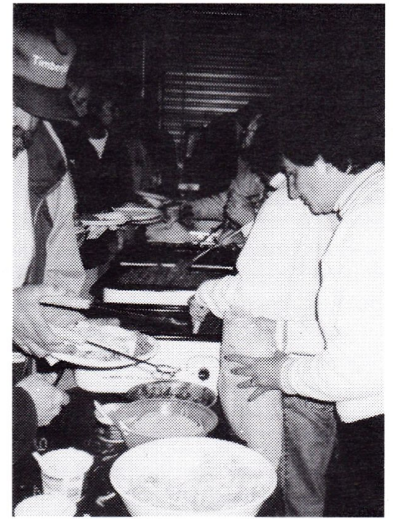
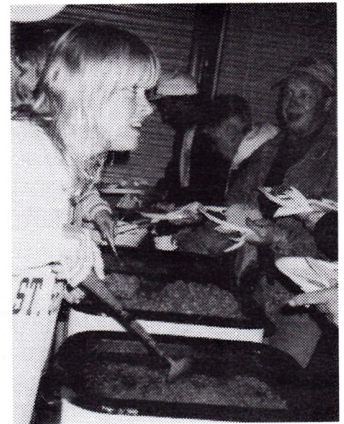
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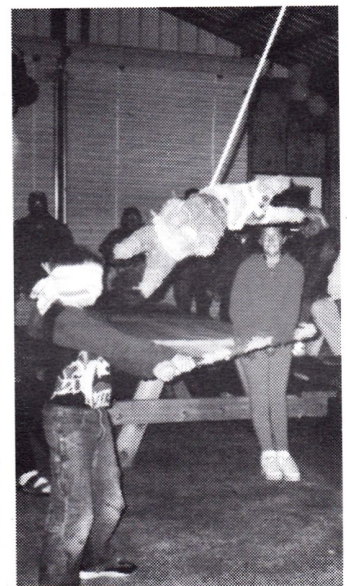
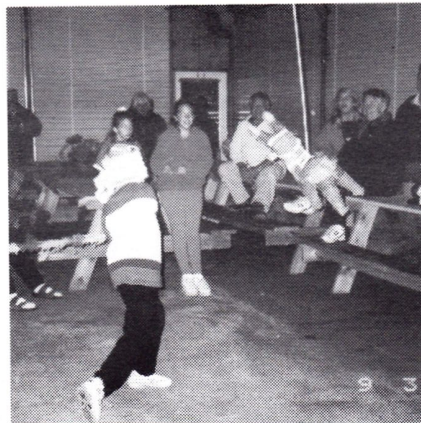
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Corn Roast Fun—with a Mexican theme!



Corn Roast Fun — with a Mexican Theme!

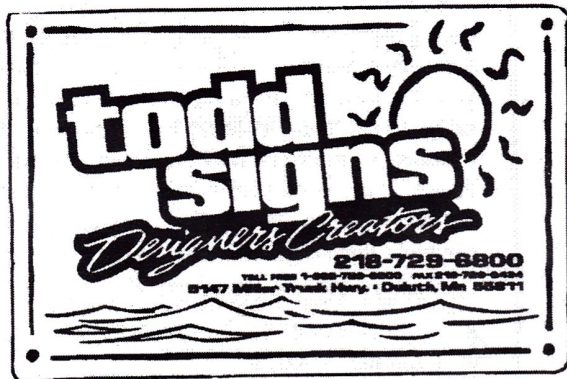


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