



# Channel Chatter

Official Publication of the Duluth Sail and Power Squadron

Volume 2007 Issue 6

December, 2007

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## Want to Know a Member of Your D10 Bridge?



By D/C Maury Rice, JN

### Background in Boating

In order to understand my boating experience you first have to understand that my wife's parents and mine were best friends, so I started boating mainly with my wife's father when I was very young. Our present boat is named the "Manatee Lee" after him. Each year the two

*(Continued on page 11)*



## DSPS Holiday Party

*Saturday, December 8, 2007*

*Androy Hotel, 1213 Tower Ave., Superior, WI*

*Social at 5:30      Buffet Dinner at 7:00*

*Music and Dancing after dinner*

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Thanks to the following members who contributed to this issue of the Channel Chatter:

Murray George, Kay Bakke, Todd Carlson, Jim Swanson, Val Ouellette, Candy Hengel, Harvey Hengel, Dave Carlson, Carol Hesch, Bob Ouellette, John Bray

## Welcome New Members!

### Congratulations and Welcome!

**Julius E. Erlenbach**      **Wife - Becky**

7215 John Avenue      Superior, WI 54880

e-mail [Jerlen@charter.net](mailto:Jerlen@charter.net)

Recent graduate of Safe Boating Course

22' Power Boat called "C-Sprite"

Hats off to Les Watters as he is the USPS member that influenced Julius to join. He is interested in helping with Education/Instruction/Administration, Hospitality and Meetings.

**Scott Munson**

1213 Tower Avenue #702

Superior Wisconsin 54880

He is being sponsored by Barkers Island as a liaison between Barkers and the Squadron. He has a CG License for 10 Ton. U. S. Navy Submarine Service from 1977-1985. Served on the USS Snook - SSN-S92 and USS George Washington - SSN-S92

The *United States Power Squadron* is America's #1 Boating Organization. If you would like information about becoming a member, contact Cdr. Murray George at 218-310-6231  
<murray.w.george@smithbarney.com> or Valerie Ouellette @727-6079



## Commander's Report

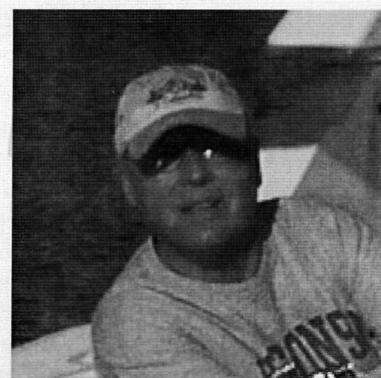
As we start to wind down 2007, I am beginning to reflect on my tenure as Commander over the last two years. It's been a whirlwind. The accomplishments and successes of our Squadron and all its members have been monumental in my opinion. Last year we were honored to receive the 5 Star Squadron Award, the highest honor bestowed on a Squadron, having accomplished 80+ % of its goals as measured by National. This year I am hoping for a 4 Star, which is recognized at 70+ %. I came in a brand newbie as your Executive Officer, and worked hard to accomplish the expectations (mine), goals, and mission of the Duluth Sail and Power Squadron. I am starting to believe that we have succeeded. If I look at where our Squadron is today, I think we, and I mean we, you and I, the involved members, have made our educational, civic, and fraternal events successful. I see dock safety ladders, name change, contributions for use of our dock, great Fitting Out Events strengthening our finances, very good member participation, new members, civic involvement, exceptional website, great meeting programs, numerous D10 and National awards, (Co-op Charting, Channel Chatter, Website, VSC's, Member Retention), milestones for several members, updated bylaws, decreased number of meetings but increased accomplishments, very successful social, and boating activity events-Fishing Contest, Riverquest, Corn Roast, Christmas Party, GLCC picnic, tour of the Alder, unprecedented contributions to the Salvation Army, full Bridge membership for the most part, to name a few things. About 25+% of our members have received Merit Mark considerations over the last 2 years. That's commitment, when you think that maybe 10% of members of any organization do the work. I am honored to work with a great group of dedicated members on the Executive

Committee. They have made my job easier and more satisfying.

I am also very excited to see that we have a great list of dedicated members moving up the Bridge ladder,

and it just might be that we will have a full Bridge complement for several years to come. There is already a lot of energy, ideas, and excitement in the air for next year. Education is our primary mission, and we have an incredible structure and renewed and increased commitment. It shows.

I think, **as we move** forward we will continue to accomplish our mission under the watchful eye and commitment of the **incoming** Officers. This doesn't mean outdoing what happened before, because that doesn't necessarily work, but continuing to do what we do, and do it well. (I strongly believe we should be measured by what we did, not against what someone else did or didn't do!). At this moment I am more convinced than ever that we will survive well, and continue grow and be proud of our Squadron. Thank you for bearing with me when everything wasn't perfect, but I think we improved. Although Change of Watch is several months off, I want to thank each and every one of you for the great ride I have had. And if you've read down to this bottom line, I will tell you that I've really had fun commiserating in this Channel Chatter space.



Commander Murray George, P

### ***Change of Address?***

P/C Dave Carlson keeps our data base up-to-date. He asks that all DSPS members send any changes in their email address to him at <dcc@chartermi.net>

P/C Dave Carlson keeps our data base up-to-date. He asks that all DSPS members



## Education Officer's Report

"January, February, March, April...we can uncover the boat soon!" Well not quite. You may think I have totally lost my mind, but I am excited to plan the winter and spring Education calendar. It is filled with information for safe and fun filled boating next season. If you take all of the courses offered, you could do a thorough engine check, bleed that pesky air in the lines; combine the last three hour's barometer readings with the cloud cover observations; calculate the potential distance you will be blown off course by the predicted wind speeds, and safely negotiate a foggy departure from Spirit Lake Marina out the Superior entry on a week's cruise to the Apostle Islands. I'll meet you in Corni for a hamburger! Or you could attend just one of our member courses (don't forget to bring a friend and/or shipmate) to expand your current knowledge and get through the long, dark winter. Planning can be half the fun.

You can find our schedule of member courses below. Watch our website at [www.duluthpowersquadron.com](http://www.duluthpowersquadron.com) for updates prior to the course start date. Please note that some courses will be at Central High School and others at Barker's Island Marina Club House. We need at least 8 members to offer any course. It would greatly help planning if you would register early. And if for some reason you cannot attend, please call or email to cancel as well. To register, email me at [kbak@cpinternet.com](mailto:kbak@cpinternet.com)

**Engine Maintenance** will be offered in January/February and be taught by Harlan Eggert and Bill Carlson. The new **EM** course 2007 teaches the basics of engine layout and operation. Gasoline inboards, outboards, and diesel engines are taught in a way that reinforces the common aspects of how engines work. The course covers those repairs to modern engines that do-it-yourselfers can still perform, teaches how to diagnose problems that might be beyond your ability to fix, and how to share information with your mechanic so the right repairs get performed. The last chapter discusses solutions you might use to problems that could occur while afloat and away from a repair facility. Gasoline, diesel, and outboard engines are treated independently in this chapter.

We are pleased to offer **Advance Piloting** in January and February. If you have completed **Piloting**, the pre-requisite, you will find **AP** challenging and informative. Be advised that this course is best taken when you have sufficient time to complete the "kitchen table plotting" between classes. Taking this course with a "study buddy" has proven helpful and FUN for many in the past. See a full course description in another part of this publication.



Lt/C Kay Bakke, AP

The very popular **Weather** course will be offered during March and April. Taught by local meteorologist and Coast Guard Auxiliaryist Dave Anderson, the elective **Weather** course will furnish basic weather knowledge for safer and more enjoyable boating. The student will learn to make weather predictions based upon observations of the sky, upon barometer and wind information, as well as weather data provided by maps, satellite images, and radio and TV broadcasts.

**Attention...**new members, new boaters, recent **Squadron Boating Course** graduates. **Seamanship** is the next logical (but not required) course for you to attend. It expands your knowledge of the Rules of the Road and local Aids to Navigation. Seamanship will again be taught by Keith Kylmala. Prepare to be psyched up for spring boating after attending Seamanship. Invite your spouse, family, or other ship mates to join you in class to become more confident, knowledgeable and involved in your summer cruises.

### Help Wanted

A person or two to help with updating the DSPS New Member Manual. The work includes revamping an existing digital file, bringing squadron information to date, and adding D-10 information, among other things. P/C Mary Briske has already volunteered to work on this project. If you would be able to give a few hours and gain points toward your 2008 Merit Mark, contact Lt/C Val Ouellette at 727-6079.



## Administrative Officer's Report

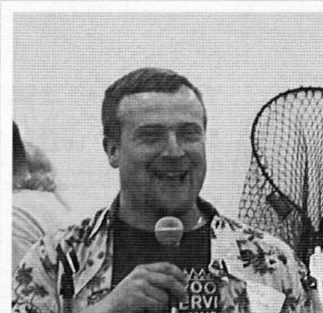
### October, November, December.... Where does the time go?

I wonder why the transition for summer to winter only takes 90 days while the transition from winter to summer takes around 200 days. Most of the docks are out and the snow is starting to fly. Yes, its winter in the Northland. We are all in winter shock when the first snow hits or when we have frozen door locks on our cars because of freezing rain while we were sleeping. Hold on tight! We are all counting down the 200 days....

Wintertime does have its high points. To some a nice cup of hot chocolate in front of a fire seems to help escape the winter chill, but others seem to brave the elements and head outdoors. Ice fishing, snow shoeing down at the squadron dock, or even taking a skiing trip to one of the nearby resorts, seems to fulfill a lot of down time that winter throws at us. Its common to hear the complaints of how bad the winter is or how much we all hate it, but remember, its just like anything else, your going to get out of it what you put into it!

If you have a loss of ideas this winter, why not sharpen your boating skills by taking one of the courses our educa-

tion department has on the schedule for this winter. Its warm, informational, affordable, and why wouldn't you? What a great way to get out of the winter blues and think about boating. Our "fantastic" website has the schedule. [www.duluthpowersquadron.com](http://www.duluthpowersquadron.com)



Lt/C Todd Carlson

The Duluth Sail and Power Squadron Holiday Christmas Party is upon us. Last year was a great event with 80+ people, a great dinner, a little dancing, (ok, a lot of dancing) and an outstanding silent auction with proceeds for the Salvation Army. Those that attended had a great time and those that missed should plan on coming this year. It was a great time to see the members and share a little Holiday time with all.

I hope to see you at the party and remember to check the website for upcoming events and classes!!!

## Secretary's Report

Lt/C James Swanson P

My purpose in writing this report is to bring before the membership a very vital issue in all organizations. That issue is, what happens when we move from our mission to being an organization?

Discussion is in process regarding who is eligible to attend Squadron advanced grade classes. Should they be open to the public, or should they be "members only"? What about our other courses, like Engine Maintenance or Cruise Planning?

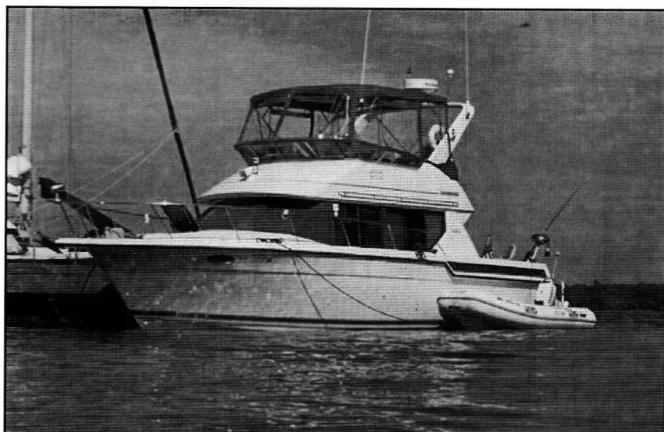
Now organization is necessary in order to get anything done, but the problem is that all organizations are in continuous danger of becoming self-serving and focusing on itself and its own survival rather than being focused outward and being of service to its community.

Every year there is anxiety over members who have not renewed their membership. Organization survival depends on maintaining membership, but are those who are lax in their renewal of membership saying something—maybe something we would rather not hear? People today will align with those groups they believe to be worthwhile, either for personal satisfaction or because they believe in those things that the groups holds up as their purpose for existence.

We have an excellent education program going, but except for our Public Boating Course the courses have been "in house" events. Should we attempt to reach out to the public by offering our whole education program to anyone interested? That is what the discussion in the Executive Committee involves. Could opening up all of our courses create a desire on the part of many to be a part of this special organization?

## MEMBER'S MARKETPLACE

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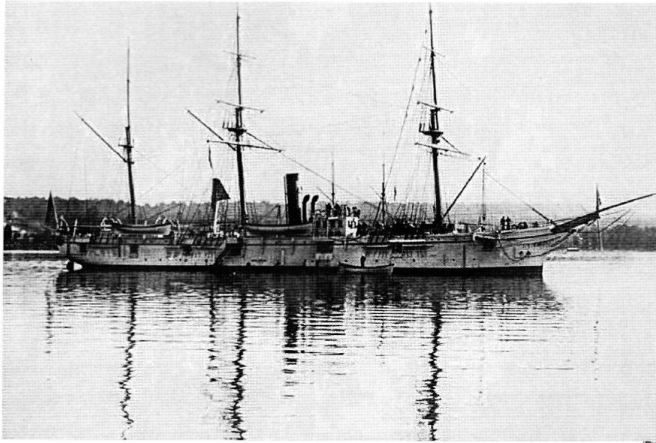


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## Boating Back in Time



Left: The U.S.S. Essex ca. 1912. Length 185', beam 35', draft 14'. The Essex had 8 gun ports on each side of it's gun deck.

Below: The U.S.S. Essex and the U.S.S. Paducah at the Naval Reserve Dock on Park Point ca. 1927



Left: The remains of the Essex can be found approximately 1/3 mile northwest of the Superior Entry on the lake side of Park Point.

The *U.S.S. Essex* was an armed naval sloop built between 1874 and 1876 at East Boston, Mass., by Donald McKay who was world famous for his clipper ships. McKay was one of the most important and famous shipbuilders in this nation's history. The wreck is historically significant as the last remaining known example of a Donald McKay vessel. The *Essex* served the U.S. Navy from 1876 to 1903. In 1904 it was employed for training duties with the Toledo Naval Militia until 1927 when it was transferred to the Naval Reserve of the State of Minnesota. The ship was finally sold for scrap for \$400 in Nov. 1930, and taken to the beach outside Duluth harbor where the ship was burned to the waterline, with the help of 200 gallons of kerosene, on Oct. 14, 1931. The remains of the *U.S.S. Essex* were listed on the National Register of Historic Places in 1994.

Source: Minnesota Historical Society



## Meet a Member of the D/10 Bridge

D/Lt/C William V. Dohr, SN  
District Educational Officer

### Background in boating

I have been boating most of my life. I remember when I was in my early teens; a friend and I used our family boat to go from the Fox River in Appleton to Lake Winnebago through Little Lake Butte des Morts, Neenah and the Neenah locks. Our boat was a 12 foot wooden Dunphy with a 10 HP Wizard outboard motor. We made it to Lake Winnebago but the waves were too much for our little craft and we had to turn back.

About that same time our family built a lake cottage on Long Lake in Waushara County. On this lake we boated, sailed and fished. We are still there and are still doing it. In the early 60's, a sailing club was formed and I have been racing an M-16 sailboat there ever since. In the early 80's we started chartering cruising sailboats in Bayfield, and Sturgeon Bay. We liked it so much that in 1993 we bought a Pearson 303, a 30 foot sailboat and we sailed it out of Sturgeon Bay for many years. We just sold the boat last month because we felt it was time to move on to something else. We are now down to seven boats, all very old. There is a runabout for water skiing, a utility boat for fishing, a Laser sailboat, a 1976 wooden M-16, an inflatable dinghy with many patches and a few leaks and two canoes. One of the canoes is a treasure: a 1936 wooden Old Town.

### Why I joined USPS

In June of 1994, on our second outing with the Pearson, we sailed the boat onto a rocky reef in the waters of Green Bay between Chambers Island and Sister Bay. I thought I could read a chart very well and thought that I had cleared the reef when I made my turn toward Sister Bay. However, if I had known about danger bearings, I would have known that I was not yet clear of the reef. We were able to get off the reef by back winding the jib and reversing the auxiliary engine. I didn't know then about kedging off. Everyone was fine (except for the captain's ego) and the boat only needed minor repairs to the hull. However, I knew then that I needed more boating education. I visited a USPS booth at the Racine boat show in August and I found that a basic boating course was starting soon in Wausau. I attended the

course, joined the squadron and in 6 years completed all of the courses. That not being enough, I took a Coast Guard License prep course in 2002 and I now hold a 50 ton Masters License with a Sail endorsement. In the future, I intend to take the USPS University seminar series and work to obtain various levels of certification.

### Why I will stay in USPS

I have made so many friends not only in our squadron but in the district. That friendship has afforded Bernie and me boating opportunities that we would not have had if we had not belonged to USPS. We helped my JN and N instructor Jack Milbauer when he brought his 46 foot Grand Banks trawler from Florida to Sturgeon Bay in 2002. We joined him on the Intracoastal Waterway (ICW) for the Jacksonville to Baltimore segment. We boated in the San Juan Islands in the State of Washington in 2005 on the USPS National Cruise with our St. Paul friends, Art Mollica and Greg Holmen. We boated with Roy and Donna Van Dreser on Tampa Bay several times. The list goes on. It is my USPS friends that make belonging to this organization so special.

### USPS outlook

I am excited about USPS University, the new seminar series, the new Boat Operator Certification Program and the exam waiver. I believe that it will help retain members and make it easier to recruit new members and help the organization grow.

### Conclusion and most immediate needs

We need ways to keep our existing members involved and need to find new ways to develop squadron leadership without recycling former officers. Finally, thanks for allowing me to serve as your district educational officer these past three years. It has been a great experience.



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**Attention!!**

***The date of the next Change of Watch has been moved to  
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***Mark Your Calendar!***



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Vice President - Investments

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## What IS **Advanced Piloting** anyway?

By Lt/C Kay Bakke AP

**Piloting**, the pre-requisite for **AP**, is the first in the sequence of USPS courses on navigation, covering the basics of coastal and inland navigation. **Piloting** focuses on navigation as it is done on recreational boats today and embraces GPS as a primary navigation tool while covering enough of traditional techniques.

**Advanced Piloting** continues to build coastal and inland navigation skill, allowing the student to take on more challenging conditions – unfamiliar waters, limited visibility, and extended cruises. GPS is embraced as a primary navigation tool while adding radar, chart plotters, and other electronic navigation tools. As with **Piloting**, the course includes many in-class exercises, advancing the student's skills through hands-on practice and learning. Topics covered include:

- Review of skills learned in Piloting

- Advanced positioning techniques such as advancing a line of position
- Other electronics: radar, depth sounders, autopilots, chart plotters, laptop computer software, etc.
- Hazard avoidance techniques using electronics (e.g., "keep out" zones in GPS)
- Collision avoidance using radar and GPS
- Working with tides: clearances, depth, effects of current
- Piloting with wind and currents
- The "Seaman's Eye" – simple skills for checking that one is on course

If we have peaked your curiosity and you have extended cruising in your future, **Advanced Piloting** could be the course for YOU.

# Marine General

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(Continued from page 1)

families went on a trip on the Mississippi and St. Croix usually from Prescott, up the big river through the St. Anthony Locks, north into Lake St. Croix or south to La Crosse and beyond. When I reached my early teens going in "Uncle" Lee's boat was much more exciting than in dad's boat. Later there were many more trips with him and his crew in the "Maggie Lee" down the Ohio, the Cumberland and the Mississippi south of Davenport. When the Maggie Lee sunk, hit a rock, I was awarded its port side, which hangs in my garage to this day. The sides of the boat listed many of the wonderful trips Lee had taken in it. When he died, I inherited his Ensign, known then as the flag with the distinct vertical stripes; he for many years he was a member of the Fox Cities Squadron, driving from Wisconsin Rapids to attend meetings. I flew that Ensign on the back of my boat for a few years until some squadron member asked me what squadron I belonged to; when I answered "I did not belong...", I was informed that only members could fly that Ensign. That was about the time that the Central Wisconsin Squadron was formed and why I had to become a member of USPS.

Today Jenny and I have a trailer boat, largely left on its Shore Station at Green Lake, Wisconsin. My recent interest has taken a tilt towards kayaks, which I enjoy putting in almost anywhere in the central Wisconsin area. An especially interesting trip my son Greg and I have enjoyed was down the Kickapoo River in southwestern Wisconsin.

#### Why I joined the USPS

In addition to being forced to join USPS in order to fly Uncle Lee's Ensign, I learned in the mid 1980's, when I had several opportunities to take our children to Cat Island (in the Apostle), that my boating skills were lacking. We went out there 22 miles into Lake Superior in my then 17 foot boat with only a pocket compass. On one occasion, we were quite lost in the fog when we were 100 yards off Cat Island. I knew that I needed some boating education, such as how to use a compass and avoid hyperthermia, something I also had experienced one miserable day in June going to Cat Island. Therefore, I took a Squadron Boating Course and later joined the Green Bay Squadron of

which Central Wisconsin was then a unit. I was at Green Bay in 1989 when we got our Charter. In addition to the education, we have enjoyed all the wonderful friends we have met at National, district and squadron levels.

#### USPS Outlook (5 years)

It seems to me that the most important side of the USPS Triangle right now is the education side. It is a key to new members, and hopefully will assist in slowing down and maybe halting the membership slide. We must look to the USPS University initiative to make us more relevant to the future and to those who might seek to join with us. It is also a potential key to our financial future. The recent developments in recruiting new members should help, but no one wants to remain long in an organization that does not meet their needs, socially and developmentally. Therefore, we must get those new members into responsible positions with our squadrons and offer them the relevant education they need. The new governance changes adopted at our Norfolk Governing Board and those to be adopted in the future will result in a much leaner and more responsible National Organization, something that has been needed for a long time. With all of this, I believe that we will be ready to move on and stop this membership slide, insure financial health of the National organization, and become a much better organization.

#### Conclusion & Most Immediate Need

Let's get going with welcoming the new members and focus on what those new members can bring to us and what their needs are. Our new initiatives will bring to us new members, but to keep them we have to get them involved and keep them involved. Despite all the changes in the works for USPS, its districts and squadrons, let us not forget that our obligation as present members is to "Make the Best Better."

Happy Fall boating and lots of luck with all those educational, social, and civic activities we will all be involved in as the boating season comes to an end. There is nothing better than "messing around in boats" with your friends and family.

#### Sign up for Safer Boating

Duluth Sail and Power Squadron will offer two **Squadron Boating Courses** to the public during the Winter of 2008. SBC is the beginner boating course, packed with information to become a safe and knowledgeable boater. Please encourage your boating friends or family to join one of the courses.

Both courses are held at:

#### Duluth Central High Community Education:

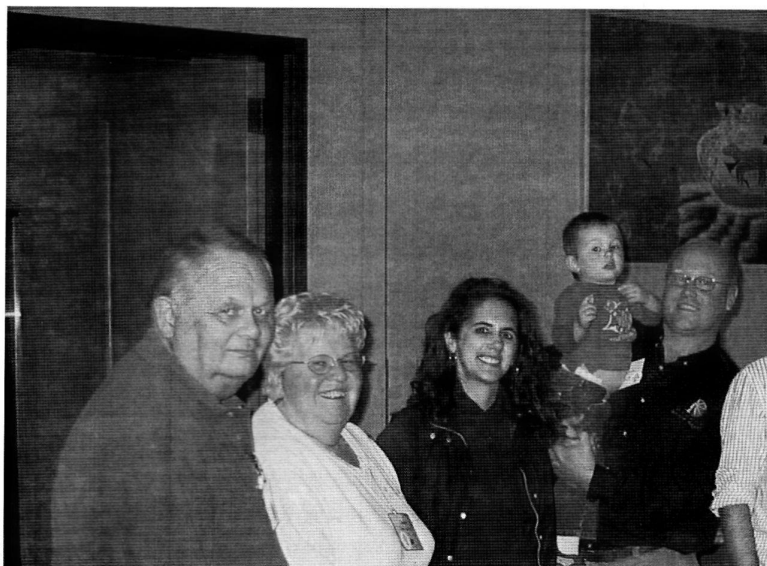
7 Wednesdays beginning Jan. 9, 2008 **OR**

7 Tuesdays beginning March 11, 2008.

All evening classes are from 6:30 -8:30

To register contact P/C Grady Strand

@ 724-2293



Duluth Sail and Power Squadron members and guests who attended the Fall D/10 Conference at Wisconsin Dells include: (from left) P/C Dave Carlson, Corinne Carlson, Kristi Stokes, Tanner Stokes, 1/Lt Dave Stokes, and (below) Andy George and his friend Katie, Cdr Murray George, P/C Len Robinson, Lynda George, Lt/C Kay Bakke, and John O'Neill

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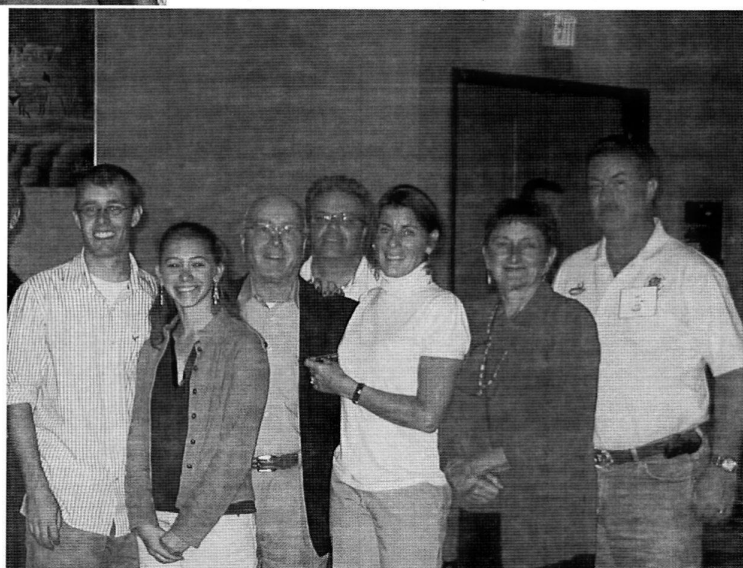
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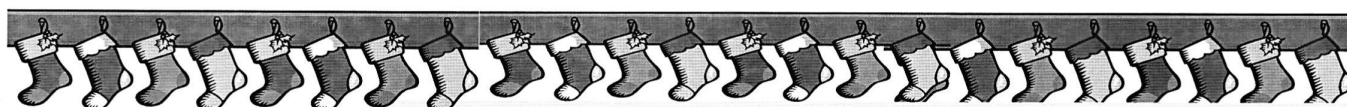
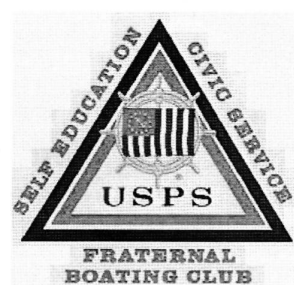


# December 2007

## Schedule of Events

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8 DSPS Christmas Party
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24 Merry Christmas		26	27	28	29
30	31					

- Dec. 8—Christmas Party at the Androy in Superior



# January 2008

## Schedule of Events

- Jan. 3 Executive Board Meeting
- Jan. 7 Advanced Piloting Class Begins
- Jan. 9 Engine Maintenance Class Begins

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			2	3 Exec. Bd. Meeting	4	5
6	7 Advanced Piloting Begins	8	9 Engine Maintenance Begins	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

For the most up-to-the-minute information, see [www.duluthpowersquadron.com](http://www.duluthpowersquadron.com)



## Proper Knots Key to Boating

PDC Harvey Hengel, SN

P/C Candy Hengel, SN

### Three configurations cover most situations

Ropes, knots and boats go hand in hand. Every boater will have to tie a knot at some time.

It would be almost impossible to own or use a boat and not have the need to tie it up to a dock, mooring ball, drop anchor, raise a flag or a hundred other daily routine chores on a boat without the use of rope (lines) and knots, bends or hitches.

The wrong knot will lead to trouble and the right knot, properly tied, will hold under extremely heavy loads. The selection of knots included here will cover most boating situations involving the use of rope. Learn a few key knots well because whether you sail or powerboat, sooner or later you will need to know them.

**Bowline:** It is one of the most useful knots you can learn. The bowline forms a secure loop and is easy to tie and untie.

Form a loop a short distance from the end, allow for the size of the loop and the knot itself. Pass the end of the rope through the loop as though making a simple knot. Pull the end through, then around the standing

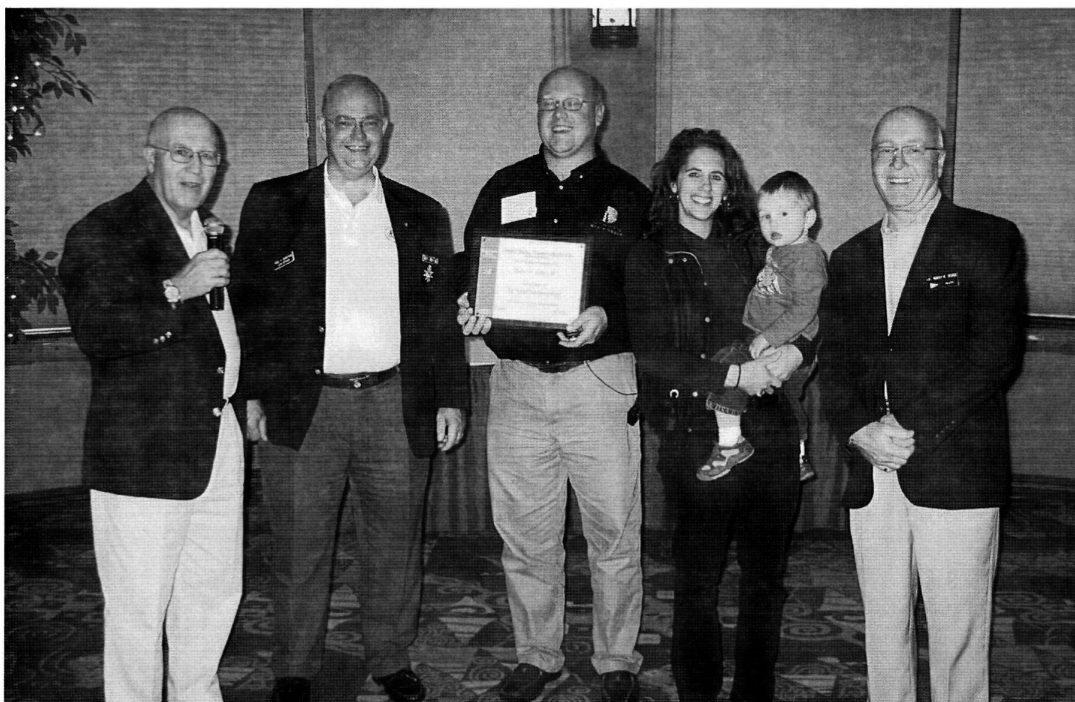
end and back through the loop to finish the bowline.

**Rolling hitch:** This is the hitch to use to attach rope temporarily to a piling for a lengthwise pull. While the sheet bend has three loops around a piling or pier, the simpler clove hitch consisting of a couple of half hitches also works well for tying to a piling or post on a dock.

Pass the end round the main rope to make a half hitch. Follow the first half hitch round the same path but up away from the standing end. Pull the end tight to tuck the second turn in. Continue round the main rope in the same direction to make the final half hitch.

**Sheet bend:** This is the utility knot used for bending or tying two lines together. For this purpose, the sheet bend is used more than any other method for tying tow lines together. It is also easily untied. The sheet bend is similar to the bowline and is tied in the same manner offering only that one end is tied to the bight (loop) in another rope instead of being tied in its own bight.

Form a loop in the thicker rope and hold it in one hand. Pass the thinner piece of rope through the loop and then round the loop. Take care to go under the short end first then around the long end. Tuck the smaller rope under itself.



During the recent D/10 conference at Wisconsin Dells, 1/Lt Dave Stokes accepted a 50 year membership certificate on behalf of his father, P/C Robert Stokes.

D/C Maury Rice and R/C Noel McKeown presented the award as Kristi and Tanner Stokes and Cdr Murray George looked on.

*Photo by Dave Carlson*

## Looking for Classmates

**Junior Navigator (JN)** texts have been revised, updated and (the good news) made less complex. **Navigator (N)** texts are in revision now and will be out in late 2008. I have received a request from a member who wishes to review **JN** and then take the full **Navigator** course.

Anyone interested in forming a study group?

Anyone interested in leading/teaching a **JN** course?

Contact me if you have questions or are interested at  
kbak@cpinternet.com

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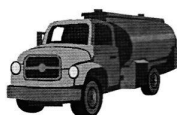
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Was this ship grounded off St. Louis Ave. on 11/24?

Photo by John Bray