

# Channel Chatter

April — May, 2001

Volume 2001, Issue 2

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



**Think Summertime! This photo was taken of Voyageur's Marina at Grand Portage.**

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## Schedule of Upcoming Events

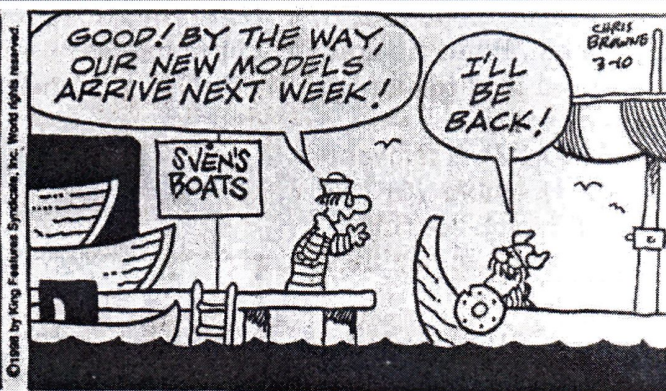
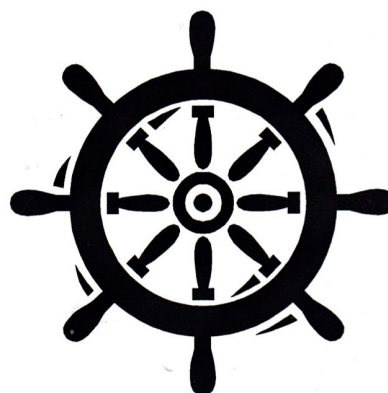
March 22 General Meeting  
March 30-31 D/10 Spring Conference, Milwaukee

April 5 Executive Board Meeting—Champs  
April 18-21 2001 Nat. Spring Gov. Bd—Denver  
April 21 Fitting Out Party

May 3 Executive Board Meeting—Champs  
May 19-26 2001 Safe Boating Week  
May 16-18 2001 River Quest  
May 17 2001 General Meeting  
May 19 Dock Clean Up

June 2 Vessel Safety Check at Dock  
& General Meeting

June 7 Executive Board Meeting—Champs  
June 9 New Member Cruise





## Commander's Report

Greetings!!!! By the time you read this, Change of Watch will have taken place and a new Bridge will have been installed. Let me start out my report this way:

To those of you that were able to make the Change of Watch I thank you. It was nice seeing the support that you continue to give to the Squadron. There were 98 people served and I believe a great time was had by all. We had District Commander-Elect Ron Kraase do the installation ceremony. He and his wife Karen came up from Milwaukee and we were ALL thankful Change of Watch wasn't a week earlier. They expressed to me that they both enjoyed their visit to Duluth and felt very welcomed by all.

This year is planning out to be fun filled with dock activities and picnics, a District Rendezvous, Educational classes, including an already filled Heavy Weather Class. The Roster and calendar of events will be coming out by the Fitting Out Party in April.

We have a wonderful Bridge again this year leading our Squadron and I look forward to working with everyone. It's by no means a "one-man" show guiding the Squadron, and that's why input from many is so important. When it comes to making decisions, I've found that even though final decisions come down to one or maybe a few involved, input from many is so important to help make the right decision. I encourage all of you to give the Bridge and me your opinions. I want your input on matters before the board. That's what is meant by....."in the best interest of all....." Thanks again for all of your support and I promise to do my best as your Commander.

The Squadron Goals are listed herein. Take a look at them and ask yourself - "What can I do to help make these goals a reality?" If there's any area that you'd like to have some ownership, let us know. We welcome any and all help. Like I've always said, "if we all do a little, then no one has to do a lot". Speaking of areas of ownership, the Squadron is looking for someone to come forward and take on the responsibility of property inventory and care of storage. We've rented a nice storage place to keep things. Now we need to gather all the stuff from all over and get it inventoried and under one roof. If you're interested in taking this on, give me a call. I'll help. It's not going to take a lot of work or time,

but it just needs to be done. If you're that person wondering how to earn credit towards a Merit Mark, this might be the perfect project for you to take on!!

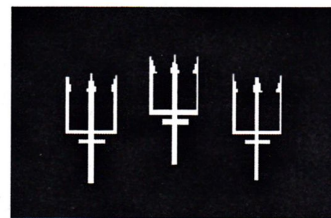
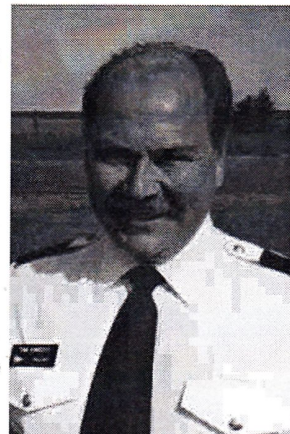
I'll be attending the Spring Conference in Milwaukee late March. I'll bring back any useful information and pass it on to you.

We have some functions coming up in the next couple of months that I hope will be well attended and supported. Executive Officer Charlie has been cranking the wheels for the Fitting Out Party and it looks to be a great time. I know your unlimited enthusiasm will abound when he calls on you for your help.

Our next General Meeting will be on March 22nd at Grandma's Saloon & Deli in Canal Park. There will be a flyer so watch for the details by mid-March.

I could go on but I guess there's no need to ramble. Thanks again for all your help and support. I'm looking forward to a great year. And PLEASE, do think about taking on the Squadron's property inventory & management project. It might be just the project for you!!!!

Sincerely,  
Cdr. Tom Cawcutt, Sr., S



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## Executive Officer's Report



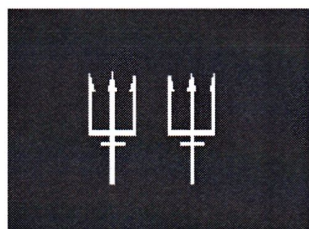
It has been only 48 hours since I assumed the position as your Executive Officer, so not much has happened so far. There is one hold over project from Administrative Officer, which I am responsible for, and that is our Annual Fitting Out Party. It will

be held this year on April 21<sup>st</sup>, at the All-American Club, in the West End. By the time you read this Channel Chatter, you will have received your packet of raffle tickets, a list of suggested donors to contact for the auction, and a letter from our Commander. Remember that this is our only fundraiser to support safe boating and education for the coming year. This can only be a success if we as squadron members support it 100%.

This Years River Quest will be held May 16, 17, and 18. For those of you who are not familiar with this program, this is what it is. During the three days business and government come together to take 6<sup>th</sup> grade students out on the Vista Star to explain our river and harbor system. They are also taught how we as humans interact with this ecosystem. It requires 4 members a day from our Power Squadron to staff an "education area" where we educate the young people on the proper use of PFD's. If you can donate about three hours and enjoy working with young people, please contact me at 525-4344.

Yes, Friday I was at the marina kicking snow banks, only to find out I wasn't alone. It seems other Squadron members were doing the same thing. It won't be long and we'll see you on the water

Lt/C Charlie Grubb, P  
Executive Officer



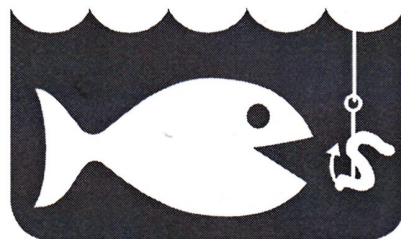
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## Administrative Officer's Report



This is my first report to you as the new Administrative Officer for the year 2001-2002 and we've gotten off to a busy unpredictable start. I was kind of hoping to ease into this position and not have much to do until the 4<sup>th</sup> of July activities. But, (typical for me) I was wrong. You see, at an Executive Board Meeting a month or so ago, Bruce

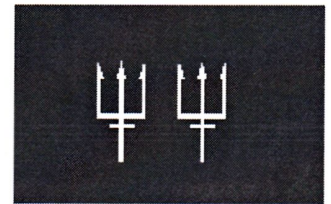
Beste passed me a note saying, "Let's do some Fun, Crazy BBQ's this year – so here we go. Our first event was to be a Winter Dock Party. We managed to get the snow cleared only to have a big winter storm land on the day of the BBQ (February 24<sup>th</sup>). So it was cancelled and rescheduled for 2 weeks later (March 10). The steaks were frozen and saved for the new date. All of the bars we made, I think were eaten. Today (March 4<sup>th</sup>) we just got back from clearing the snow that dropped during the storm. Those who've had any part in snow removal this year for us deserve a big thank you. I know it was a lot of hard work on the part of a lot of people just so this BBQ can go on. I hope first of all that we have a good turn out, and secondly, no snow between now and then.


A number of Dock BBQ's are being planned for this year. They are scheduled to occur on May 19<sup>th</sup>, which is Dock Clean Up day, June 2<sup>nd</sup>, which is VSC Day at the dock, June 23<sup>rd</sup>, August 11<sup>th</sup> (Predicted Log and

Commander's Cruise weekend), and September 22<sup>nd</sup>. Mark your calendars and plan to come. Anybody who has ever been to one of Bruce Beste's or Jerry Carlson's BBQ's know how good they are!

Our 4<sup>th</sup> of July Celebration will be chaired by David A. Mattson. He has hinted that the Pig Roast he put together a couple years ago was a favorite. Perhaps, he'll plan another one. Steve Balliet, Dorothy Holmes, and myself are handling Labor Day Festivities. We are planning a Pirating Theme; so don't sell that eye patch in your garage sale. A Chair for the Christmas Party is still needed. If anyone is interested, give me a call. Thanks for your support when I call asking for help.

LT/C Sue Farrell, AP





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## Underway with Education by Asst. SEO Steve Balliette, AP

**March, 2001**



Boating is hard for us during the long winters in Northern Minnesota. No cruising on those crystal bright waters of Lake Superior. No moonlit cruises up the St. Louis River with the cool breeze making a jacket feel welcome. I have busied myself some this winter with putting together the notes and pictures from our

cruise to New York which brought back all the good memories of warm nights, bright stars, good friends, good food at the Riv Bistro in Midland, Ontario (thank you, Dorothy) and the occasional worrisome crossings of big water.

I am also busy with the two Public Boating courses we offer each winter. The first one concluded with 12 students passing the final exam. I think Steve Farrell signed seven of them for membership. At the Duluth Boat Show we got a list of twenty six more people interested in the second class which runs on Thursdays through April 5. Come up and visit us at Duluth Central High between 6 and 9 PM, room 111. I expect a large class this time.

Last Spring we had a Piloting Class in which a group of diligent students spent many hours learning charts, charting, TVMDC, 60D=ST and other tools for successful use of dead reckoning on board their boats. Not all the students passed, so come Fall we did a workshop for them, re-tested and now we have nine New Pilots in the Duluth Power Squadron. Congratulations to James Axtell, Janet Axtell, Mark Jennings, John Taffe, Robert Cleveland, George Sennhauser, Charlie Grubb, Ken Docteur, and Dennis Kwapick. It has been a long road for these students, but they persisted and have their new grade. Thanks for being patient.

After Change of Watch Steve Farrell will be the new SEO. This is a big job and we have a strong member now to do the job. Lets all pitch in and help Steve Farrell promote safe boating through education in the Duluth and surrounding area.

On that subject, I spoke at the Boat Show with Mr. Dave Durrant, Training Officer for the Tower Fire Department. They have a boat that his crew uses on Lake Vermillion to respond to fire and rescue calls to the lake community. He feels they need some training regarding the elements of safe boating and would like us to provide a course tailored to their needs. I think we can do that, not only to his crew, but to other departments in the area. This could

give us more opportunity to bring the Public Boating or Boat Smart class to residents away from Duluth, who do most of their boating on the inland lakes. I also got a call from a man in Grand Rapid recently, interested in the Public Boating Course. I guess our reputation is good out there since friends of his took the course and strongly recommended it to him. He was also accepting of the possibility of teaching the course himself someday in the Grand Rapids/ Walker area. We can support him in this. I would need instructors willing to go for the day or weekend to these areas to do classes. The Tower folks will pay mileage and motel. Any volunteers.?

Assisting us in this task will be the new American Boating Course due for release in July. This is an Internet based course where the students will be referred to a local US Power Squadron for formal testing. I can see us arranging trips to other areas where we present some of the course material in person and then proctor a test for the local students. This can save lives. I am sure that Tower Fire Department would rather support safe boating classes then have to pull bodies out of the lake like they have to do now each year.

By the time this is published you may have missed the special Heavy Weather Boat Handling class done for us by the US Coast Guard, chaired by member Bob Shutes. Thank you, Bob for your efforts in putting together this important program.

Weather will have tested out on March 1. We definitely want to do that class again. If any of you have the opportunity to be in contact with Dave Anderson or the staff at the National Weather Service be sure to thank them for their efforts at putting on this class.

Seamanship will begin April 16, 2001 at Duluth Central High School. I know a lot of you have not had that class. This time it will run for only six weeks. Instructor/members of the Duluth Power Squadron will be there to guide you through the subject matter, learning about marlinespike, hull design, Nautical Etiquette and more. If you cannot attend all classes you may self study the text at home, attend when you can and test with the class on May 21. You will be a more confident boater when you are done.

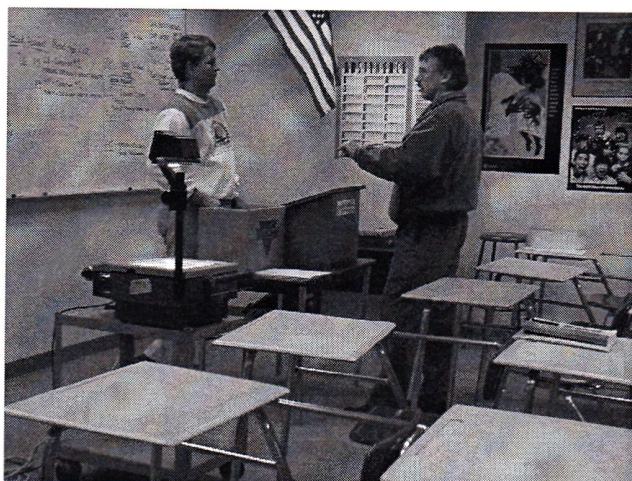
## COURSES AVAILABLE THROUGH USPS:

Public Boating **Thursdays thru April 5**  
Seamanship Mondays **Starting April 16**  
Piloting **September, 2001**  
Advanced Piloting ?  
Junior Navigation **Call Bob Marchand, AP**  
Navigation

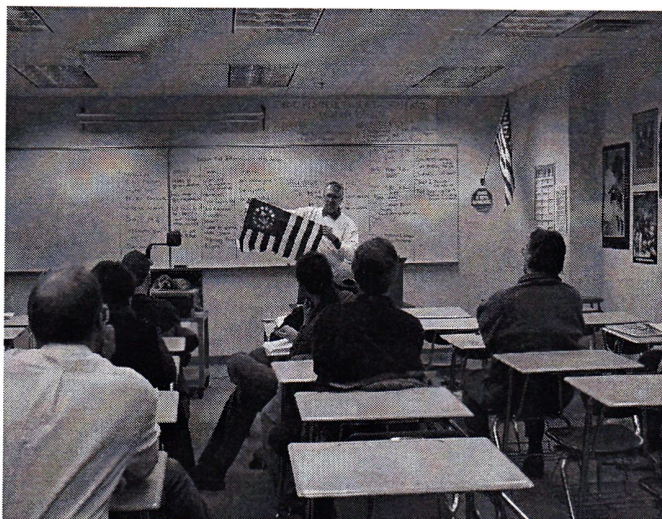
Weather  
Cruise Planning **October 2001**  
Engine Maintenance  
Marine Electronics  
Sail  
Leadership Development  
Instructor Qualification



## Education of the Public on Boating Safety



Ken Page instructing at public boating classes.



Instructor, Steve Farrell, demonstrating flag.

### Slush Fund

A slushy slurry of fat was obtained by boiling or scraping the empty salted meat storage barrels. This stuff was often sold ashore by the ship's cook for the benefit of himself or the crew. The money so derived became known as a slush fund.

### Under the Weather

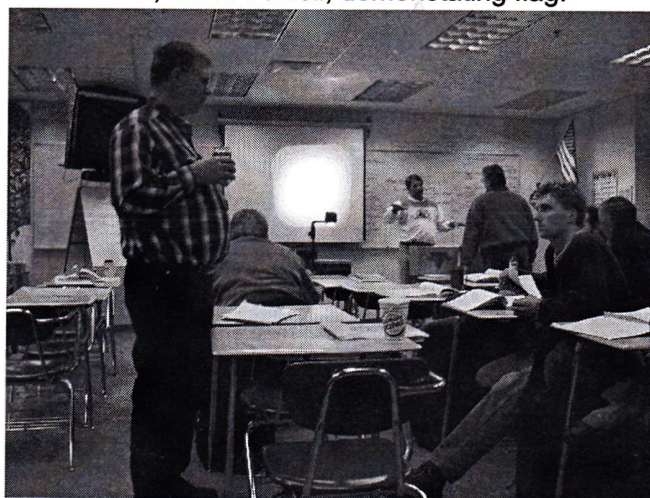
If a crewman is standing watch on the weather side of the bow, he will be subject to the constant beating of the sea and the ocean spray. He will be under the weather.

### As the Crow Flies

When lost or unsure of their position in coastal waters, ships would release a caged crow. the crow would fly straight towards the nearest land, thus giving the vessel some sort of navigation fix. The tallest lookout platform on a ship came to be known as the crow's nest.

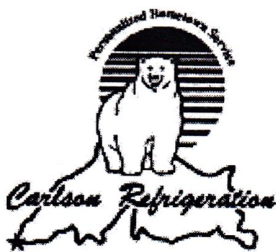
### Pooped

The poop is the stern section of a ship. To be pooped is to be swamped by a high following sea.



Steve Balliet answering questions during class.

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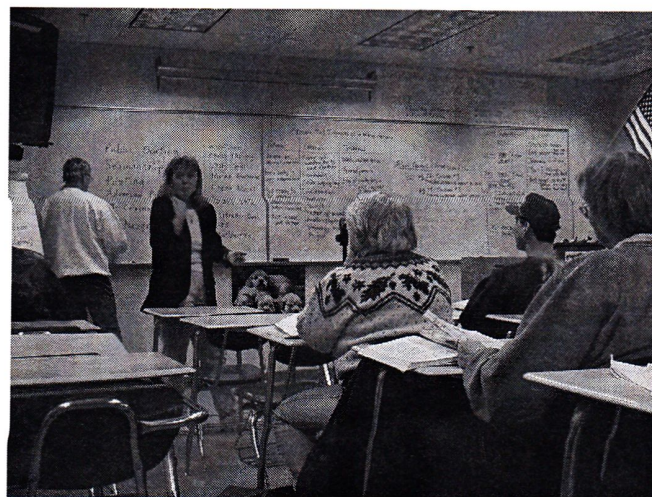
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Gina Beste-Wuorinen instructing at public boating classes.



## Duluth Power Squadron Goals 2001-2002

**Goal #1.** Exceed membership retention for calendar year ending December 31, 2001 and increase membership with by 5% by the end of calendar year December 31, 2001.

**Goal #2.** Participate in a cooperative charting program starting early in summer months during 2001-2002 watch year.

**Goal #3.** Provide to the public two (2) safe boating classes and participate in public relations outreach such as the Duluth Boat Show, River Quest, and National Safe Boating week.

**Goal #4:** Provide an operations training class to all executive board members and have 100% bridge certification in OT.

**Goal #5.** Continue to build and maintain good relations with area associations that deal with and promote safe boating and safe boating programs.

**Goal #6.** Enroll in the D/10 C.A.R.P.—Cooperative Advertising Reimbursement Program.

**Goal#7.** Host and participate in the D/10 Rendezvous held in Bayfield, Wisconsin in July of 2001.

**Goal #8.** Participate in the Star Squadron Program and earn a "Three Star" status.

Respectfully submitted,

Commander Tom Cawcutt, Sr., S.

## Change Of Watch Photos



Past Commander Gina presenting burgee to Commander Tom and Connie.



Steve & Sue Farrell, Cliff & Betty Linder, Commander Cawcutt



District Commander Ron Kraase and wife Karen receiving gift from Commander Tom Cawcutt.



## More.....Change Of Watch Photos



**Awards for Civic, Educational and Fraternal....presented for 2000-2001 year by P/C Gina Beste-Wuorinen.** (Left to right) Lyn Anderson receiving Civic award for her parents, Andy and Joyce Anderson, Educational recipients Steve and Sue Farrell, Fraternal recipients Tracy and Jan Nelson.



Past Commander Gina presenting award to Jim Munger.



Commander Tom Cawcutt thanking Len Robinson.



Left to right: Gina and Val Oullette—Muffy Kalenowski, Sandy Baltus, Chris Beste—Past Commanders Gina and Arne.



## Calabash What is it?

by Scoop (Jan) Nelson



*A big THANK-YOU to Power Squadron member, David F. Poulin! After reading the February-March issue of Channel Chatter, David called to let me know the real origin of the Sacred Calabash award. (My apologies to Ginny Soetebier who I quoted in last month's issue. She actually gave me most of the following information when we spoke on the phone. I was speaking to her from*

*my cellular phone while driving down Central Entrance... and by the time I was able to write notes about our conversation, I had forgotten many details. I hope you can forgive me, Ginny!) David was kind enough to photocopy and mail me a copy of the June-July 1946 issue of The Ensign. Note that David's father was the first recipient of the award! Here is an article reprinted from page 16 and 17 of that 1946 publication:*

### THE SACRED CALABASH

**Or the Boomerang that Came Home To Boom**  
**By K.M. BROOK, Past Commander Duluth Squadron**

At Duluth Power Squadron's annual Award Dinner the 14<sup>th</sup> of February, 1941, a unique and unusual trophy was presented. Through an appropriate deed of gift, member K. M. Brook (now Past Commander) donated to the Squadron his brainchild, the 'Sacred Calabash'.

The deed of gift emphasized that insufficient recognition seems to be given to the 'human' aspects of Squadron work and proposed that this trophy be awarded annually to the member caught with the biggest boner of the season.

Past Comdr. Brook had in mind utility as well as beauty in his conception of this trophy, and it was just natural that the flash of inspiration should occur during a post-classroom session one evening at our local Metropole Bar (Adv.). The 'Sacred Calabash' is a standard 32-ounce glass beer growler which has been suitably etched with proper and appropriate figures symbolic of Squadron work.

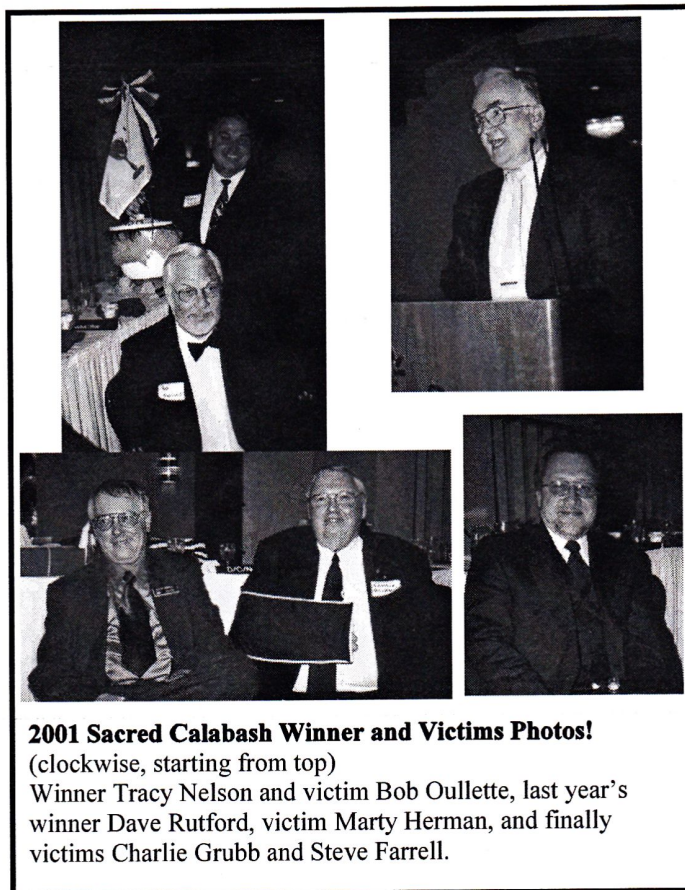
Mr. Brook lays credit for the title 'Sacred Calabash' to the Polynesians of antiquity. Members attending USPS Annual Meetings of recent years will recall Commodore J. F. Hellweg's story of the priestly navigators of those days who were alleged to have handed down from generation to generation their own crude but effective version of the sextant—a gourd or calabash appropriately punctured with peepholes for the observation of star altitudes. Admiral High Rodman's 'Yarns of a Kentucky Admiral' has made

reference to the 'Calabash', particularly in Chapter VII, which he fittingly titles 'Some Nautical Feats of the Hawaiians and OTHERS'.

The first recipient of the 'Sacred Calabash' trophy was present Comdr. F. J. Poulin, the occasion having been a somewhat careless encounter between his vessel's stern and a channel buoy which was observed by Brook. Poulin was charged with failure to observe the rule that if the bearing of an object does not change, danger of collision can be deemed to exist. While Poulin put up a reasonably plausible alibi, the Squadron's opinion prevailed and he was charged to cherish the trophy and display it prominently on his mantelpiece.

The second holder of the 'Sacred Calabash' turned out to be Jarl Syverston, who admitted to extreme negligence in considering the buoyancy and stability characteristics of his dinghy while operating said skiff in a towing capacity. Since the occasion for towing was alone sufficient to hang him, Jarl's admission was construed as pure modesty.

Award for the 1943 season proved the boomerang



**2001 Sacred Calabash Winner and Victims Photos!**

(clockwise, starting from top)

Winner Tracy Nelson and victim Bob Oullette, last year's winner Dave Rutford, victim Marty Herman, and finally victims Charlie Grubb and Steve Farrell.



## Calabash continued.....

mentioned in our sub-title. Brook was accused of the original sin of buoy-bouncing! His protests that the default had occurred during the 1942 season, and only because he had instructed his landlubber helmsman to 'steer straight for that flashing white light' were feeble in view of a guilty 1943 conscience, and the boomerang stuck.

Local activity being at a minimum in 1944, no award was made.

The season of 1945, however, again provided several aspirants for the trophy's custody. Top contenders were Past Comdr. Bill Swanson for his brilliant retrieve of a heaving line with his outboard propeller during our rendezvous (plenty of witnesses), and our old friend Jarl, for his well authenticated grounding and hilarious extrication of his cruiser 'Maid Marian'. Since the witnesses to the 'Maid Marian' affair while fewer in number were adjudged in more competent condition, the Squadron ruled that Syverston be the current custodian of the 'Sacred Calabash'. That he truly and faithfully cherishes this trophy is evidenced by our accompanying photo, which was recently featured on the cover of the Sunday 'Cosmopolitan' section of the Duluth News Tribune. This shows Mr. Syverston counseling a pair of Boy Scouts, with the 'Sacred Calabash' plainly in evidence. While the trophy, the deed of gift, and the proceedings during awards are all in the spirit of good clean fun, there is still a background of serious intent. Recent Governing Board proceedings have disclosed a need for more careful seamanship among Squadron members, and mere possession of a certificate and right to fly our Ensign does not always make a careful seaman. Here in Duluth, we feel that our little reminder has been of some help in keeping the boys on their toes.

One never knows when the boomerang will boom!

*The following are excerpts from a letter written by Frank J. Poulin, A.P., Commander and dated December 7, 1945:*



"...The idea ... (of the Sacred Calabash) was designed to discourage sloppy seamanship among men flying our colors. It is my impression that the name Sacred Calabash was taken from Chapter VII 'Some Nautical Feats of The Hawaiians and Others' in Yarns of a Kentucky

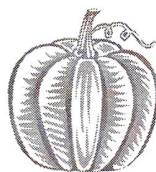
Admiral, by Hugh Rodman Rear Admiral, U.S.N." *The following are excerpts from page 132 and 133 of chapter 'The Sacred Calabash' from the book Yarns Of*

### A Kentucky Admiral:

Now, as to the calabash itself. It was more or less cylindrical, or slightly keg-shaped, made of native koa wood, and so far as I can remember, about eighteen inches in height; it might be likened to a keg with the head removed. Within a few inches of the top, four holes had been bored, spaced ninety degrees apart and on a circle whose plane was a right angles to the longitudinal axis; or on one of the upper hoops of the keg. As they gained latitude to the northward the calabash was filled with water up to the holes. Through any one of these holes, and over the opposite upper rim of the calabash, observations were made on the North Star, until, still observing through the hole, it became tangent to the upper rim. When this condition obtained the course was to be immediately changed to west, and could be altered from time to time, if necessary, so that Polaris would remain apparently tangent. This would insure their keeping in the approximate latitude of Hawaii and arrival at that island in due course of time.

As a matter of fact, though crude, this method used for the return voyage, and particularly the use of the calabash for finding Hawaii, is not only based on scientific principle, no matter what may have led to its discovery and adoption, but is practically, in a modified way, one of the most general methods of finding latitude today by the North Star. In fact a sextant may be used on the same general principle if it be set at a constant angle and used in the same way.

Power Squadron members, Tracy and Jan Nelson, became acquainted with the vegetable/fruit, Calabash, when traveling in the Caribbean this winter. The exterior is a tough dark green skin. The inside is similar to pumpkin or sweet potato...and they ate it both as a vegetable with butter, salt & pepper and also as a dessert served as a pudding with sugar, cinnamon and nutmeg. Yum! At craft stands in Charlotte Amalie in St. Thomas, the calabash shells were sold as purses, masks and bowls with beautiful carvings on the outside.





# USPS DISTRICT 10 RENDEZVOUS

## JULY 20 - 22, 2001

Bayfield City Dock & Pavilion

Bayfield, Wisconsin

Hosted by the Duluth Power Squadron



### Friday, 20 July

3:00 - 7:00 PM Registration - Bayfield Pavilion

5:00 - 6:15 PM Social Hour & Build your own "Shishka-boat" dinner (BYOB, appetizers & ice provided)

6:30 - 9:30 PM Cruise aboard the "Island Princess" (BYOB, ice provided)

Boat will leave Bayfield dock for Presque Isle where we will disembark for a presentation by the Apostle Island Park Rangers.

### Saturday, 21 July

8:00 - Noon Registration - Bayfield Pavilion

8:00 - 9:30 AM Lumberjack Omelet Breakfast - Bayfield Pavilion

10:00 - 11:00AM Kid's Crew

11:30 - 12:30 PM Superior Cardboard Regatta

10:00 - 4:00 PM Treasure Hunt (This is a "do it when it fits in" activity. Sites will be in Bayfield shops.)

2:00 - 3:30 PM Dinghy Run

5:50 - 6:30 PM Social Hour - Bayfield Pavilion (BYOB, ice provided)

6:30 - ? Manitou Island Feast and Entertainment - Bayfield Pavilion

Feast prepared by the Bayfield Volunteer Fire Dept & Duluth Squadron

Menu Includes: Fish boil, BBQ beef, potato boil, "corn on a bedspring"

### Sunday, 22 July

8:00 - 10:00 AM Continental "Bear-ly Breakfast" with mosquito bites and moose nuts

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**Registration Deadline: July, 2001**

Name: \_\_\_\_\_

Squadron: \_\_\_\_\_

Name of Spouse: \_\_\_\_\_

Children (name/ages): \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Mail to: P/C Mary Brisky  
3711 Haines Road, Duluth, MN 55811

Cell phones at Rendezvous: (218) 348-0358 (Brisky)  
(218) 390-6758 (Beste)

**Note: Paid registration by June 15 will be eligible for a drawing!**

Number Amount: \*  
Attending:

"Shishka-Boat" Dinner (Friday) Adult—\$8 Children 12 & under—\$4		
Island Princess Cruise (Friday) Adult—\$12 Children 12 & under—\$5		
Lumberjack Omelet Breakfast (Saturday) Adult—\$4 Children 12 & under—\$2		
Manitou Island Feast Dinner (Saturday) Adult—\$12 Children 12 & under—\$8		
Continental "Bear-ly Breakfast" (Sunday) Adult—\$3 Children 12 & under—\$2		
<b>Total amount enclosed:</b> *Make checks payable to <b>Duluth Power Squadron.</b>		

Phone No.: (218)722-8606  
Fax No.: (218)727-6799  
Email: MBrisky3711@aol.com



# SUPERIOR ADVENTURE

District 10 2001 Summer Rendezvous

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Web Site: [www.winfieldinn.com](http://www.winfieldinn.com)

Bayfield Inn

Phone: 800-382-0995

Overlooks Harbor & Marina

Seagull Bay Motel

Phone: 715-779-5558

Web Site: [www.seagullbay.com](http://www.seagullbay.com)

Many Bed & Breakfasts in area.

See the Bayfield Scene for  
more Information.

## **Marina's and Docking**

Apostle Islands Marina

Phone: 715-779-5661

Slips can be reserved NOW!

Leave name, daytime phone #, length/beam.

Apostle Islands View

Phone: 715-779-5524

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Call: Dean Baltes (715-394-3566)

Must be willing to raft,

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Dalrymple Campground (City owned)

Phone: 715-779-5712

Rustic Tent & RV Sites

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Phone 715-779-5360

Two Miles to Bayfield

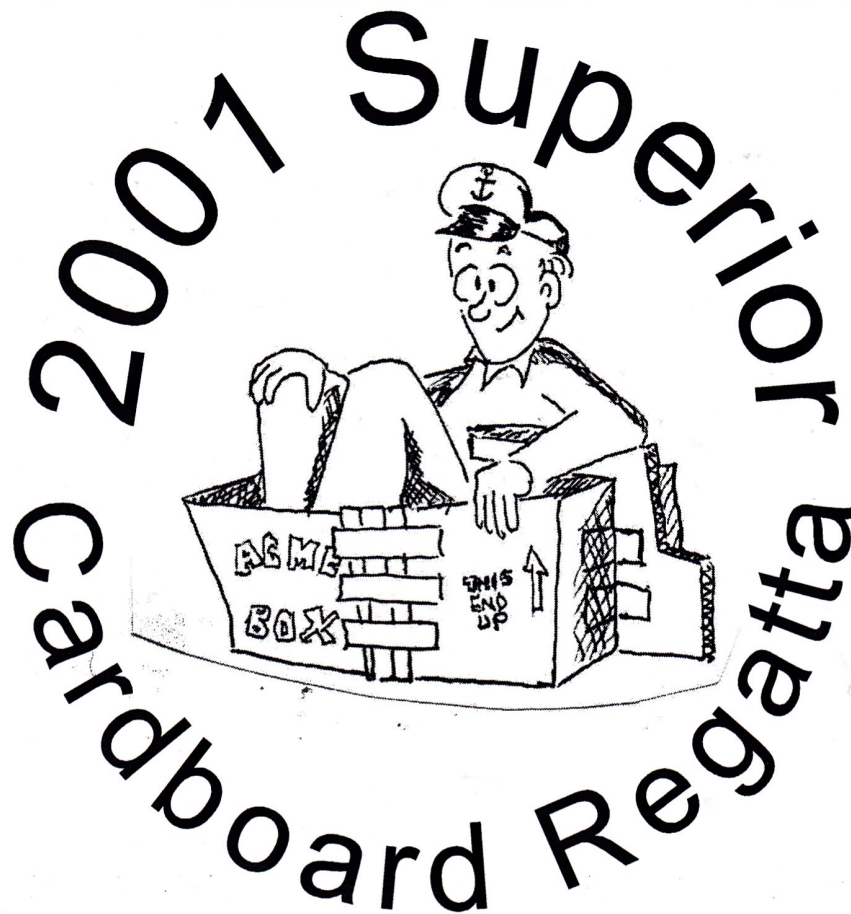
A limited number of Bayfield Scene  
booklets will be available from  
your Commander!

**Questions?** Contact Lodging Chair Len Robinson at 218-879-3769

or the Bayfield Chamber of Commerce at 800-447-4094

or on the Internet at [www.bayfield.org](http://www.bayfield.org)





**Saturday, July 21st from 11:30 to 12:30**

***Duluth Power Squadron Members! HELP! We need your ingenuity and creativity!!!***

Commanders from all squadrons ..... have been asked to get their teams together to build their own squadron's cardboard dingy (s) to be raced against Duluth and all the other squadrons at the city dock in Bayfield, WI. during the District 10, 2001 Summer Rendezvous July 20-22, 2001.

Prizes include: 1) Most creative design; 2) Best technical design; 3) Most spectacular sinking; 4) Best decorated boat; 5) Best costumes associated with design or theme of boat; and 6) Best speed.

See Gordy & Kelly Olson or Commander Cawcutt for complete set of rules. Some of the rules include: No electric motors, gasoline or diesel engines, or sails may be used. Propulsion must occur from moving water...not contacting the bottom. Only corrugated cardboard may be used. It can be of any thickness but must not be bonded to any material such as vinyl. Non-corrugated material may not be used, especially the kind of resin or wax-type coating found in packaging cases. No solid cardboard and no carpet rolls may be used. Wood, metal or any other materials that would aid in flotation or make the hull more rigid are prohibited. This restriction applies to the keel, transom, ribs, etc. No material such as Styrofoam or rubber inflatable devices may be used to provide buoyancy or maintain flotation. Hulls may not be wrapped in plastic. Hulls may be painted with any "one-part" paint. Joints and seams may be glued or taped. Etc., etc., etc. ☺



## Vessel Safety Checks

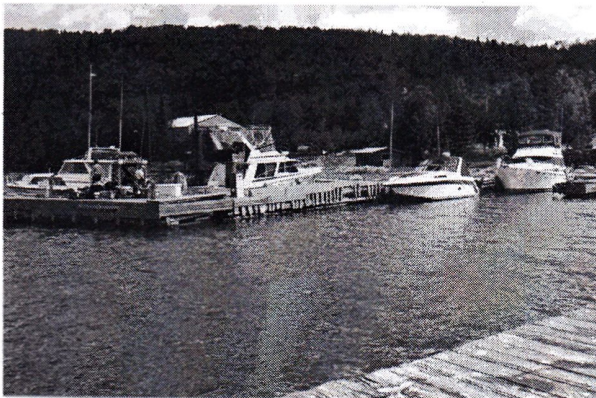
It's not too soon to think about Vessel Safety Checks!! It's the opportune time to have your vessel looked at by a trained examiner. He or she will check your vessel's lights, horn, bilge pump(s) and PFD's just to name a few. The equipment that's required, as well as recommended, depends on the size and type of vessel you have, so come on over to the dock and get checked out. You may want to become an examiner yourself. All you have to do is pass a test and then examine five vessels while accompanied by a qualified examiner. That's it!! If you're interested, contact our Squadron Safety Officer, Jim Munger. He will get the information to you.

On Saturday, June 2nd, Vessel Safety Checks will be going on at the Squadron Dock. Lots will be going on that day. In addition to VSC's, there will be a Great Lakes tug, a Coast Guard Law Enforcement Vessel, a General Meeting and a steak fry. Watch for flyers coming out in May with more details.

In addition to June 2nd at the Squadron Dock, there will be other locations that Vessel Safety Checks will be done at this summer. Watch for news articles, flyers, radio announcements and "talk around the dock" for where and when.

The Coast Guard in Duluth did more than 300 boardings last year. Less than half of those boarded had had a Vessel Safety Check performed. Now just think of how many boats weren't boarded. Ever wonder how many people are operating boats and don't have a clue as to what's going on? Or what equipment is required or recommended to have on board? Those numbers are a reminder to the members of Duluth Power Squadron, along with Coast Guard Auxiliary, of the need to get the word out expressing the importance of VSC's and the Public Safe Boating Course. Spread the word. Invite someone you know, or don't know, to have a VSC. Encourage someone to take a Public Safe Boating Course. It's up to us to spread the word about safe boating. Write June 2nd down on your calendar for Vessel Safety Check day at the dock. SEE YA THERE!!!!!!!!!!

—Cdr. Tom Cawcutt, Sr., S



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# Channel Chatter

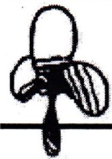
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