

## New Leadership for DSPS

Commander Mary A. Brisky was sworn in by D/C Al Harmon at the Duluth Sail and Power Squadron Change of Watch on March 1, 2008. Cdr Brisky was also Commander in 1994. More photos on the back page.



## Plans for Fitting Out Party are Underway!



Planning for the Fitting Out Party has begun. As you can see, a core group is working hard to make this Fitting Out the best event possible. Mark your calendar—Saturday, April 26, for Food, Games, Live and Silent Auctions, and much more! The proceeds pay our Squadron Dock expenses, help with Education costs, and all of our other activities throughout the year. Now is the time to solicit businesses for donations for the live and silent auctions. Or, clean out your garage and

find a quality boating item that you can donate. We need everyone's participation for a successful event. If you were there last year, you had a great time. If not, you don't want to miss it again! Questions or Ideas? Want to join the planning committee? Contact Todd Carlson <todd@carlson-lakeshore.com> or call Todd at 218-348-4733.

See Page 9 for More on Fitting Out

Volume 2008 Issue 2

April, 2008

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## New Member News

### Congratulations and Welcome to the following New Members:

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The *United States Power Squadron* is  
America's #1 Boating Organization.

If you would like information about  
becoming a member, contact  
P/C Charlie Grubb @525-4344 or  
Lt/C Valerie Ouellette @727-6079

**We're on the Web**

**[www.duluthpowersquadron.com](http://www.duluthpowersquadron.com)**

## Commander's Report

As my first order of business, I would like to thank you for your support and this opportunity to serve as the commander of the Duluth Sail and Power Squadron for the Watch Year 2008-09. I appreciate the opportunities that come with Squadron membership - education and fellowship being two out of a list of many - and I consider it a privilege to represent you in the community and at USPS District 10 functions.

During the past several months, I have worked with the Nominating Committee and our Officers to interview many of our members regarding their perspectives on various aspects of Squadron activities. These frank conversations have helped us to identify some of our strengths, weaknesses, and direction that our leadership team will focus on during this next year. Because our Squadron has such a diverse membership - young & old, new & experienced boaters, involved & non-participating members - it is important that we continue to have programs and activities that maintain interest, promote participation, and meet membership needs. Because it is every member's responsibility to look after the well being of this Squadron, I would encourage you to reach out to the Executive Committee if you have any ideas or suggestions.

During February, a meeting of Past Commanders was held to draw out their ideas on numerous topics including membership, education, and mentorship. Although small in attendance, we had some great discussions. An underlying theme and a fundamental concept that came out of this meeting and in conversations with other members is "membership involvement through education". Membership entitles you the opportunity to enroll and take part in our locally offered education courses - the finest available, bar none. Experience has shown, that in the sharing of a common interest - the love of boating - these courses facilitate a unique connection between participating members and increase one's personal satisfaction of being a member.

The saying "experience is the best teacher" can be somewhat misleading in regard to boating safety and navigational skills. Boating knowledge is best learned in a classroom instruction. Once the basic knowledge is acquired and practiced, experience can reinforce the

learning and confidence is then gained. It has been my experience, that our advanced and elective courses have prepared me to become a better and safer boater. Through completing these studies, my hus-



**Cdr Mary Brisky AP**

band and I have a greater confidence and enjoyment in our boating activities. We have acquired some valuable knowledge and skills, should we ever have to face real-life, difficult boating situations.

Like many of you, education is the main reason why I first became a member of the Duluth Squadron. Our Education Department will be offering a number of courses this year, taught by dedicated and qualified instructors. As we are on to the start of new boating season, I would encourage you to take advantage of our educational courses. If you haven't completed Seaman-ship or Piloting, why not consider doing so this year? If you are short on available time, check out the upcoming seminars planned for May. In addition to learning more about boating navigation, you will benefit from the interaction with our instructors and other members in attendance.

I am looking forward to working with all of our departments and committees during this next year. We have put together a great team to engage our members in our various Squadron programs and activities. Regarding our focus on education, I hope that you feel the same as I do - that safe boating, personal achievement, and enjoyment is a natural byproduct of completing our educational courses.

Respectfully submitted,

Cdr Mary Brisky, AP

## Education Officer's Report

### Profile of a Life Long Learner

"I'm pretty sure there is more that I can learn." This statement echoed from 3 long time members of the Duluth Sail and Power Squadron in the past year. Bill Carlson, Harlan Eggert and Jim Munger exemplify the energy, commitment, passion and curiosity of life long learners. They all participated in a workshop for instructors to collaborate and tune their computer skills.

Between them, they have 82 combined years of membership, learning and service to our squadron in the education and safety departments. They have enthusiastically taken or taught many squadron courses and concepts during those years. We have all been a teacher of something at one time or another and probably know "to teach is to learn." Bill, Harlan, Jim and many more of you, continue to selflessly contribute to the safe boating education of the public and our members and for that I commend and thank you!

If you look in the roster behind the names of these members, and others, you will see they have a long list of educational accomplishments. By continuing to explore, life long learners accept their vulnerability. As the above men attest, by opening our minds to new learning or refreshing old, we make ourselves vulnerable; we can continue to learn; we do not know everything. Admitting that to ourselves and others takes courage and wisdom. Wisdom to understand that every opportunity we accept to learn or share our knowledge translates to Safe Boating in this exceptionally beautiful marine environment which is our home port.



**Lt/C Kay Bakke, AP**



Engine Maintenance Class with their dedicated teachers, Bill Carlson and Harlan Eggert (second and third from left).



On March 5, participants in the Safe Boating Class mingled with the Engine Maintenance class while waiting for their test scores—they all passed. Several of the Safe Boating graduates became Duluth Sail and Power Squadron members that evening.

*"The Pessimist complains about the wind, the Optimist expects it to change,  
the Realist adjusts the sails."*

*William A. Ward*

## Executive Officer's Report

### *Notes from the Captain's Log Dated March 9, 2008*

It was a nice clear morning in Bayfield when I stepped out of the hotel where I was staying. The sun was starting to crest above the lake and the damp chill in the air was starting to dissipate from the heat of the sun. Today was going to be a great day for a ride and hopefully a chance at some fishing.

I departed from Bayfield with all gear on board, a crew of friends on hand, and a full tank of gas. As I approached the beginning of the West channel, I noted how great it was to be on the lake this time of year. It is not often to be taking a trip like this in March.

We are now approaching Basswood Island, I could start to make out the south tip of Oak, then Hermit and Stockton, and if I strained my eyes, I could make out the lighthouse on Raspberry Island. The ice formations on the banks of Stockton Island were majestic. The ice formations were very tall. Each of the formations was a different shape and color. I passed by Manitou and Ironwood Islands, remembering a trip from last summer and the hot days in the August sun. I recalled a couple of successful fishing adventures around the north end of Cat and the flats of Outer Island.

I am now on the approach of my destination, Cat Island. My crew and I arrive and stop in between the west side of Outer and east side of Cat. One of the guys hollers, "How deep is it?". I take a look at my depth finder and answered him, "Around 200 feet, What do you think?" The rest of the crew is shuffling around in their bags, pulling out fishing gear. "It looks like we are fishing here today", I shouted. I am thinking, why not? This is the first time I have ever stood between these two islands on 10 inches of ice. Did I mention it was 200 feet deep?

The crew spreads out and starts setting up for what, I think, was the best day I have ever spent ice fishing Lake Superior. We caught a few nice Lake Trout that day, and enjoyed the spring-like weather. It was a type of tranquility, to be that far from land with nothing but some fishing equipment, a few snowmobiles, and some great friends.



**Lt/C Todd Carlson S**

## Safety Officer's Report

National Safe Boating Week is coming in May. Look for more in local news.

Records at National show that Duluth did 311 vessel safety checks. Thirteen examiners are listed; however, some of the examiners do not remain qualified for 2008 because they either did no VSCs or did not report to me. VEs who missed their 5 qualifying exams may re-qualify by doing two VSCs with a qualified examiner this year. A VSC is a great educational tool for everyone who participates.

Look for coming events. Sometime in May I expect to have a session for ALL VEs to hone their talents at an Annual VE Workshop. At this time members who wish to become Vessel Examiners will start to learn the ropes and we will set up a pattern for the 2008 season.

Again this year look for a joint Squadron/Auxiliary Safety Check

Day at Barker's Island in early June—date TBA. I expect a day in late May or early in June for VSCs at the Squadron Dock.

One notable change in terminology this year: We shall no longer use "Personal Flotation Device". From now on PFDs are to be called Life Jackets.

Statistics nationwide continue to show that drowning are a major factor in boating fatalities and that a majority occur because the victims were not wearing their Life Jacket!

REMEMBER; BOAT SMART FROM THE START. WEAR YOUR LIFE JACKET.



**Lt. James Munger, N**

## Administrative Officer's Report

### It's All in the Family

As your new Admin Officer, I've entitled my first submission to our Channel Chatter "It's All in the Family," for several reasons. Most of you know me, but for those who don't, boating has been in my family for years. My father, Past Commander Robert Stokes just received his 50 year membership honor from the Squadron. I had the privilege and honor of growing up in boating and around the squadron thanks to my parents. What a gift to give a child; this Great Lake and the fraternity of this great organization! The squadron has become our extended family.

For our new members, you have made a wise, life-changing decision. For our seasoned salty members, I salute you for your dedication, commitment and hard work over the years. When I was asked to step up into this position, I asked myself if this was a good time. Then I realized there is never the perfect time in this hectic, fast-paced world we all live in. I thought about all those who have come before me and all those who are giving so much of themselves right now—what if they hadn't said yes? There's no doubt the squadron has made a tremendous impact on the safety of our waterways, and it's made time away from the dock more enjoyable as well. Currently, we have more than 50 people in positions with titles—wow! And that's not counting all of the members who do so much at all of our big events and behind the scenes. This is a small army of volunteers making our waters safe and fun. If we all give a little, it makes it easy. Besides, those merit marks quickly add up over the years and soon, you too, could be honored with a life-time membership

(due s free). The dock alone, our "crown jewel," makes membership well worth the investment. So, row, drive, camp, swim and sail—just get down there and enjoy it.



**Lt./C David Stokes and Tanner**

In closing, my photo is with our son, Tanner, last summer at Presque Isle aboard our Boston Whaler. My hope is that someday, he writes his first article as an officer for the Squadron and feels as blessed as I do to have enjoyed this family tradition.

Let's remind ourselves not to take our Squadron for granted and work together to grow our Sail and Power Squadron family. We have a great season ahead and I invite you to contact me with ideas or concerns-- stop by the Purr-ecious Time at Sand Point Yacht Club anytime. Smooth sailing, and keep er' between the buoys!

I look forward to serving you,

Admin Officer Dave Stokes

### Your Help is Needed

To help your Squadron maintain our records, please send the following information to Dave Carlson, 4805 Tioga St., Duluth, MN 55804-1659 or [dcc@chartermi.net](mailto:dcc@chartermi.net)

Name \_\_\_\_\_  
 Phone \_\_\_\_\_  
 Cell # \_\_\_\_\_  
 Birth Date \_\_\_\_\_  
 Boat Name \_\_\_\_\_  
 Home Port \_\_\_\_\_

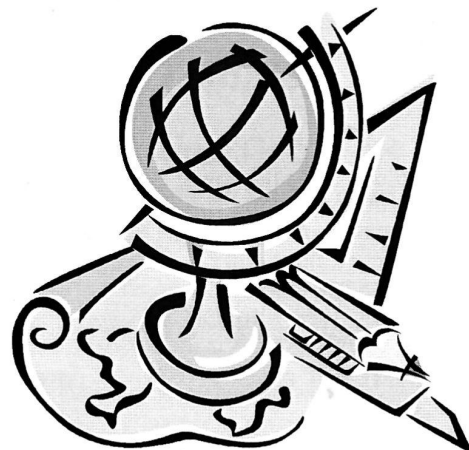
Address \_\_\_\_\_  
 Work Phone \_\_\_\_\_  
 Email \_\_\_\_\_  
 Spouse's name \_\_\_\_\_  
 Sail or Power \_\_\_\_\_

## Updates from the Education Department

Opportunity to Serve Education Department Needs: Chairman of Advanced Grade Courses (Seamanship, Piloting and Advanced Piloting)

Duties: work closely with Education committee and Education officer to...

- serve on Education committee which meets once a year
- coordinate/arrange instructors for advanced grade courses (three at this time)
- obtain member registration, collect registration fees
- coordinate with Education officer to order texts and exams
- arrange course meeting room
- send information to *Channel Chatter* editor and web master to advertise member course schedule
- assist during opening night of class, register students
- assist with exam administration if necessary
- must be computer savvy, have internet access and use it



Note: the organizational structure, class schedule, instructors, fee schedule and a checklist for offering a course is complete. A chairman is needed to coordinate and carry out the process.

### Seminar Series to be offered During Safe Boating Week

USPS University is a new program targeted to a range of boaters and types of boating. The hallmark of this concept is the *Seminar Series*. These short seminars are targeted to specific topics and needs; with a two-hour format, and valuable take-away guides. If you have difficulty finding time to take an eight week member course, but want a method of increasing your safe boating knowledge, seminars are for you. Each seminar provides credits toward the soon to be released *Boat Operator Certification* program, and credit toward elective courses.

**What?** short seminars, targeted to specific topics, needs with a two-hour format and valuable take-away guide to keep on your boat

**Why?** one-time, short course packed with information aimed at a range of boaters and types of boating

**When?** One each night, during the week of May 19-22, Monday through Thursday

May 19, Monday	Using GPS
May 20, Tuesday	Onboard Weather Forecasting
May 21, Wednesday	Using VHF & VHF/DSC Marine Radio
May 22, Thursday	How to Use a Chart

**Where?** Central High Community Education, 800 East Central Entrance, Duluth

**How much?** Cost for each course: \$25 members  
\$30 non-members\*

**Register** by email at kbak@cpinternet.com

Watch the website at [www.duluthpowersquadron.com](http://www.duluthpowersquadron.com) for availability

\* The public is encouraged to attend any of these seminars to gain safe boating knowledge with no obligation of membership. The Duluth Sail and Power Squadron will briefly describe the goals, programs and advantages of membership in the United States Power Squadron and welcome applications for membership.

### Safe Boating and Weather

One of the most important items on our float plan check list is to have an up to date weather forecast before we leave the dock.

Meteorologists at the National Weather Service in Duluth issue a Lake Superior forecast daily during the boating season. They also issue small craft warnings as needed. Some of the information needed to make the forecast accurate as possible comes from computer models, RADAR and local observations. This information is also used to report current conditions on the lake.

The National Weather Service is asking if members of the Duluth Sail and Power Squadron are willing to assist with weather observations on the western end of Lake Superior. They will train squadron members to become weather spotters. The training, which is a 90 minute presentation followed by time for questions, will take place in May.

We are privileged to have Carol Christenson of the National Weather Service in Duluth attend our **April 17 General Meeting**. She will present a brief overview the SKYWARN Spotter program, answer questions and take registrations for the two hour training May 8, which is free.

#### SKYWARN Spotter Training

**Carol Christenson, National Weather Service**

**May 8, 6:30-8:30 p.m.**

**Central High Community Education  
800 E Central Entrance, Duluth**

**\*Free\***

We hope that you will find becoming a weather spotter a good way to benefit the boating community in our area including the Apostle Islands.

If you have questions send an e-mail to Larry Anderson at  
[ljande@earthlink.net](mailto:ljande@earthlink.net)

To register email Kay Bakke at [kbak@cpinternet.com](mailto:kbak@cpinternet.com)

# PREDICTED LOG

By P/C Bob Ouellette AP

OK so you've taken Piloting, Advanced Piloting, JN, N ....NO????

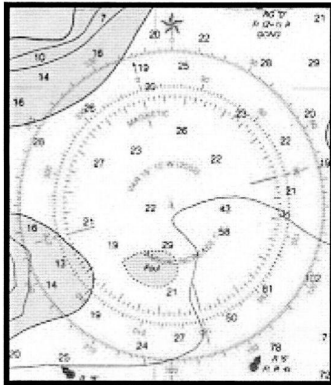
All right, but if you are a USPS member you did learn Time Speed Distance, remember 60 DST?

**Good!!**

## You too can run a Predicted Log!

The Duluth Sail and Power Squadron is planning to put on this event again this year so get ready. Check your compass accuracy, a good thing to do anyway if you plan to leave the dock. You should also be able to determine your speed with your tachometer. You get a course to run, it will have four legs so you end up where you started, you predict how long it will take, you tell the timekeeper when you start and when you finish. How easy is that? Oh you don't use a watch, GPS, autopilot or any of those other things that you can't really depend on. An observer/timekeeper rides with you to keep track of time for you. Some of you are very sure of your abilities, but most of us hate to look like fools, if that's you don't worry. I've done it! How hard can it be! I even wrote about my first time.

Watch this publication and our website for a time and place.



## My First Time

"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 a Predicted Log 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, wind speed, 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

# What is Fitting Out ?

***Duluth Sail and Power Squadron's Fitting Out Party, complete with Dinner, Silent Auction, and Live Auction will be held on Saturday, April 26, 2008 at the Shrine AAD Temple.***

*If you are a new member, or have never attended Fitting Out, here's how it works: Every year the Squadron holds Fitting Out, a fund raiser in which monies are raised to provide operating capital for the coming year. The event is held shortly before boating season starts, and can be a good way to outfit your boat for the coming season. Members are asked to donate items to be auctioned off. These donations can be new or gently used good quality items, services, gift certificates, hand crafted items—use your imagination! Members are also asked to solicit vendors for donations to the auction. Fitting Out is our only fund raiser of the year, so everyone's participation in this event is appreciated.*

**Social Hour**

**Silent Auction**

**Live Auction**

**Dinner**

**Games**

***Watch your mail for a flyer with all of the details.  
If you would like to help with this event, contact***

***Todd Carlson @ 218-348-4733***

***todd@carlson-lakeshore.com***

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## MEMBER'S MARKETPLACE

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14' 8" beam, large enclosed heated flybridge, twin Cat 3208TA 375hp diesels, 12.5 Westerbeke generator, Ray Marine E120, always freshwater and indoor winter storage. \$249,900  
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2 control stations

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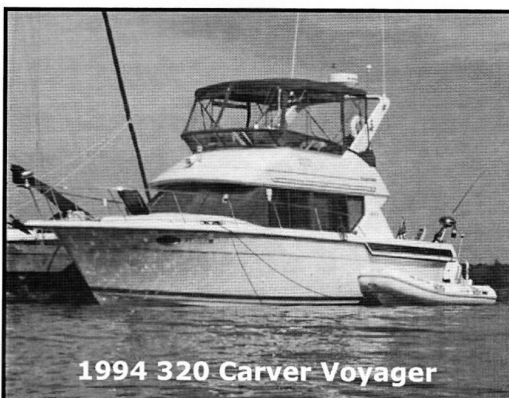
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218-393-6273**



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Trade**

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All Electronics,  
Generator,  
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Full Frig,  
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Cummins Diesel  
Open to trade for  
30, 32, or 34'  
Contact  
Tom Rossini  
612-747-9188



**Pearson 30 For Sale**

For complete details and a DVD showing the boat contact:  
218-727-3975 or 218-727-7076 or markcjennings@gmail.com  
Well maintained, well equipped, many upgrades, \$18,000

## MEMBER'S MARKETPLACE

**For Sale: 1989 Tiara 33 Open**  
**Loaded with fresh electronics**  
**Low Hours—Fresh Water \$77,000**  
**Contact Mac Scott @ 715-394-5212**

**2001 Zodiac YL 10' RIB with molded fiberglass floor and transom, rigid v-hull, plywood seat, high pressure foot pump, 2 aluminum oars.**

**Rated for up to 15 horse motor.**

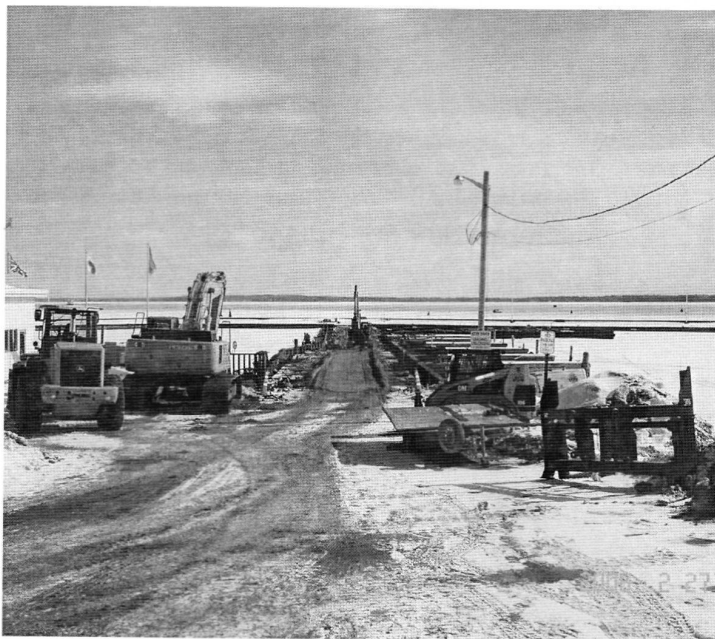
**\$2400**

**218-525-4522 Lucky Nelson**



**1984 Century Cortez Grande 300**

10'6" Wide, Sleeps 6, Twin 488 Merc Cruise, 188 HP, 10, 1200 hours, Newer Full Canvas, Many Extras, Bunk Trailer  
**\$9,900 728-5714 or 348-4354**



Bob Hansen sent in this photo of the dock in Bayfield, WI. He writes:

"Here's a picture of the one million dollar dock reconstruction in Bayfield. The wood has been replaced with steel piling and they are working hard. I look forward to using it this summer."



***Boat and Boat Slip***  
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## Duluth Sail and Power Squadron Annual Financial Report

2-1-07 thru 1-31-08

**February, 2007** – this is a pretty quiet month. There was a small amount of revenue collected for Cruise Planning class. At this time of year we renew our P. O. Box rental as well as the Bulk Mail permit for a total of \$200.00 expenditure. Other Expenses were mainly preparing for Change of Watch. We did purchase Quick-Books accounting software to fall in line with District and the other squadrons.

**March, 2007** – Revenue this month was for Education classes, some dues and the meals for COW. The funds for COW will be turned around and paid for the event. Expenses were mainly for COW. We also purchases software for the Web Page (\$106.43) and paid the security deposit with the Shine facility for the rental of their hall for Fitting Out. (This will be refunded after the event).

**April, 2007** – This is always an active month. Primarily because of our Fitting Out fund raiser. After all expenses were in, we netted profit of \$8,690.78. A huge success! We also received \$1,615.60 in dues income. Expenses were mainly associated with Fitting Out as well. The largest for the caterer for \$1,012.20. Another expense that hits in April is the printing of the Roster. Most of this expense is covered by the advertisements on the inside front and back cover.

**May, 2007** – Spring has arrived and the dues revenue is coming in fast and furious. We also received the \$300 deposit from the Shrine back. We are receiving Advertising revenues from the roster and Channel Chatter advertisers. Misc. expenses were paid out for the Fitting Out party and some Spring Conference reimbursements were paid out.

**June, 2007** – The Fisherman's Platter contest occurs in June. All proceeds are paid out in prizes so this is a wash. We continue to receive dues from National as well as ads being paid. We had an expense of \$510.00 from the accountant for preparing the 1990, and 1990T tax reports. Two Certificates of Deposit were purchase from the Fitting Out Party proceeds. This will produce better interest rates than the checking account.

**July, 2007** – Duluth Squadron hosted the Great Lakes Cruising Club picnic at the squadron dock. Small activity with dues but otherwise a quiet month.

**August, 2007** – The 242 used the Squadron dock and graciously donated \$250.00 for the privilege. We are preparing for Corn Roast Weekend and the reservations are

starting to come in. Again we received some dues from National for \$229.60. This is the month that we pay the annual fee for the Education Fund. This is \$1.00 per member for a total of \$221.00.

We also purchased new burgees with the 50 year gold boarders for about \$450.00. These will be sold during the Corn Roast as well as throughout the year.



Lt/C Valerie Ouellette, AP  
Treasurer

**Sept, 2007** – This is a very active month for the Treasurer's Dept. The Corn Roast did not produce any profit but a great time was had by all. The Band was a big part of that expense so next year the committee will seek out a more affordable entertainment choice. The Ship's store liquidated obsolete wearing apparel with the hope of ordering new and up dated styles. We have a need for someone to help with the Ship's Store – no takers yet!! The Dock lease comes due in Sept with an expected annual increase of 3%. Total for the lease is now \$1,909.62.

**October, 2007** – Very quiet month – not much to report. Standard monthly bills to be paid and very little revenue.

**November, 2007** – The insurance for the dock is due in November. The amount is \$1,600.00. Other expenditures were reimbursements for the Fall Conference. We received \$150.00 for Boating Course that was held.

**December, 2007** – We had our annual Christmas party again with the silent auction to benefit the Salvation Army's Toys for Tots campaign We were able to purchase \$1,200.00 in toys. Income and expenses this month were tied to the Christmas Party for the most part.

**January, 2008** – This is the end of our fiscal year. Our major expense is for the purchase of Education materials getting ready for classes starting. Income was primarily from sale of text for the Engine Maintenance, AP, and Safe Boating Courses.



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## Merit Marks

By Cdr Mary Brisky AP

### Definition from "The USPS Operations Manual"

A "merit mark" (MM) is awarded by the chief commander to a member for substantial personal effort in furthering the interest, programs, and objectives of USPS, its districts and squadrons. It is a coveted award; it is by and large the only official recognition members receive for their efforts.

### Definitions from "Webster's New World Dictionary"

**mer – it** *n*: 1. the state, fact, or quality of deserving well; 2. worth; value; excellence 3. something deserving reward, praise, or gratitude 4. a reward or honor given for superior qualities or conduct.

**mark** *n* 1. a visible trace or impression on a surface 2. a sign, symbol or indication. 3. a standard of quality, proficiency, propriety, etc.

Once a year, squadron commanders have the opportunity to submit recommendations for merit marks to the chief commander of the United States Power Squadrons. For many years Len Robinson, serving as the merit mark chairperson for the Duluth Squadron, has maintained the list of our members that have performed significant work on behalf of the Squadron, noting the nature of the work and the result. Len is currently revising a form to collect information and will distribute it once it is updated.

Reminder to all committee and event chairs....please keep accurate records and maintain a listing of your activities and the individuals that are helping out, so that they can be recognized for their efforts. With many of our programs already underway, please keep the list current so that we will not have to backtrack prior to the deadline this Fall. If there seems to be anyone missing on the 2007 merit mark list, please contact Len Robinson so that we can resubmit the information.

## Thank you to our 2007 Merit Mark Recipients, for your contributions to the Duluth Sail and Power Squadron.

Anderson, Marv	Dahl, Doug B.	Hesch, Carol	Olson, Kenneth R.	Schomburg, John S.
Bakke, Kay	Desmedt, Gloria	Hesch, Joe	Olson, Mary Jane	Soetebier, John W.
Barnum, David C.	Eggert, Harlan A.	Hinsa, Anita M.	Osvold, Mary	Solberg, David A.
Berkeland, Ron	Evanson, Larry R.	Johnson, Rick	Osvold, Terry L.	Stokes, David R.
Beste-Wuorinen, Gina	Farrell, Steve	Kylmala, Keith R.	Ouellette, Robert H.	Stokes, Kristi Kay
Bibby, Richard D.	Flynn, Duane R.	Linder, Clifford A.	Ouellette, Valerie	Stokes, Robert E.
Bray, Karen	Flynn, Marlene S.	Mattson, David A.	Peterson, Glenn A.	Strand, Grady
Brisky, Greg R.	Goeder, William C.	Mattson, David C.	Poulin, David F.	Swanson, James R.
Brisky, Mary A.	Grubb, Charles N.	Melander, Ann Marie	Robinson, Leonard A.	Watters, Lester V.
Carlson, David C.	Hansen, Robert M.	Melander, Jonathon	Robinson, Lisa A.	Welch, Laura
Carlson, Todd M.	Hecht, Margaret S.	Munger, James E.	Robinson Jr., James D.	Wuorinen, Arne D.
Carlson, Wayne D.	Hecht, Sr., Robert J.	Noyes, Joyce A.	Rossini, Julia K.	Zapp, Jeff
Carlson, William A.	Hengel, Candace L.	Noyes, Ron J.	Rossini, Thomas F.	
Cawcutt, Sr., Tom	Hengel, Harvey	Oliver, Craig E.	Saline, Rod L.	

## OUR SQUADRON BY GRADE

As of 14 March 2008 the following list shows  
How our Squadron stands as far as Education  
based on Advanced Grades. Our membership  
as of this date is 249.

Advanced Grade	Quantity
S	38
P	105
AP	52
JN	17
N	4
SN	10

Submitted By Dave Carlson, DSPS Historian

## Inspections Key to Safe Boating

PC Candy Hengel, SN and PDC Harvey Hengel, SN

### Prevent tragedy by keeping vessel in top condition

Knowing what you are doing and having your vessel in top condition can prevent a needless tragedy. While the state does not require boat operators to have any specialized training, the Power Squadron offers many classes on boater safety to educate people. Some of them include; GPS, Marine Electronics, Weather, Engine Maintenance, Piloting and Cruise Planning.

According to the U. S. Coast Guard, operator error accounts for 70 percent of all boating accidents.

Now is a good time to take advantage of the many courses offered by your squadron.

Once you have launched your boat this Spring, get a free vessel examination offered by many of your squadron members. The examiner checks the quality of more than 20 Coast Guard required features, such as personnel flotation devices, navigation lights, ventilation and more. If the vessel passes the inspection, the boat receives a sticker of certification. If it does not pass, the results are not reported to law enforcement, but it's an opportunity to allow boaters to fix those problems.

Although the sticker doesn't guarantee you won't get stopped and boarded by the Coast Guard, it may save you a bit of hassle – and it could save your life.

### FEDERAL REQUIREMENTS AND SAFETY TIPS FOR RECREATIONAL BOATERS

- Make sure the boat is in top operating condition and that there are no tripping hazards. The boat should be free of fire hazards and have clean bilges.
- Safety equipment, required by law, is on board, maintained in good condition, and you know how to properly use these devices.
- File a float plan with a relative or friend.
- Have a complete knowledge of the operation and handling characteristics of your boat.
- Know your position and know where you are going.
- Maintain a safe speed at all times to avoid collision.
- Keep an eye out for changing weather conditions, and act accordingly.
- Know and practice the Rules of the Road.
- Know and obey Federal and state regulations and waterway markers.

Maintain a clear, unobstructed view forward at all times. Scan the water back and forth: avoid "tunnel" vision. Most boating collisions are caused by inattention.

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## Want to know a member of your D/10 Bridge?

### D/10 Administrative Officer D/Lt/C Kathy Schult, AP

#### Background in boating

really haven't been boating all that long in comparison to many of you. We never did any boating growing up in North Dakota. When Don and I left farming in 1983, we decided to do more fishing. We bought our first little 14 footer with a 15 horse motor from a no longer in existence dealer in Wausau. Our boating waters were the WI River and Lake Wausau. We even attempted the channel and quarry at Sturgeon Bay and even Green Bay. These adventures will lead us to paragraph two of this article. We soon graduated to a "real" fishing boat when we purchased our "King Fisher" Northwood's. We became interested in this little "locally", made in Minong, boat and just had to have it. We widened our scope and took on the challenge of the Chippewa Flowage. We enjoyed many hours of camping and fishing with the kids. In August of 2002, we sold the fishing boat and purchased our current 20' Bayliner runabout.

#### Why I joined the USPS

Back in the early 90's, we found ourselves in a near miss situation up on the Flowage. At that point, we decided we wanted to expand our boating skills. We were watching TV one evening and the Central WI squadron was advertising their spring Public Boating Course. We immediately called. The six week course was held down in Stevens Point. We looked forward to every session. I vividly remember being interviewed by P/D/C David Rupley and the feeling of humility with the prospects of being accepted as a member of the United States Power Squadron. We became members that Spring of 1994. I have received a Merit Mark every year since.

#### USPS Outlook (5 years)

USPS certainly does have a challenge ahead. I think the new governance changes are essential for the future of the organization. It will be interesting to see how these governance changes will affect the districts and hence the squadrons. I look forward with anticipation as these determinations are made and implemented.

I feel the education department is currently very strong, but must continue to upgrade and expand courses. It is my opinion, that our membership is our *best* asset. We need to continue to explore the needs and desires of our members. I really feel it will be up to the individual squadrons to define their membership and adjust accordingly. I can foresee the District Bridge being an integral part and essential tool toward their accomplishment. The continual decline in membership numbers must cease if we are to continue as a strong safe boating organization.

#### Conclusion & Most Immediate Need

I know this gets to sound like a broken record but.....we need to do better at member involvement. We need to find what works for each individual squadron.

Develop a plan and work it. It sounds easy but I realize it isn't. I can see the burn outs and recycling happening and don't like it. Let's stop this!

I am very excited about being on the D/10 Bridge. I value the friendships I have made being part of this awesome organization and look forward to making more. The National meetings are an exciting piece of this whole puzzle and I look forward to each and every one of them. Try it, you might like it too! I move forward with guarded optimism and hope I can make a meaningful contribution.

I hope your winter is going well and I look forward to our future encounters. Mark your calendars now for the Spring Conference 4 April 2008.



## A Visit With Zack Crosby

P/C Dave Carlson SN

I made a visit to Loon's Foot Marine, LLC to see what was happening with Zack & Lisa Crosby. Zack was the former owner of Harbor Boat Works at Harbor Cove. For those of you that don't know, Zack has taken on a major undertaking. He is building a Marina out of the old Northern Pacific ore dock in Superior WI.

He is in the process of building living quarters, complete with kitchen, living area, bedroom and a head with a neo angle shower, all this on a barge. The barge also serves to move his 65 ton crane along the dock as he removes all the steel from the top side of the docks. The living quarters are coming along very well. The home will have its own water purifier and can process up to 600 gallons a day. Also the unit is heated with a wood boiler with in floor hot water heating. Bill Gooder went with me and was amazed at the ingenuity that Zack processes. A steel hull that is so warm and quiet.

Plans for the site include a repair building and a well for launching and hauling out boats. Zack said that he expects to be PARTILLY operational summer of 2009. this will be a long term project. If you have a few minutes stop by and check it out. They miss chatting with their boating friends.

# April 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3 Exec. Board meets at Keglers	4 D-10 Spring Conference	5 D-10 Spring Conference
6 D-10 Spring Conference	7	8	9	10	11	12
13	14	15	16	17 General Meeting	18	19
20	21	22	23	24	25	26 Fitting Out Party & Auction
27	28	29	30			

## Schedule of Events

- April 3—Exec. Meeting
- April 4—6 D/10 Spring Conference, Burnsville, MN
- April 17 General Meeting at the Shack 5:30 Social, 6:00 dinner, 6:30 Skywarn Program
- April 26 Fitting Out Dinner and Auction at the Shrine AAD Temple—see page 9 for details



# Schedule of May 2008 Events

- May 1—Exec Meeting
- May 8 Skywarn Program see pg. 7 for details
- May 14—16 Riverquest P/C Charlie Grubb, chairperson
- May 15 General Meeting, speaker will be Julene Boe of St. Louis River Citizens Action Comm.
- May 17 Dock Clean-up
- May 17—23 Natl. Safe Boating Week Seminars see page 7 for details

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 Exec. Board meets at Keglers	2	3
4	5	6	7	8 Skywarn Program see page 7	9	10
11	12	13	14 Riverquest	15 General Meeting	16 Riverquest	17 Dock Clean-up Day
18	19	20	21	22	23	24
25	26	27	28	29	30	31

*50th Anniversary of National Safe Boating Week*

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

## Coast Guard to Emphasize Life Jacket Wear

Submitted by Jim Munger

A key outcome of the Coast Guard's recreational Boating Safety program is to reduce loss of life on the water. A major component of that program is to convince boaters to wear their life jackets while on the water. Various media campaigns have been utilized in the past without a major shift in the desired outcome.

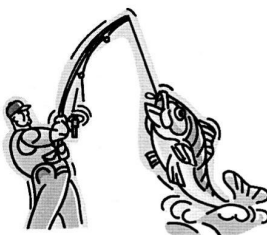
A Vessel Safety Check (VSC) provides the vessel examiner an opportunity to educate the boater on the value and importance of life jacket wear. During the VSC, the criteria for selecting, sizing, and inspection of life jackets is reviewed and demonstrated to the boater.

Public education courses are another venue to demonstrate the variety of life jackets available. Of paramount interest is the inflatable life jacket which offers the boater a comfortable and reliable life saving option.

Public affairs activities, such as safety exhibits at boat shows, provide another venue to illustrate to the public the variety of life jackets available in the market place.

The Coast Guard's Office of Auxiliary and Boating Safety firmly

believes that our vessel examiners, public educators and public affairs representatives should be role models for life jacket wear and are encouraging them to wear their life jackets during vessel safety checks, public education classes, and public affair events. As an incentive for demonstrating the "right behavior" on and around the water, inflatable life jackets branded with the "Wear It" logo will be made available (on a loaner basis) to each Flotilla and Squadron.



**Mark Your Calendar!**  
**Captain's Platter**  
**Fishing Contest**  
**Saturday, June 14**  
**at the Squadron Dock**

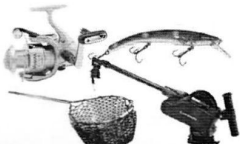
For more information contact Todd Carlson  
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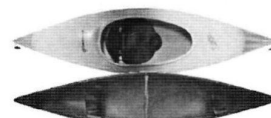
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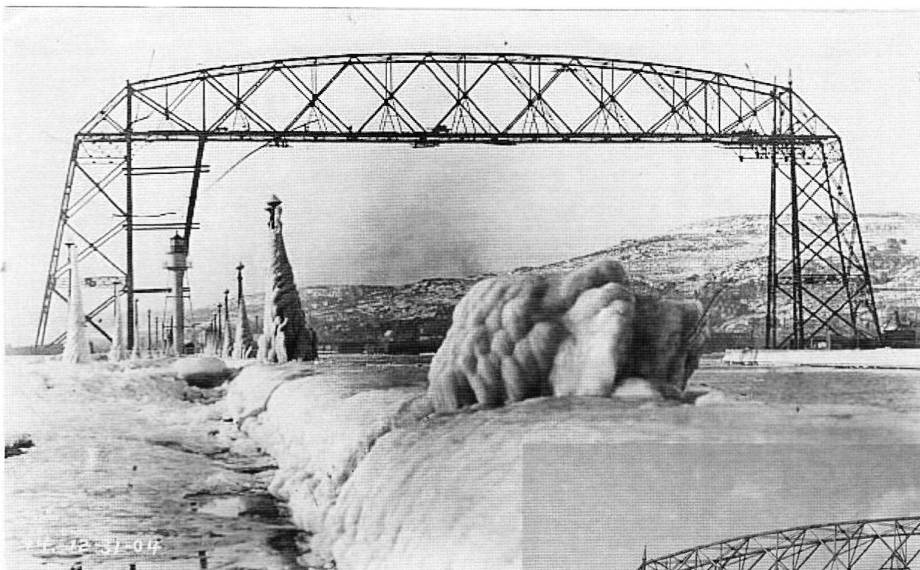
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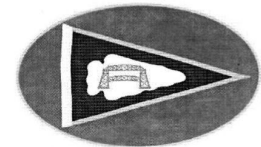
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# Then and Now



The photo above shows the bridge still under construction on 12/31/1904. Construction was completed during 1905. The Aerial Transfer Bridge, as it was then called had a gondola that traveled across the canal in one minute carrying a maximum of 125,000 lbs. In 1929, the bridge was raised and fortified so that it could support the weight of the lift span. The first boat to go under the lift span was the tug Essayons on March 29, 1930.



Our own Aerial Lift Bridge is undergoing a sandblasting and paint job over a two year period. The lift span has been wrapped in tarps for several months to contain dust, protect the workers, and speed the drying time of the paint. Photo below taken on 3/15/2008

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Photos in this issue of the Channel Chatter were provided by Bob Ouellette, David Stokes, Lorie Grubb and John Bray



## 2008 Change of Watch

Clockwise from top left,  
1. The 2008 Bridge is sworn in.  
2. Past Commanders line up for processional.  
3. Cdr Mary Brisky and P/C Murray George.  
4. Jim Munger, Cdr Ian Robson of the Lakehead Power & Sail Squadron, and P/C Jack Soetebier.

