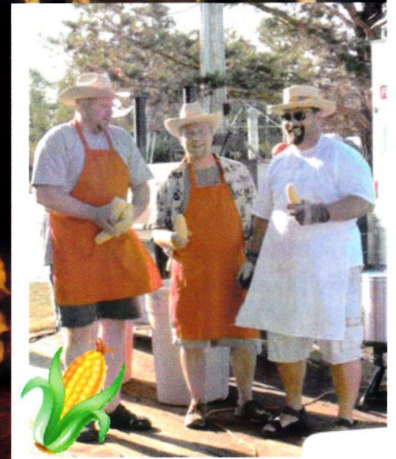


Channel Chatter

Official Publication of the Duluth Sail and Power Squadron



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

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

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We're on the Web
www.duluthpowersquadron.com

Commander's Report

Once again, the boating season is coming to a close. It's time to lay up and winterize your boat and wait for another season, hopefully as good as the one we just had. In discussion with several members, this year's boating was a lot more enjoyable (and safer) because of their time spent taking the courses our Squadron offered earlier in the year. As one member noted, the summer provided a hands-on learning experience – learning about the relationship between their boat and the waterways they traveled and played in – having fond memories of the season.

I would like to extend a thank you to everyone who contributed to the memorable Squadron dock activities during the summer months that started with the Captain's Platter fishing contest... 4th of July with a predicted log contest...and ended with a very successful Corn Roast. Whether you helped to organize the event, prepare or serve the food, or provided cleanup afterwards, your assistance is very much appreciated.

In thinking about our events and programs, not only offered during the summer but throughout the year, I would like to thank and acknowledge Carol and Joe Hesch. They have played an important role in "making things happen" by maintaining our mailing list and sending out our Squadron meeting and event fliers. I would also like to extend my appreciation to Bob Ouellette for his untiring dedication to our website, to Karen

Bray for her communication and publishing contributions exhibited in our Channel Chatter, and to Todd Carlson, who has been sending out our Squadron meeting email notices. These individuals have contributed to the success of all of our organized events.



Cdr Mary Brisky AP

In reviewing our activities over the summer months, I have been especially impressed with our Squadron's outreach endeavors. The summer season started with our USPS Seminars, offered by our Education Department, that were open to the public during Safe Boating Week. Vessel Safety Exams (VSE) were offered throughout the summer months with the last organized event held in August at Handberg Marina in Crane Lake. As with the June VSE and safe boating outreach organized for the Lincoln Park Walleye Opener, the response to this event had a real impact on me. In conversation with an individual who had their boat inspected at Handberg's, Bob and Peggy Hecht learned that "these folks had tried to contact other organizations in the past to check their boats without any response". In partnership with owners Jeff and Lori Sanborn, our team conducted 20 exams (several were on houseboats) with conversations on real-life safe boating issues. The response and thanks we received that morning, made me even more appreciative of our members and their contributions, not only to our Squadron but to our communities.

With a successful summer season behind us, we are moving into the Fall with a USPS District 10 Conference scheduled for October and the start of a number of classes. Several of us will be car pooling and taking in the fall colors while traveling to the conference in Sturgeon Bay. If you are interested in coming along, please give me a call. And if you are already starting to have those "winter lay-up blues", why not consider signing up for a class. Besides learning more about boat handling, that will help prepare you for next season, you will enjoy the fellowship of some great instructors and classmates, who share the "love of boating" – a sure remedy for the blues.

Respectfully submitted,

Cdr Mary Brisky, AP

BOAT SAFELY... THINK EDUCATION... REACH OUT... GET INVOLVED



Left to right—a dock hand, Peggy Hecht, Jeff Sanborn, Bob Hecht, a dock hand *photo by Cdr Mary Brisky*

Education Officer's Report

Can you believe how rapidly our boating season cruised by? I hope you were able to take advantage of sunny days and warm nights boating safely on your home waters. In addition to actually boating, one of summer's pleasures is to meet fellow squadron members at their dock or on their boat. We all radiate the joy of adventure and sunshine while cruising placid, angry or just plain perfect seas.

Fall marks the beginning of our education season. An **Instructor Development Course** is in progress. There are two other major education events beginning in October. One of the US Power Squadron's premier courses, **Piloting**, begins October 9 at Barker's Marina Club Room. **Piloting**, the basic navigation course, will continue for 10 Thursdays, from 6 p.m. to 9 p.m. until December 18. We need at least six students to offer the course. Though this is a work intensive course, past students have felt a genuine sense of accomplishment upon completion of the course and more importantly using the navigation skills as they cruise Lake Superior and other waters. For a more complete course description, please go to www.duluthpowersquadron.com and click on **Member Courses**. Direct questions or register for class at kbak@cpinternet.com

The other major education event is the first of this year's safe boating class for the public. The **Squadron Boating Course** will be offered three times this educational season. I know that many of you encourage your dock mates and other acquaintances to take this comprehensive and informational course.

For that, I thank you. Please note the schedule below.



Lt/C Kay Bakke, AP

If you have spoken to friends who wish to join our squadron, the **Squadron Boating Course** is one method of fulfilling our educational requirement for membership. See our website at www.duluthpowersquadron.com for other educational equivalents for membership

Public Safe Boating Course Schedule

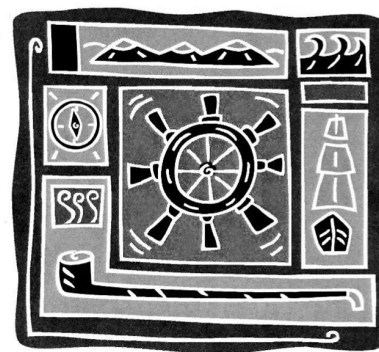
The **Squadron Boating Course** will be offered at a cost of \$55:

Fall 2008	October 4 and 18, 2008	Barker's Island	9 a.m. to 3 p.m.
Winter 2009	January 6 to March 3, 2009	Central HS Community Education	6 p.m. to 8:30 p.m.
Spring 2009	April 11 and 25, 2009	Barker's Island	9 a.m. to 3 p.m.

Pre-registration is required at www.duluthpowersquadron.com

Piloting

Thursdays, October 9—December 18
6pm—9pm at Barker's Island Clubhouse
Contact kbak@cpinternet.com to register



Executive Officer's Report

Greetings,

All I keep hearing about is corn, corn, corn. We had a great corn roast this year. It was full of great food, great friends, and outstanding weather. Dave Stokes and his followers made a typical Corn Roast weekend into a major production. I think we were all very pleased to see the amount of families that came to enjoy all the events that were planned. I remember coming to the corn roast when I was younger and didn't have the luxuries of a swimming pool, the bouncy house, (as one little girl called it) pony rides, kid's games, and a dunk tank. I also don't remember so many kids. What a great event to bring the whole family too. It was nice to see everybody using all the equipment. We had a slew of great folks that were not afraid to jump right in and help out with all the cooking and clean up when it was meal time. I wish I could list all the names of the helpers and chefs, but my article would take too many pages... Hats off and thanks to those that chipped in. The shrimp boil was a huge success on Saturday, followed by a great corn roast dinner on Sunday. We had some very nice folks from the 242 Yacht club that came

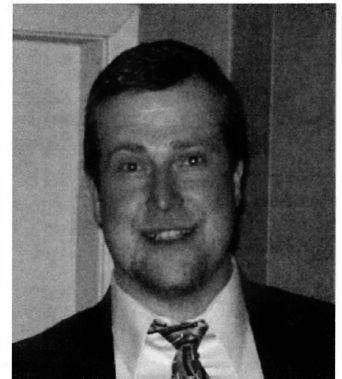
over for the event. They were very eager to participate and lend a hand where needed. It's very nice to see two organizations with similar purposes get together and enjoy an event like this.

With all the happenings this summer with vacations and squadron events, it's hard to guess that it is that time of year again. It would be nice if we could just have 1 more month of summer. Good luck to all with your winterizing and decommissioning of your boats. Don't forget to pull all the plugs!

Here's hoping you all have a great fall.

Best regards,

Todd Carlson , Executive Officer



Lt/C Todd Carlson S

Planning for the 2009 Captains Platter Fishing Contest will begin on

November 13, 2008 at the Barkers Island Lounge

If interested in helping, please contact

Todd Carlson @ 218-348-4733 or

Todd@carlson-lakeshore.com



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AFTER DINNER ON SATURDAY NIGHT, LISTEN TO JIM AND ANDREA JAUQUET'S STORY OF HOW THEY CROSSED THE ATLANTIC IN THEIR SAILBOAT AND SUBSEQUENTLY CRUISED THE MEDITERRANEAN FOR 12 SUMMERS.

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Administrative Officer's Report

It was great in 2008! What a year of cruising; a picture perfect 4th of July (complete with a revived Predicted Log), a wonderful run to the Apostle Islands and an outstanding weekend to escort three Tall Ships into the harbor. Mother Nature has been kind to us on special occasions this boating season!

After all of this, it was time to start planning the corn roast, since I gained the distinction of event chair for the third year in a row. We started slowly with just four key people attending the first planning meeting, but by the second meeting, the group of pros had grown. Thanks so much to our core committee members: Todd Carlson, Karen Bray, Del Clark, the Robinsons, the Gooders, the Noyes', the Olivers, the Flynns, Bob Stokes, Murray George, Jack Soetebier, Dave & Pat Mattson, Dave & Robley Mattson, Gloria DeSmedt, the Ouellettes, the Evansons, the Andersons., the Zapps, the Parkers, the Farrells, and Brian Schmidt.

When Karen Bray came up with the beach party theme for our event, I feared it would be the kiss of death from Mother Nature. I had visions of NE winds, fog, rain and plummeting temperatures. While 60 knot winds and a hail storm had us chasing corn stalks and decorations the Thursday leading into the corn roast, the rest was great in '08 with three consecutive days of hot sun pushing the mercury into the '90's. What a year for a pool, hot tub, dunk tank and pony rides. On top of that, we savored Dave Mattson's shrimp boil, the Noyes' and Oliver's potato salad & coleslaw, Jack Soetebier's famous carrot cake and Marv & Larry's expertly led dinghy run.

As in years past, our members always seem to step up when the event is on. I want to thank all of you who offered a helping hand throughout the weekend. It's impossible to assign all the duties, but our members know just when to jump in! We have people who don't need to be asked, nor are they seeking special recognition. These are the folks that make big events like this a true success; it's not just those of us on the front line. Thank you! It was also fun to invite members of the 242 Yacht Club to join us this year. Many attended and experienced first-hand the camaraderie of the squadron. By all accounts, they had a great time, made new friends and even pitched in to help out. Thanks 242—the best news is that they enjoyed themselves so much that many want to become squadron members and will help spread the good word about our organization.

As usual, there are too many people to thank, but we know who you are. If you helped out in any way, please contact Len Robinson to receive your credit for a merit mark (a form is also included in this Channel Chatter).

Another group to thank is those who contributed finan-

cially to this event. Many individuals made significant donations and we are very grateful. As we try to grow this event and improve the grounds at the Squadron Dock, it's no secret that it all takes money and manpower. Our squadron is benefiting from generous contributors of both!



Lt./C David Stokes and Tanner

A huge thanks to Dockmasters Dave Solberg and Glenn Pratt for all of their efforts in the upkeep of our dock. They even put in a new sandbox for the kids this year and my only regret is that they couldn't be at the corn roast to see all the kids having fun.

And speaking of kids having fun; Bill & Katie Goooder draw in the crowds with their coordination of the kids' games. We had a rough count of approximately 40 kids at this year's corn roast; that is something to be proud of. Make no mistake, they are the future of our squadron and this is why I'm at where I am today—thanks Mom & Dad! It's my hope that someday one of those kids finds themselves writing a similar article remembering the great times at the annual corn roast event!

Congratulations to our new reigning Corn King & Queen Larry and Dianne Evanson. We know the village and corn crop is in good hands---smooth sailing on your newly acquired vessel, the Sea Ya.

A special thanks to the businesses that made contributions to our event:

Perkins Restaurant and the Flaherty family

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Doucette's Party Rental

Sather Hot Tubs

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Stokes Media House

Silverbrook Pony Rides and Corn Maze

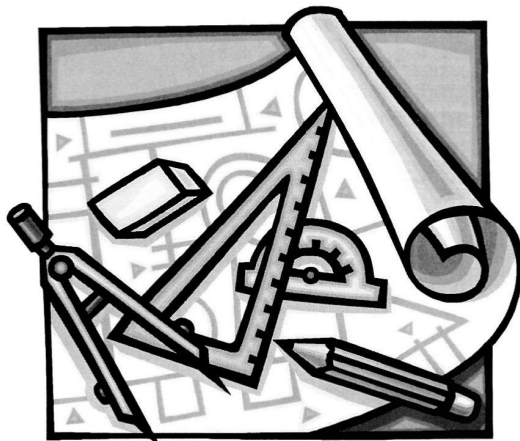
Dead Reckoning Can Help Navigate Boat Through Thick Fog or Heavy Rain

P/D/C Harvey A. Hengel SN

P/C Candance Hengel SN

Even the most experienced navigators can feel a level of anxiety while finding their way through fog or heavy rain while on their boats.

There are warm surface fogs (steam and precipitation) and cold surface fogs (radiation and advection). Finding your way in fog or heavy rain requires a combination of art and science. You will need precise information along with educated guesses.



One of the basic methods we can use to find our way in adverse weather conditions is the single most important form of fog navigation called **dead reckoning**. A chart of the area and a simple set of navigation tools is all you need to plot a dead reckoning course. In dead reckoning navigation you only need to consider two factors: the direction you steer your boat and the distance the boat travels. You can pre-plot your dead reckoning course on your chart before you set out on your cruise. To find out where you are on the course line, you need your speed multiplied by your time and measure that distance along your course line.

For more information on dead reckoning and basic charting, contact the Education Department for classes.

SNOWBIRDS - *To all of our members that leave the Northland for warmer places for the winter, we want to remind you of our mailing process.*

All mailings are sent out "Bulk Mailing". This is the least expensive "snail mail" that is available to us. Unfortunately, Bulk Mailing does not provide for forwarding of any mail that is sent to the address on file with a forwarding address. Therefore, the mail ends up in the dead mail bin. The Post Office does not return undeliverable mail to the sender either. It is imperative that you notify us if you are leaving the primary address, as listed in the roster, for the winter if you expect to get the mailings - which includes the Channel Chatter. This is a wonderful publication and I am sure you do not want to miss one issue.

As postal costs increase, we are trying to utilize e-mail for notification of meetings and parties. If you are not receiving the e-mail broadcasts, it is because we do not have a current e-mail address for you. Also, the webpage is updated, almost daily, so you can refer to www.duluthpowersquadron.com for information. However, if you want the Channel Chatters, Change of Watch Invites and the Roster and are not back up north when they are mailed, you will not receive them. To update you mail address, please contact Carol Hesch at CMHesch@aol.com and to update your e-mail address - contact todd@carlson-lakeshore.com.. or you can e-mail me at westernharbor@charter.net Thanks everyone!!!

Valerie Ouellette, AP

Treasurer

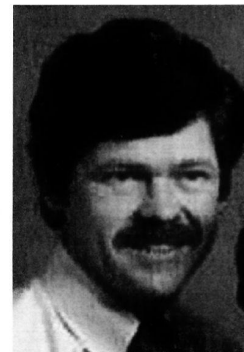
Bob Holmes Memorial Flagpole

By P/C Bob Ouellette



While hoisting the colors at the Squadron dock this summer, I paused to read the plaque at the base of the flagpole. I was surprised that it's been 10 years since Bob Holmes died, and the flagpole was erected as a memorial. I realized many of you never had the chance to meet him. I learned a lot about him in his obituary, but I knew him best from our time taking Advanced Piloting. We sat near each other and often worked on problems together. He was taking the class to improve his skills, not because he had any grand plan that I was aware of. He found value in our Squadron programs and fellowship. He enjoyed being a Squadron member. His cancer came as a shock. During a trip to Japan he thought he might have had a mini-stroke. He was diagnosed with a cancerous brain tumor shortly after his return from this vacation.

I was the Squadron Commander following Bob's death. He and his wife Dorothy wanted to donate a memorial to the Duluth Squadron and the Board had been discussing a flagpole for the dock, so it was a perfect match. Tom Cawcutt, our Administrative Officer at the time, was a welder and he personally took on the project. It was fortuitous that we were able to fly the Anniversary Ensign from the Bob Holmes Memorial Flagpole that summer, during a program that National was sponsoring, to send an Ensign around the country from squadron to squadron.



Robert S. "Bob" Holmes

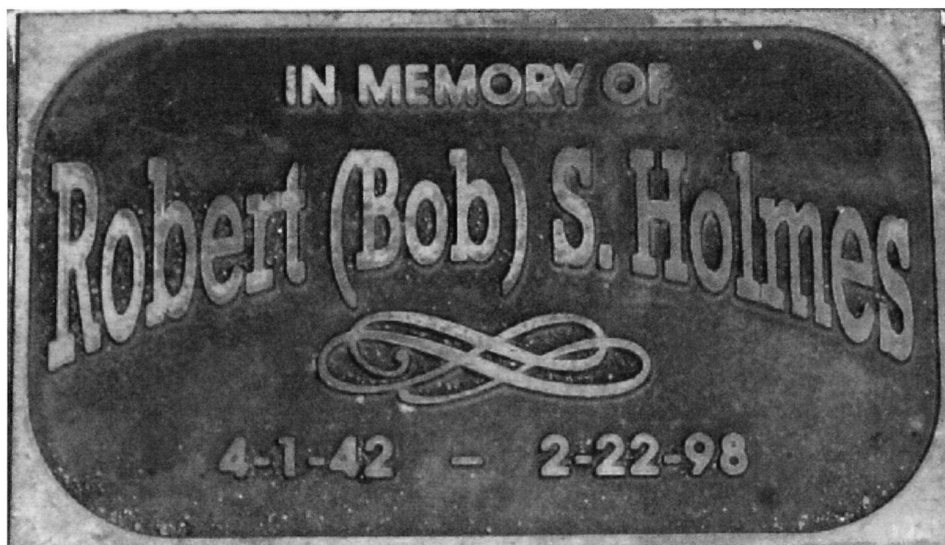
Robert S. "Bob" Holmes, 55, formerly of Bergen Lake died of brain cancer Sunday, Feb. 22, 1998, in St. Mary's Medical Center.

A lifelong Duluth and area resident, he had lived in Bergen Lake for 29 years. He had been employed by the St. Louis County Health Department for 27 years, retiring in May 1997 as assistant director of Environmental Services. He was a 1960 graduate of Duluth East High School, a 1970 graduate of the University of Minnesota-Duluth and a 1990 graduate of the University of Minnesota Management Academy. Bob was a U.S. Air Force veteran of the Vietnam War and had attended Pike Lake Presbyterian Church. Bob married Dorothy S. Schoener on March 12, 1966, in Santa Barbara, Calif.

He was a member of the Duluth Power Squadron, Minnesota Environmental Health Association, was a registered Environmental Health Specialist and a former member of the Grand Lake Volunteer Fire Department.

He was preceded in death by his parents, Raymond Henry and Alice Englebert Holmes.

Survivors include his wife, Dorothy; sons Nathan Spencer (Katherine) Holmes of Cape Coral, Fla., and Damon Drake Holmes of Duluth; a brother, Raymond Drake (Mary Lynch) Holmes of Maplewood, Minn.; and a sister, Barbara (Thomas) Larson of Roseville, Minn.



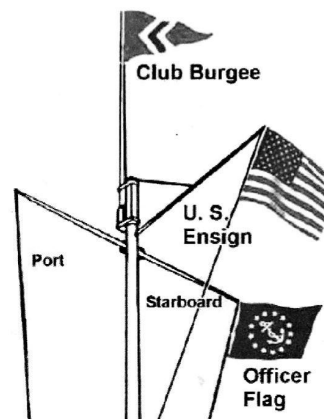
Why Isn't the U.S. Flag on the Top of the Flagpole?

By P/C Bob Ouellette AP

This question comes up at most events at the Squadron dock. Don't worry, we are doing it right. Here is an excerpt from USPS National. Obviously this comes up often.

"Many people are confused about the proper way to fly the national ensign from a gaff-rigged pole. As depicted in the drawing on the right, the national ensign should be flown from the gaff and the club or organization burgee should be flown at the masthead.

The gaff-rigged pole had its origins at sea. Because of all the sail carried by the rigging of these vessels, the flag of a nation could not be clearly viewed if it was placed at the top of the mast. The stern of the vessel was the position of command and the captain's quarters were located aft. Early boats also had the nobleman's banner, king's banner, or English ensign staff fixed to the stern rail. As sails changed, long booms sweep across the stern rail every time the ship tacked, so the ensign staff had to be removed when the ship was under way. Since the captain and other officers were still aft, the nearest position from which they found it practical to fly the ensign was the gaff. Over time, this became the place of honor to display the national flag. When the ship was moored, the ensign staff was set up again on the stern rail.



This was the practice in the eighteenth century, when the U.S. Navy was created. Now that warships are made of steel and the signal mast no longer carries a boom, our navy still flies the ensign at the gaff peak when under way and at the ensign staff when not underway.

The usual argument given by those that think it is wrong to fly the national ensign from the gaff is that the national ensign is flying below a club burgee or other flag contrary to the Flag Code. Notice that even when the national ensign is flown from the stern of a ship, it is lower in height than other flags flying on the ship. When the ensign is flown from a gaff-rigged pole, a flag flown at the top of the mast is not considered above the ensign because it is not being flown directly above the ensign on the same halyard.

Finally, the tradition of flying the national ensign from the gaff is used by the U.S. Navy. Paragraph 801 (b), "Display of the National Ensign at U.S. Naval Shore Activities", in the *Naval Telecommunications Procedures document, Flags, Pennants & Customs, NTP 13(B)*, states the following on where to fly the national ensign:

"Display of the national ensign from various flagpole configurations is explained herein. The right side of a flagpole is determined by looking from the main entrance of the headquarters building to the pole

- (1) Polemast - Flown from the peak. If peak is equipped with two halyards, flown from right side...
- (2) Polemast with Crosstree - flown at peak of pole...
- (3) Polemast with Gaff - Flown at peak of gaff...
- (4) Polemast with Crosstree and Gaff - This is commonly called a "yacht club mast". Displayed from the gaff..." "

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New Policy for Member's Marketplace Ads

USPS members may place one want ad free of charge. Continuation of the ad in subsequent issues may be purchased for \$10 per issue, payable in advance. Checks should be made out to DSPS, and must be mailed by 11/12/08 to be included in the December issue.

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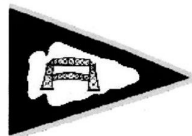
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Corn Roast Sunday Pancake Breakfast

Another year of great participation by members and volunteers yielding an "all you can eat" delicious breakfast of pancakes and sausage with juice, milk, etc. This year's event was hosted by P/C Bob Stokes and member Gloria DeSmedt.

We want to extend our most grateful thanks to **Dillon & Sean Flaherty** who so kindly donated all the pancake mix from **Perkins** (so we knew in advance how good it would be!). We also gratefully acknowledge **Dick Gajewski** of **Bayside Market** for donating the fantastic breakfast sausages (which were more the size of a dinner-time sausage!). Again, a great big thank-you to Perkins and Bayside Market for their most generous donations, as well as our tireless workers, making this such a successful gathering.

The food was beautifully prepared by our volunteers who are as follows:

Gloria & John DeSmedt	P/C Murray George
Dave & Pat Mattson	Rick Johnson & Sue
Len & Lisa Robinson	Suzie Stokes

We served a whopping 65 breakfasts on a gorgeous Sunday morning, just one event during the widely attended, successful annual Corn Roast!

Bob Stokes, Chair



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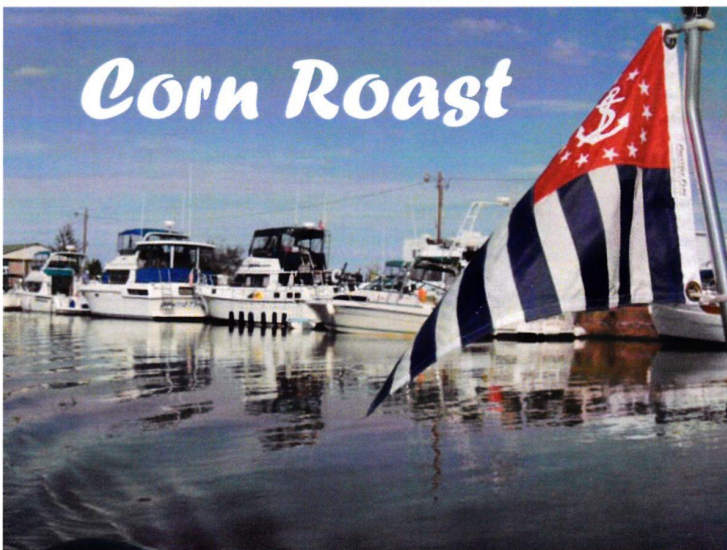
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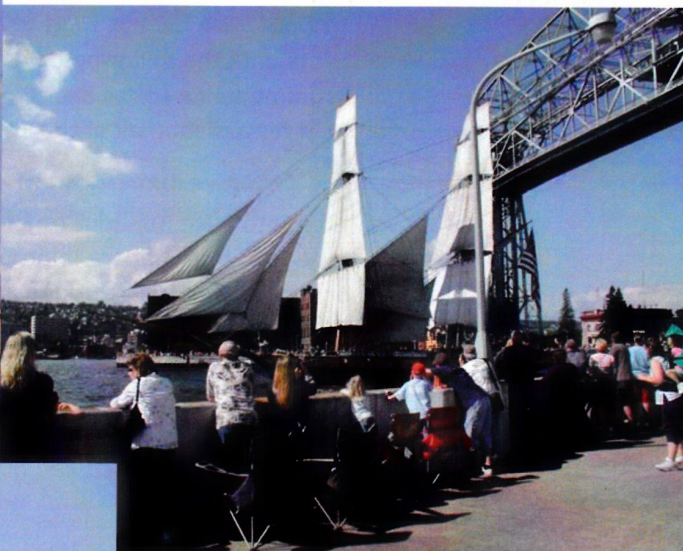
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Photos for this issue were provided by: Mary Jane Olson, Del Clark, Dave Stokes, Todd Carlson, Peggy Hecht, Mary Brisky, Bob Ouellette, Bob Stokes, and Karen Bray.

TALL SHIPS



A stressed out Admin Dave, pre-Corn Roast,
Thursday, August 28, 2008



*Corn
Roast
Chairman

Before
and
After*



Admin Dave, **Corn Roast Success!!**
Saturday, August 30, 2008

Duluth is Delightful

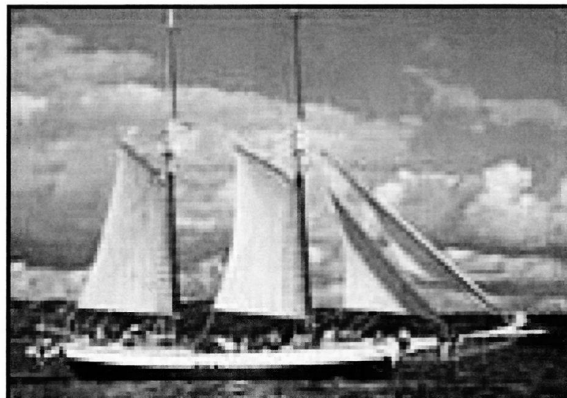
Madeline sailed into Superior, Wisconsin on July 30th, and docked at the Duluth Power Squadron Dock. We did not want to be visible to the Duluth press and residents until the following day. Thanks to the Power Squadron for accommodating us for the evening with supplies and transportation, and for assisting all of the Tall Ships as they sailed into Duluth.

On Thursday, we sailed back out into Lake Superior to join up with the *Pride of Baltimore II* and the U.S. Brig *Niagara* in preparation for our grand entry under the famous Duluth Lift Bridge and into Duluth Harbor.

The Schooner *Zeeto* from Bayfield, Wisconsin also joined the event. Many boats surrounded us and escorted us into the harbor. The cheering crowds lining the break walls and beach were fantastic. And of course, the cannon shots from each ship added to the excitement. We have never seen so many folks welcoming us to a port city.

That was only the beginning. The crowds lined up for tours of the three Tall Ships hours before the gates opened, and we then had three to four waiting lines, in 80-degree sunny weather, before getting on each ship. Most facilities in Duluth were fully booked. It is estimated that the Duluth Convention and Visitors Bureau sold 25,000 tickets, and we were pleasantly surprised with the turnout and patience of the crowds. Let's just say that this Tall Ship event was a huge success for Duluth, and for the three ships present.

Excerpt from the Blog "Madeline's Travels"
Posted by the crew of the Schooner Madeline



*Madeline's
Travels*



Wireless Kill Switch

Submitted by John Bray

To prevent a boat from careening out of control when its operator becomes incapacitated or falls overboard, many power vessels have engine kill switches connected to a lanyard. These are supposed to be worn by the operator, but because they can be a nuisance, they are often not worn.

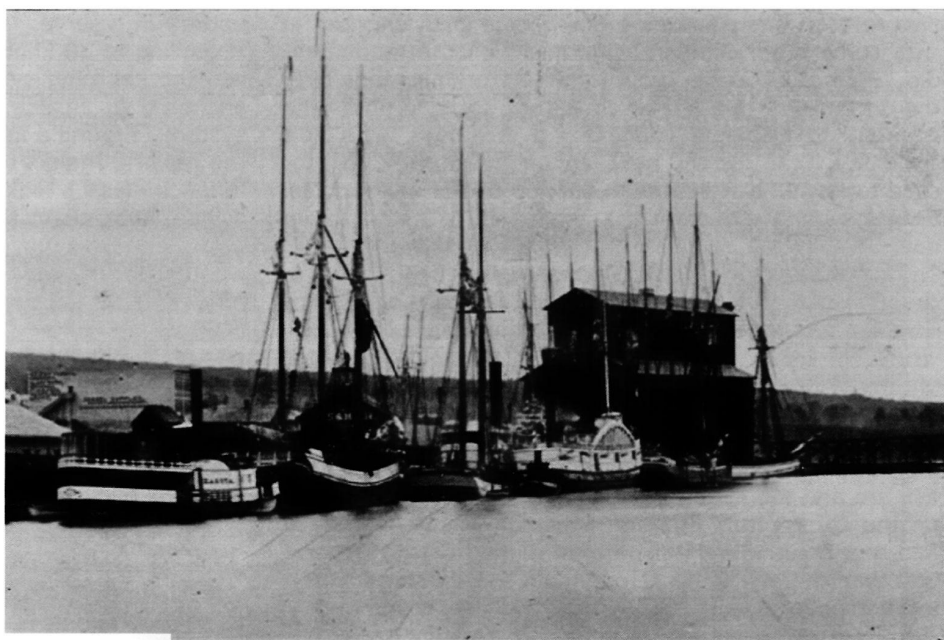
That provided a market opportunity for Anthony Viggiano, a Connecticut boating enthusiast, who created the first wireless lanyard and kill switch combination.

Autotether (www.autotether.com) uses two units: one connected to the kill switch by its own lanyard and a smaller one worn by the boat's operator. When a person falls overboard, the water prevents the two units from communicating, and the lanyard is pulled, shutting down the motor. Passengers can wear similar units that sound an alarm to alert the operator that someone has fallen into the water.

The Autotether (\$295, including two sensors; \$69 for each additional sensor) can be worn even by dogs on shore; if the animal strays beyond the device's 50-foot operating range, the alarm will sound.

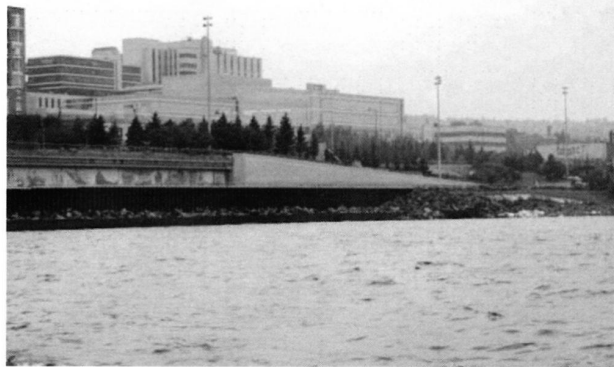


Then and Now



Elevator A, pictured above, was built by the Union Improvement and Elevator Co. in 1870 at the foot of Fourth Avenue East on Duluth's waterfront. It had a capacity of 350,000 bushels of grain. The structure on the far right is a break wall, which was destroyed during a November, 1872 storm. Elevator A was destroyed by fire on November 27, 1886, taking the lives of two workers and several other buildings along with it.

The photo at left shows the same area today, which includes the Lakewalk and tile Mural Wall.



Historic Photo and Information provided by David Ouse of the Duluth Public Library Reference Department.

Captain's Log

...Continued from August issue...

By Todd Carlson

It is July 17, 2008. It is the Silver Bay Salmon Classic fishing contest. My crew has arrived on time and we are out in search of the contest winner. The water depth is incredible up here. We are fishing in over 800' of water. There is no real structure to go after so it's a crap shoot on how deep to fish. After some experiments and checking water temps at various depths, we target a depth from 50'-80'. This was working! We boated a dandy 15 pound Lake Trout which was bumped out of the standings on Sunday and caught a 1st place King Salmon. Very successful fishing venture and a "class A" fishing contest. It's now Sunday, and most of the fisherman have gone home. Not this group. Three boats, Irish Eyes, Cold Toes, and my boat crossed the lake for the Apostle Islands at 1830. We tied up in Little Sand Bay and had a nice fish dinner followed by the first annual Cherry Pitt Spitting Contest. (Hey, Kathy and Lauri started it) Weather is still cooperating, time to press on. Floated around Raspberry Island trying for a nice picture to submit, I think I got it, and then checked in with some other Squadron members on the marine radio. Sounds like a big group of Squadron folks took over the dock at Presque Isle on Stockton. I ended up fishing my way to Madeline Island for a few days. It's now Thursday, time for the next leg of my journey. I proceed to Roy's Point Marina to pick up two of my buddies. Refueled and Iced down the coolers for a couple more days. We shot out to Outer Island to "jig" for Lake Trout. We caught a few in 160' of water then trolled for the rest of the day. We caught and released some nice fish. Some of the fish had a DNR tag on there back. We wrote down the numbers along with a few quick measurements before releasing them to turn into the fish biologist. He then sends back the history of when the fish was tagged, where, and how big it was at that time. Very interesting info and amazing how old some of those fish are and the distance they have traveled! We stayed on the Quarry Bay dock on Stockton Island that night and met a commercial fisherman named Craig Hooper that was there with his family. We shared some fishing hotspots and talked about his work as a commercial fisherman. He shared with us his family heritage and told a story about how his grandfather built the dock at Quarry Bay. He had many interesting stories. It's now Friday, and there are still fish to be caught. We press on out to Outer Island again and hear a report from the National Weather Service that there is a major storm approaching the islands with damaging winds, rain, and sizable hail. Using the knowledge that I acquired from the weather seminar the Squadron put on in the spring, we looked at the chart for possible refuge. The Coast Guard was now on the radio recommending all boats to "get off the water" and seek refuge. Well, where is the best place to hide from a big storm when you're out at Outer Island? Of course, the Outer Island dock. (Captains note: this is not the best place to hide from a storm since it is the northern most dock on the farthest island out) We

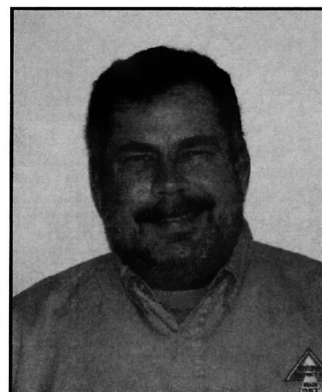
looked at the Doppler radar and listened to the forecast knowing that it was going to pass to the south of us. We had a nice picnic at the dock and did some venturing around the light house as the storm passed to the south. We found an old wooden top from an old crate that was labeled "Devils Island lenses" "handle with care" what a neat artifact to stumble into. We left after the storm and fished our way back to Stockton. Saturday morning, anchored in Frog Bay for breakfast and swimming. We ventured back to Roy's Point to send off my guests. I cleaned up the boat and started to plan my venture home. About 2000 hours, I decided to make my way up through the islands to see what the lake had up her sleeve for wind and waves. I noticed I had very low battery voltage and knew my charging system had just gone out. I stopped the boat and started shutting everything off. I now am heading up past Raspberry Bay in a "blackout" boat. I switched the battery switch to the main battery knowing that if I killed that, I had a full battery in reserve. As I approach Sand Island, the wind is gusting to 30 knots. No way am I heading out to sea with no charging system and 4 foot waves at night. I anchored in Justice Bay and troubleshooted the charging system. I found a loose wire on the alternator and made the repair. Thanks to the Squadron for the Engine Maintenance class I took with my dad back in 1993. I fell asleep listening to the tail end of the Brewers baseball game and was up every hour checking the wind and weather for my window home. Finally found an opportunity at 0600. Let's go! I blasted into westerly winds and waves and made the venture back to Superior by 0930. I cruised into the Squadron Dock and had a nice breakfast with the Evensons and Mattsons. Repair log from the 10 day trip: Broken masthead light, speed sensor out, water drip in engine compartment, burnt wire on alternator, broken cabinet door, volt gauge on dash shorted out, trim tabs out, and air mattress flat. "Welcome to Lake Superior"



Get to Know a Member of Your D/10 Bridge

D/Lt/C Bud Broekema, P D/10 Treasurer Member of Minnetonka Power Squadron

Background in boating The boating experiences began around 1966 when dad bought the proverbial 14' Lund with the green 25hp Johnson outboard. We had many great fishing and camping trips with that boat while growing up. Then came school, marriage and child. During that time boating was on O.P.B. A close friend hosted many trips on Lake Minnetonka during the 80's. We even spent some evenings on Minnetonka Power Squadron's island with members who were friends. Then in the early 90's that close friend sold his boat. It wasn't until the fall of 1995 when Sandy suggested we go to an on the water boat show at King's Cove Marina on the St. Croix there I bought my first boat, an 18' runabout. In 2000 we went to the Minneapolis boat show and our current 24' cruiser was purchased. I don't attend many boat shows now since there seems to be a correlation with boat shows and a drastic deflation in the assets side of the family balance sheet.



Why I joined the USPS There was no one single event that led us to join the Minnetonka Power Squadron. I think the friends who were members and the purchase of the larger boat convince us that some further boating skills would be in order. The seven week class in the winter of 2000 went by quickly and I was surprised with all that was taught. I remember the membership interview after the test and the statement that the Squadron expected me to contribute to their mission. I wasn't sure then how I could contribute but with some mentorship and persuasion I have found a few niches that seem to make a difference to our squadron activities. This year it's a member of the rules committee, ABC course Chair and helping out with the public boating course classes. In the not so distant past I served on the bridge as assistant treasurer and treasurer. So bean counting for the district should not be too much of a stretch.

Conclusion I look forward to the upcoming boating season and serving as the District's Treasurer. The finances are in good shape thanks to the efforts of our past bridge and Treasurer Greg Holmen. I encourage all Squadron Treasurers to attend the District's spring conference in April, especially the Treasurer's workshop Saturday morning. We will have relevant information and updates that should be helpful to you.



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ALL HANDS ON DECK.....
AHOY MATES.....
Merit Marks 2008

Attention All Members!

It is that time of year again when I ask, what have you done for your squadron this year? That's right, it's time to fill out a Merit Mark form for the 2008 year. The event chairperson, an Officer in the squadron or the Commander has tracked most of your time, but I need you to take the responsibility to make sure we have your information. We want to make sure you get credit for the wonderful job you have done for the Duluth Sail and Power Squadron and USPS this year. Any activity, meeting, errand, helping out the squadron in any way counts toward a Merit Mark.

Did you help out with River Quest? Help with maintenance at the dock? Perform Vessel Safety Checks? Work on a committee for an event or attend a meeting for the event? Write an article or provide pictures for the Channel Chatter? Be part of a committee that helps run our squadron? Teach or proctor our public boating course or any education classes? Help find geodetic marks? These are just a few of the ways to earn a merit mark. So start writing.

Please look at the form, take five minutes right now and fill it out. It won't take long and then you won't forget about it. I need these forms back to me by October 24th.

Please use the form to list your activities. You can always use another sheet of paper if the form is not enough room. Make sure to include the number of meetings, the number of hours it took to complete an activity. Don't forget to put your name and certificate number on it. Remember the Merit Mark year goes from January 1, 2008 to December 31, 2008. If your not sure if an activity or event qualifies for a merit mark, write it down, we will make that decision. Remember, this is your only payment for your hard work.

Family members are eligible for a Merit Mark. Please make sure to include anyone that is a family member in your submission, so that they get credit for their time worked.

All of your Bridge this year thanks you for your time and efforts put forward this past year. **THANK YOU!** Now, start writing and mail, fax or e-mail the form back soon!

P/C Len Robinson

Merit Mark Chairperson

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

Name _____
Phone _____
Cell # _____
Birth Date _____
Boat Name _____
Home Port _____

Address _____
Work Phone _____
Email _____
Spouse's name _____
Sail or Power _____

Duluth Sail and Power Squadron Merit Mark Information Form

Name (as it appears on certificate): _____

Certificate Number: _____ Squadron Member of _____

Please indicate which activities you have been involved with since January 1, 2008 through December 31, 2008. Please use additional space to list activities which do not appear on form.**Education**

Classes Taught or assisted _____	Number of times _____
Classes proctored _____	Number of times _____
Helped organize/coordinate classes _____	Number of hours _____
Developed teaching aids _____	Number of hours _____
Interviewed Public Boating Class members _____	Number of times _____

Office Held / Committees Served On

Position Held _____	Number of meetings attended _____
Position Held _____	Number of meetings attended _____
Committee _____	Number of meetings attended _____
Committee _____	Number of meetings attended _____
National or District Office Held _____	

Meetings / Events

Presentations at General Meetings / Events _____	
Content of presentation _____	Number of hours _____
National or District Conferences attended _____	
Organized District Events _____	Number of hours _____
Organized / Helped with Squadron Events _____	
Responsibilities _____	Number of hours _____
Developed / Mailed flyers. Event _____	Number of hours _____
Number of Geodetic Markers filed _____	Number of hours _____

Etc.

Distributed Safe Boating Material (where) _____	Number of hours _____
Vessel Safety Check Examiner _____	Number of checks done _____
River Quest Participant _____	Number of sessions _____
Promoted USPS/DPS How? _____	Number of hours _____
Dock Cleanup / Projects _____	Number of hours _____
Wrote articles/submitted photo for Publication _____	
Content of article / photo _____	
Calling Committee - number of calls made _____	
Other activities & activities not listed above: _____	

Submit by mail to: P/C Len Robinson

E-Mail to: robhideaway@msn.com

77 Hideaway Lane OR

Fax to: 715-392-1452

Esko, MN 55733

NO LATER than October 24TH

Mark Your
Calendar!

*The Christmas City of the North
Parade Kicks off the Holiday Season
on Friday, November 21!*

*Come Join Us as the
Duluth Sail and Power Squadron hosts your
First Official Holiday Extravaganza of the year.*

*Saturday, November 22 at the
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OCTOBER 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 <i>Exec. Bd.</i>	3	4 Public Safe Boating
5	6	7	8	9 Piloting Class	10	11
12	13	14	15	16 Piloting Class	17	18 Public Safe Boating
19	20	21	22	23 Piloting Class	24 <i>D-10 Fall Conference</i>	25
26 <i>D-10 Fall Conf.</i>	27	28	29	30 Piloting Class	31 TRICK TREAT!	



Schedule of Events

- Oct. 2—Executive Board meets at Kegler's 5:30 pm
- Oct. 24—26—D-10 Fall Conference at Door County
FOR DETAILS, OR TO REGISTER, VISIT www.usps-D10.org, or www.usps.org/door
- Oct. 4 & 18 Public Safe Boating Class at Barker's Island
- Oct. 9—Piloting Class begins. See page 4 for details.

Schedule of Events

- Nov. 6—Executive Board Meeting at Kegler's
- November 13—Capt. Platter Fishing Contest meeting at Barker's Island. Contact Todd @348-4733
- November 22—DSPA Holiday Party at the Inn on Lake Superior

NOVEMBER 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2 <i>Fall Back</i>	3	4 VOTE!	5	6 <i>Exec. Bd.</i>	7	8
9	10	11	12	13 <i>Capt. Platter</i>	14	15
16	17	18	19	20	21 Christmas City Parade	22 Holiday Party
23	24	25	26	27 <i>Happy Thanksgiving</i>	28	29
30						

For the most up-to-the-minute information, see www.duluthpowersquadron.com

P/C Jack Soetebier recently celebrated his 80th Birthday and it seemed appropriate to honor him for his many years of service to the Power Squadron. The following brief biography was written by Jack's family.

Jack has been a Life Member of the Squadron, a Past Commander, and an active member since 1957.

John Wilke Soetebier was born to German immigrant parents on August 28, 1928. He was a curious young boy, always taking things apart, much to his mother's dismay. Jack especially enjoyed opening up watches and clocks to see how they tick. Later in life, that curiosity helped him to fix thousands of things at home, at the bakery, or on his boats.

He traveled to Germany twice when young, and learned to speak German from his parents. In sports, Jack thought himself to be pretty good at baseball, but he was always picked last for the team. Eventually, he figured out he wasn't as good as he thought.

When he learned the drums in high school, he played in the band and at night for the local tavern around Hurley and Ironwood. Lucky for Jack, Virginia Mattson was also in the Hurley High band playing a clarinet.

During the Korean conflict, Jack was combat ready. He was on his way to Korea when the Army service plane landed in, of all places, Germany. It was during an Easter furlough that Jack and Ginny married, despite the warnings about Jack's temper. Ginny thought he was fun!!

Adventure could have been Jack's middle name. He explored shorelines, rivers, and marinas at every chance. In his early adult life, Jack search for Lake Superior shipwrecks with the Scuba Diving Club. For most divers, summer exploration was enough. But being Jack, he had to dive under the ice, in the winter too.

Summer boating never came soon enough for Jack. If he wanted to get his boat down the river from Drill's marina, and there were icebergs floating, he would just go slow and push them off to the side, out of his way. He would get to the harbor!!! Jack's explorations sometimes took him in areas that could not easily accommodate his boats' draft, helping to support local businesses specializing in the prop repair.

Jack has always had an interest in airplanes. Whether historic fighting machines, personal two seaters, or remote controlled toys, Jack loves flying. If you were to fly in one of Jack's planes with him, he would let you try your hand at it. Long before Google existed, Jack might fly over your property to take aerial photographs. The annual Florida trips with Jim Howe were a great winter escape for him. Jack spent hours, upon hours, building some of the early remote controlled planes. Friends claimed he crashed them in minutes but Jack would not admit to it. He always loves an air show, especially in Oshkosh.

When the first snowmobiles were marketed, Jack had to have a couple bright yellow Ski-Doos, as well as a sled for the 5 kids. There were some very cold and memorable picnics in January at the pine forest on the end of Park Point. Gretchen remembers an ice boat ride, as a small child, which was bumpy, cold, fast and scary. Jack truly loves all seasons.

Jack's competitive spirit and organizational skills made him a formidable baker, sailor and prankster. As a baker and businessman, Jack excelled at producing high quality products as efficiently as possible. He would not shy away from trying new products to enhance his famous bakery. He achieved Master Baker Accreditation, was featured in the National Baking magazine and the local newspaper. If a special item was needed for Duluth's biggest, most prominent parties, they called on the Patty Cake Shop. Jack was successful in honoring requests for specialty cakes



like replicas of hospitals, ships or the arena auditorium, each a challenge he could not pass up.

Sailing and racing on Lake Superior was an obsession. Through the years, his sailboats got bigger and the races got longer. Doc Pierpont had been trying to outdo him for years, but Jack always stayed close enough for the match to be fun. Finally, with the establishment of the Trans-Superior Sailboat Race, which brought in larger, more professional yachts, Jack was finally outdone. The Pierpont-Soetebier Sailing Scholarship Fund honors their sporting spirit and rivalry and the local sailing organization..

Loyalty and hard work earned Jack many friends in the community, Members of the Rotary, Duluth Sail and. Power Squadron, Apostle Islands Yacht Club, and the Wallpaper Investment Club know of Jack's willingness to contribute his time and talents. He has never been content to sit quietly, but willingly takes on a job, and does it forever. Famous for cooking the beef, corn and desserts everyone knows "Jack is a hard act to follow". The way he does things IS the right way and it's a lost art!

Renaissance men are few these days, but Jack comes close. His interests and hobbies have been "mind boggling". Still photography and making narrated movies, wine and beer making, building replica model ships, skippering a winning sailboat and woodworking are just a few examples of his varied talents. He's self educated on music, history, politics and investment and most recently, computers and digital cameras. He has been a lifelong student, and... if you hang around Jack for even a few minutes, he'll begin teaching you all he knows, whether you like it or not!

Meeting new people and traveling to new places comes naturally to him. Once, while motoring around the Harbor one Sunday, Jack spotted a docked, German ship. As he moved closer, sailors on board began talking to us and our minute sailboat was tied up to a huge ship. Gretchen was climbing up a rope ladder and petrified as a 4 year old girl, but her Dad was below her and ready to catch her, should she lose her footing. The German ship captain gave them a tour and lunch. Jack subsequently

invited the Captain to their home to return the hospitality before the ship sailed.

Jack and Ginny welcomed many people to their home. There was a famous Chinese heart surgeon, artists, an ice sculptor, pilots, young bakers, sailors, hitch-hikers, college professors, businessmen and many, many dogs. Jack can have fun at a kegger or a black-tie affair.

Although some people may choose to think of Jack for his exceptional grasp of the English language, slang in particular, others will remember his generosity. The long days, and hectic routine of running the Patty Cake Shop bakery may not have helped Jack to be consistently cheerful, but he provided well for his family and they rarely had a dull moment.

He built Ginny a beautiful, beachfront house on Park Point and a cozy log cabin, nestled in the birch groves of Cornucopia. She had help cleaning her house, Cadillacs to drive and countless trips abroad.

His five children have the best private high school education in Duluth, and all were able to travel to Germany. Laura went to Russia, Heidi to Mexico and Gretchen to Spain. They all had a second home with contacts in Canada and Bayfield. All kids had a job at the bakery, whether they wanted it or not, providing a work ethic and a way to earn spending money. His children have inherited his entrepreneurial spirit, most have owned their own businesses and they all consider themselves creative, artistic, and have a flare for style. They love music and art, and boast an unconditional love for dogs. As a grandfather and great grandfather, Jack is known for making little chairs, with sweet painted designs. He proudly displays the kids pictures, and enjoys introducing them off to his friends. He still prefers a handshake to a hug, but the kids hug him anyway.

Nowadays, he is kinder and gentler. He worries about the dove that lives in his woodpile, and he forwards sentimental e-mails. He invites you to come for a sauna and still cooks the best steak and makes the finest gin and tonics around. He has shared all he has thru the years, without restraint. He still loves a spirited political debate, and if you don't like his attitude or opinion, that is OK - he simply tells you to go screw something!

Jack recently celebrated his 80th year of fun, so it seemed appropriate to visit his full and varied past and wish him the best in his future.

Submitted by Valerie Ouellette

***We extend our congratulations
and appreciation to the
following
Duluth Sail and Power
Squadron members who have
renewed their membership for
the 25th time.***

P/C Kenneth A. Johnson

John Etzell

P/C Candance L. Hengel

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