



Channel Chatter

Official Publication of the Duluth Sail and Power Squadron

Volume 2010, Issue 4

August 2010



Duluth Sail and Power Squadron's Summer of 2010

The D-10 Rendezvous in Bayfield, Wisconsin and the Tall Ship Escort at the Duluth harbor entry, along with our many other activities, have made this a DSPS summer to remember.



We're on the Web

www.duluthpowersquadron.com

Inside this issue:

Commander	3
Education	4
Executive	5
Admin	7
New Members	6
Corn Roast	8
Safety Day at Washburn	9
Tall Ship Escort	10
Tall Ship Photo Gallery	11-12
Rendezvous	13-19
Merit Marks	20-21
Eye Protection on the Water	22
Using Your VHF	23
Importance of Nav. Lights	24
Schedule of Events	25
Members Marketplace	26

Photos in this issue were provided by Dave Stokes, Kristi Stokes, Todd Carlson, Val Ouellette, Sue Graber, Pat Joyal, Lyle Peschke, Jennifer Peschke, John Bray, Mary Brisky and Greg Brisky, and Jeff Bowen.



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The United States Power Squadron is America's #1 Boating Organization. If you would like information about becoming a member, please contact Del Clark <delic1@yahoo.com> or Lt/C Valerie Ouellette @727-6079.

Boating is fun, we'll show you how!

Commander's Report

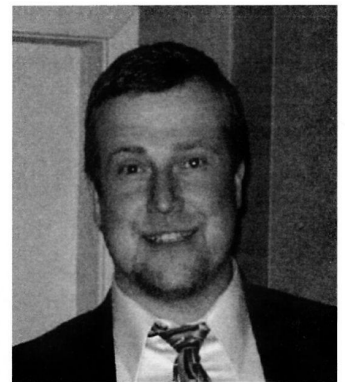
So much has happened this summer, it is hard to know where to start and when to stop. My first order of business is to thank all the folks that help make the Captain's Platter Fishing contest a success. The contest was on June 13 this year and we made it a worth-while event again. The winds were pumping off the lake out of the east, but that didn't sway our loyal fisherman from getting out there to try for some winning fish. We hosted over 100 people to a great contest full of fun, food, door prizes, raffles, and Vessel Safety Checks. Thanks again to all that helped.

The following weekend we hosted a meet and greet for the two sailing clubs in the area. Great job to the Administration department for getting the clubs over to the dock and for introducing them to the Squadron. We have gained membership from the event and all parties involved had a chance to share information about their clubs. Good work Pat Joyal and Lauri Solberg.

Moving onto July. For those of you that made the trip to Bayfield for the D-10 Rendezvous this year, I am sure you will always remember that this was an event that will go down in history. I am very proud of the people that put this event together. What was once a plan to host an event for the District, turned into a event that the Nation Organization will be raising an eyebrow to. Led by Dave Stokes and Len Robinson, this event exploded into a 3 day adventure. The two highlights of the event were the sail away rides on the tall ship Roseway, and our newly reinstated member Jeff Foster with his retired Coast Guard ice breaker Sundew. The Sundew even took a group out for a cruise around Madeline Island! We are very fortunate for Jeff Foster's graciousness in sharing the Sundew with us. Special thanks to Jeff, Captain Kelley, and the rest of the crew for making the 2010 Rendezvous an event to remember.

We had a great day for the Tall Ship event this year on July 29. The day started out with a briefing at Coast Guard Station Duluth. We had 20 or so from the Squadron, all the water law enforcement officials, and the Coast Guard officials. Our Admin Officer Pat Joyal was our lead director that put together a perfect PowerPoint presentation. The escort captains were well aware of the job that needed to be performed and how to execute it. We escorted in the tall ships that were roaming this end of the lake like lost sheep. Constant contact was made between the escort

boats, the tall ship captains, and the law enforcement officers. There is no way things could have gone any better for this event. Great Job Pat for leading this event and making it all come together. We have gained a lot of respect and praise from the Coast Guard and the local law agencies for the fine organization and execution of escorting in the tall ships. Great work everyone that was involved.



Cdr Todd Carlson S

Please keep yourself up to date by checking the website from time to time for new announcements. www.duluthpowersquadron.com. The days are dwindling down to the end of summer. Please plan to come and share in the celebration at the Corn Roast on Labor Day Weekend. This has been a fantastic summer to be a Duluth Sail and Power Squadron member.

Your Commander,

Todd Carlson S



**Wanted: Boston Whaler. Growing out of current dinghy.
Needs to seat 6. Must go fast.**

Education Officer's Report

Where has the summer gone? Seems like only yesterday when I was fitting out my boat. I hope everyone's summer has been great so far.

I want to tell you a tale. Unfortunately there is not a happy ending but hopefully a lesson to be learned.

On week end of July 10,11 2010, A trio of scuba diver decided to go to Lake Wazee in Black River Falls, Wisconsin. This is an old iron ore mine that has been closed and has filled with water. It has become a premier site for scuba. Scuba Diving, like operating a boat, takes a lot of training and practice. The divers in question were well trained. They had taken advanced diving courses and were certified to 150'. As with boating, most of us have grown into our present boat and hopefully have increased our training to an appropriate level. These divers were very confident of their ability and understanding of the physiological challenges of scuba. For some unknown reason this group decided to make a dive to 200'.

For boaters, Safe Boating Class is just a sampling of the skills needed to boat safely. Every boater at a minimum should have Seamanship under their belt. If you cruise to the Apostle Islands or fish out of site of land, Piloting becomes the minimum. If you plan to make excursions on Lake Superior or maybe rent a boat in the Caribbean, Advanced Piloting Becomes the minimum. What style boating do you do and what is your level of training? Do they match? Are you dependant on you electronics? IF you had an emergency, could you handle yourself and all aboard? Remember, you are responsible for everyone onboard your boat.

Sorry, let's get back to the story. I'm not going to bore you with a lot of math and formulas but simply put, Air is 21% Oxygen and 79% Nitrogen. Because of partial pressures and our bodies, Oxygen starts to become toxic at 1.6 ATA or 220'. Oxygen Toxicity causes seizures which are no big deal on land but at 200+' in the water you are going to drown. The three divers were aware of this and also were aware of "Nitrogen Narcosis". Simply put every 50' of decent is equivalent to a Dry Double Martini. As with alcohol, everyone has a different tolerance. Mine is 145', at this depth I start to slow down and am not comfortable. Even though they did not have the training, they figured they knew enough to handle the dive. Just as many of us lack, the formal training and continue to risk it all based on "I know enough" or "I've got enough experience". 2 died on the scene. One had a Heart Attack at Depth, One died

from decompression sickness and the lone survivor made it to a recompression Chamber. Skill but no formal training equates to trouble.

Why do we tell people to wear life jackets? Why check your oil before going on a trip? Why have a Vessel Safety checks? Why bother taking a class?

It is to give you the training in case of an emergency. The formal training is the instrument we use to save ourselves and others. Safety should be job 1 for all boaters.

Are you having fun yet?

Why would I write this in the Channel Chatter?

Shazam!!!!!!!

The Duluth Sail and Power Squadron is taking a giant stride into inner-squadron communication. This fall an NEW website will be unveiled. You will have direct email access to the Bridge. Each Bridge Officer will maintain his or her web section. Event planning and registration will be on line including PayPal. The Education site will allow you to get on a waiting list for classes, register online for classes, house On-Line seminars for watching later. Give both description and cost of classes. Allow class discounts for early registration.

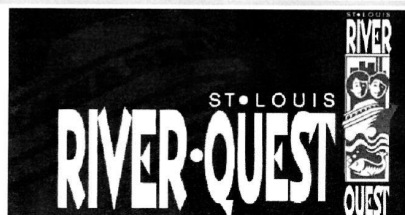
All sounds great and I am very excited about it. Now this is where the membership comes in. The website needs you to look at it, use it and send us suggestions for improving it. Get involved!!!!!!!

You might not have been told lately but the Squadron is a VOL-UNTEER organization! So, Volunteer!!!!!!!

After a while, the same people do all the work. The main problem with this scenario is ideas become old and stale. People seem to take ownership of the squadron and piss other people off. New blood means new ideas, new leadership. This squadron really needs your help.



Lt/C John P. O'Neil AP



THANK YOU to the following DSPS members who volunteered their time and skills for River Quest on May 10-13.

Dave Carlson	Duane Flynn	Keith Kylmala	Bob Stokes
Wayne Carlson	Murray George	Michael Leland	Dave Stokes
Tom Cawcutt, Sr.	Charlie Grubb	Valerie Ouellette	Jim Swanson

Executive Officer's Report

Apostle Islands Adventure—D-10 2010

A Perfect 10

Three years ago when I agreed that Duluth would host the 2010 Summer Rendezvous for our district in Bayfield Wisconsin, there was a roaring round of applause at a district conference. We all love Bayfield and after the huge successes of past rendezvous' under the leadership of P/C Len Robinson and P/C Tom Cawcutt, we knew we had our work cut out for us.

I also knew that our squadron has the talent and depth to pull an event like this off, which gave me the will to jump in with both feet as event organizer. My dear friend P/C Len Robinson proved once again to be an ideal choice as co-chair. He helped with countless emails, phone calls and meetings and in the end, found answers to everything. Thank you Len.

Talented, hard-working committee chairs are the key to any big event and I had the best. P/C Mary Brisky headed up registration (a huge department) with Lisa Robinson, Gina Wuorinen, Julia Rossini, Corinne Carlson and Les and Karen Watters.

John and Kim O'Neil took on our evening meals—a mind-boggling task—with their crew anchored by our friends from the Minnetonka squadron: Steve Leighton, Lois & Ric Palmer and Karen Christianson. Add to that Pat Joyal, Tom Rossini, Dave & Rhobley Mattson, Len & Lisa Robinson, Charlie Grubb, Larry Evanson, Ann Melander, Bob Stokes, Val Ouellette and my friend Bob Fretter, on leave from his galley department on board the Great Lakes Ship Joseph L. Block. None of the meals would have been possible without the continued support of Carlson Refrigeration/Lakeshore Ice—thanks to Commander Todd Carlson!

Lance Olson and Commander Todd Carlson led up our cardboard boat races. What a sight to see! Thanks to the Melander boys for making Duluth proud with a creative entry that floated all the way to the finish line.

Lee and Jim Bujold treated our guests to a tour of Bayfield's finest businesses on a fabulous treasure hunt. These Bayfield connections also brought in countless prizes and gifts for our participants. On top of that, they hosted a continental breakfast that gave us a fine taste of Bayfield.

Ah, then there were the ships! What a back-drop! When I first thought of asking squadron member Jeff Foster to run Sundew down, I knew it was a long shot. However, I also knew Jeff and his ability to get things done. Still, there was a lot of uncertainty with a vessel that had been idle for so many years and was never intended to sail again. Sundew's trip to the Apostle Islands was in the hands of Jeff's chief engineer Erik Monge. Erik is truly an amazing individual who, as we all know, brought Sundew back to life for all maritime enthusiasts' enjoyment. Another gift was the availability of Captain Steve Kelley, retired from the 1000 foot Edwin H. Gott to be the master of Sundew for our event. What a treat on Saturday to see her leave the dock and return with some very fortunate D-10 passengers. In addition, the Fosters' aircraft flew overhead to allow us to document the event from the air. Jeff & Toni Foster, you made our summer.

With the looming uncertainty of Sundew's engine room challenges early on, I decided to look for a back up plan. Not an easy task with nearly 200 passengers to try to accommodate. The Island Princess, which we have used in the past, was in the midst of sale and couldn't be booked with a guarantee. So, it dawned on me that the following weekend in Duluth there would be the Tall Ships Festival. I thought perhaps one

of those vessels would be near the Apostles the week before. This chapter of the story turned into a full-time job! It was on and off so many times with so many ships and contracts that I lost count. I knew I needed help and P/C Murray George (winner of the Trans Superior Sailing Yacht Race) would be the perfect captain for the job. Murray and I could write a book about this one, but in the end, we prevailed. Just booking the ship was only half the battle. Driving down to meet with the Harbor Commission, looking at cleats, power, sea-wall height, gangway issues, pump out trucks, dock length and water depth was now on my shoulders.

In the end, we were able to secure the historic Tall Ship Roseway into the dock on the pier with only six inches of clearance between her keel and the sand bottom in spots, and a bit short on cleats.

Our squadron is blessed in so many ways with special members, friends and guests. My dear friend, Captain Sherman Edwards of the Madeline Island Ferry Line and his wife, Jane, worked tirelessly on our behalf. Anything I needed in town, they were there to get it done. When Roseway needed a custom gangway, Murray and Sherman jumped into action. Within hours they had one built, painted and partially borrowed for our passengers. Sherman even backed his pick-up truck down the dock to haul away Roseway's garbage.

My special thanks to all of those in D-10 who contributed to the new cleats on City Dock, and to Bayfield Public Works Director, Tom Kovachevich, who personally installed the new cleats. The squadron will be recognized with a plaque on City Dock to serve as a lasting legacy of this event. Bayfield Mayor Larry MacDonald, city staff Billie Hoopman and Linda Goodlet, Police Chief Bud Kasper, and Harbor Commissioners, led by Eric Fredenberg, were incredible hosts and great liaisons.

P/C Dave Carlson served as our dock master, working in concert with Bayfield's official dock master Ronnie Boutin, to make every boater's stay flawless.

I had a top notch crew to help with the RV parking site, thanks to Jeff Bodin of Bodin Fisheries who provided his property. P/C's Dave Mattson and Len Robinson got all the units tucked in! Our master electrician Dave Solberg worked to build us a temporary



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

(Continued on page 6)

(Continued from page 5)

electrical panel for RV power. My only regret is that the Solbergs had to miss the Rendezvous as they were on a previously planned trip. A special thanks to Pat Hennessy of Excel Energy for helping me with all of the permits and the technicalities of a temporary power site.

P/C Len Robinson headed up our departing meal, the ever popular omelet breakfast. Kudos to his chefs; Tom Rossini, Geir Seger, Todd Carlson, Les Watters, Greg Brisky, Charlie Grubb, Dave Mattson. Additional help provided by Lee Bujold, Lisa, Paige and Megan Robinson, Bob & Sue Stokes, Gina Wuorinen and Daryle Rock. The icing on the cake was seeing the young crew of the Roseway join us for breakfast.

So many things happened behind the scenes, that it is hard to comprehend. Our editor Karen Bray worked so hard with us to lay-out our flyers and schedule. On the Limit Screen Printing

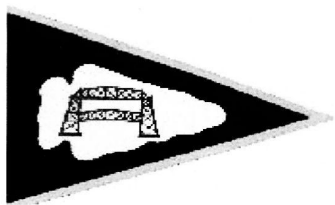
and Embroidery became a second home and helped me design the logo for our hats, mugs and apparel. The website will remain open in the coming weeks to order D-10 2010 gear and we need minimums for another run. So, don't delay in your last chance to order Rendezvous collectible gear (www.otiduluth.com). Also working behind the scenes on various aspects were my wife Kristi and son Tanner who put up with me and the lack of my presence in their lives. For those of you who I have missed, my sincere apologies, and thanks as well!

I believe our Rendezvous was great PR for the Squadron and as a result we gained several new membership requests. In closing, my heartfelt thanks to all of you who were able to support this event in one way or another. It means a great deal to our squadron and the district.

See you at the corn- roast!

Executive Officer Dave

Welcome Aboard!
New Members



David Mihalski	Jeff Hall
Jeff Foster	Bob Tranholt
Peter Kolar	Paul Lind
Richard Vitullo	Ken Iverson Sr.



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Administrative Officer's Report

Ahoy to All Hands!

Summer is officially in full swing. Our garden has begun to produce in earnest, and we are busily preparing to depart on our main vacation in Bayfield for the Rendezvous and Duluth for the Tall Ships. After a typical cold and rainy start to the summer, the weather has turned delightfully warm, and Lake Superior has obliged with surface temperatures warmer than we have seen in several years. This is the first year I can remember that we were able to swim in the Lake every day of our annual July 4th weeklong vacation. I am sure that by the time you are all reading this, an incredible Rendezvous will have been recorded in the archives, and we will all be looking forward to our annual summer wrap-up event: The Corn Roast!

As I mentioned in May's article, we hosted a joint sailing regatta in early June for the Duluth Yacht Club and the Barker's Island Yacht club. 14 yachts toughed out challenging conditions to complete 3 races, and we hosted an after race dinner and social event. All 14 yachts received there VSC inspections with almost all passing. Even though the weather didn't cooperate, this was a very fun and successful event. As of now, we have picked up 3 new members, and several more have expressed interest in

joining the Squadron. I do apologize for the short notice given for this event. If we host this type of event in the future, I will try to do a better job of getting word out well in advance so that more of you can join in the fun.

I wish you all a safe and enjoyable rest of the summer!

Respectfully,

Pat Joyal

Admin officer



Admin. Officer Pat Joyal



Celebrate!

***a Fantastic
Squadron
Summer***

***at the
DSPS Corn Roast Weekend
September 3–6, 2010***

Food Fun Games Dinghy Run
Saturday Night Shrimp Boil Bonfires Jumparoo
Sunday Night Rib BBQ and Live Music
Activities and Kid's Games Throughout the Weekend

Our Squadron Summer winds down with the annual Corn Roast Weekend. Come by boat, car, or camper!

Watch for a flyer in mid-August with more information.

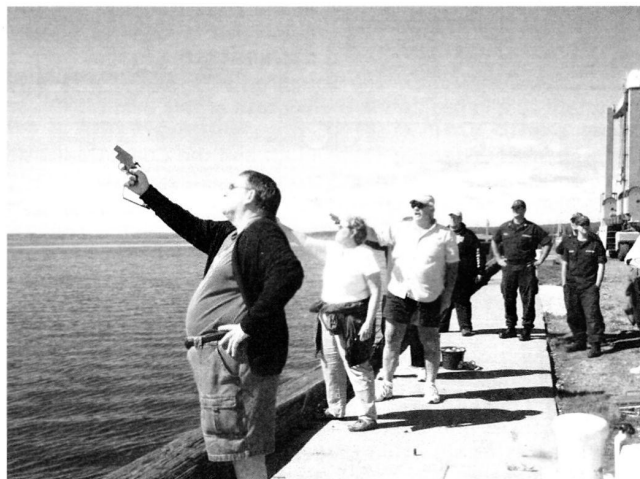
Safety Day at Washburn

By P/D/C/ Tom Rossini SN

On June 5, 2010 the Duluth Power Squadron and Washburn Yacht Club in cooperation with the U.S. Coast Guard put on a Safety Event at Washburn Marina in Washburn, Wisconsin. The day started with the distribution of safety materials, knot tying and boating safety procedures. This took place in the Washburn boater's lounge and was put on by Tom and Julia Rossini.



The group moved to the waterfront and were able to see a demonstration and get personal, hands on practice with hand held flares and aerial flares. P/D/C Thomas Rossini S.N. did the demonstration and safety requirements. The Coast Guard did the notification of all Safety personnel in the area so that there would not be a false



mayday call. The Coast Guard crew then answered questions and gave out information to all those in attendance.

We then had a fire safety and procedures talk presented by P/C Les Waters. Les in addition to being a Power Squadron member is a volunteer member of the Drummond, Wisconsin fire department. Everyone got an opportunity to put out a fire using a regular standard boat type fire extinguisher. Les did a wonderful job of explaining fire safety aboard.

The group then moved back to the boaters' lounge for a presentation and practice with the A.E.D. (automatic external defibrillator, mouth to mouth and CPR. A member of the Washburn Emergency Squad gave everyone an opportunity to learn and practice. We then had a luncheon sponsored by the Washburn Yacht Club and Commodore Mike Stenge.



DSPS Provides Tall Ship Escort

By Admin Officer Pat Joyal

Tall Ships Duluth 2010 is now in the record books. As anticipated, this year's event was unparalleled in Duluth's history in terms of attracting visitors and showcasing the harbor front and our maritime heritage. The Squadron was able to play a very important role in facilitating the success of this event.

I had been working with Visit Duluth and the Coast Guard since early April to coordinate our Escort Vessel participation for the Grand Parade of Sail that was to occur on Thursday, July 29th. There was a good deal of communication and planning that was completed before we all left for Bayfield and the Rendezvous. I anticipated that there would be a fair amount of last minute changes required to bring everything into line. On Wednesday the 28th, we took Sundew from the Squadron dock to spend the afternoon at Barker's doing some boat stuff (emptying 1 tank and filling the others), then we hung out at the Clubhouse doing some laundry while I worked to incorporate all of the last minute changes into the logistics plan. Barker's was the perfect place for this as we could take care of all our things with the boat at one place. I lost track of the number of phone calls that Wednesday, but suffice it to say that it all came together and we were able to enjoy a nice dinner with the *Sea Ya*, *First Thing Monday*, *Green Flash*, and *White Knuckles* crews.

Thursday morning (Parade Day) started with Dave Stokes providing exceptional water taxi service aboard his Boston Whaler 15 *Whalertime* for myself, Jim Weckman (S/V *Pemion*), and Jim's grandson Jayden. *Whalertime* safely delivered us at 0830 to the Coast Guard station on Park Point where we tied her off next to the Coast Guard's 25 foot Safe boat. It was time to get the Show on the road! I had a few small items to tie off with the Coast Guard before our general Skippers briefing at 0900. When we initially walked into the large briefing room on the 2nd floor of the Station, the A/C had been turned down as low as it would go this warm, humid morning, and the room felt more like a meat locker than a meeting room. By the time the meeting commenced, it was standing room only and the 16 Escort Vessel skippers were all there along with the skippers and some crew from the Coast Guard boats, DNR boats, Sheriff's boats, the Sundew, Sea Bear, and Aerial Bridge operators. In addition to all these folks, there were representatives from Visit Duluth and the ASTA (American Sail Training Association). At the conclusion of the meeting 45 minutes later, the room was more like a sauna and we were all ready to get to our vessels and get underway!

Whalertime brought us all quickly back to the Squadron dock where our vessels and crews were all ready to go. Larry Evanston had graciously offered to take us out on his Marinette 37 *Sea Ya* so that I would be free to coordinate the Escorts and get the parade lined up and underway. I want to say a special thank you to Larry and his wife Diane for taking us out on *Sea Ya*, as it turned out to be the perfect platform from which to coordinate the on water activities.

Once we were underway and cleared the outer breakwall of the Superior Entry, we saw the *Pride of Baltimore II* gracefully sailing under full sail towards the muster point off of Brighton Beach. I called the *Pride* on 16 to make initial contact with her and let her know who we were and that we would be in touch with her at the muster point. That was the first time I used the radio that day, but it was definitely not to be the last! As we proceeded to the muster area, radio contact was established with all of the Escort Vessels as well as the Sundew and some of the Tall Ships that were going to be in the first group of Tall

Ships to go under the Lift Bridge at 1400. Unfortunately, the *Dennis Sullivan* had been delayed somewhere up the Lake, so she was not able to participate in the Parade and her spot in the first group of 3 ships was left vacant.

While we continued to get the first group of Tall Ships on their way towards their scheduled 1400 bridge opening, the Sundew kept her schedule and began to steam back towards the canal with her 4 Escorts. The Sundew was scheduled for entry into the canal at 1330 and her job was then to take up station as the anchor of the picket line (security perimeter) in the harbor. Jeff Foster, Captain Steve Kelley, and all the crew of the Sundew are to be specially thanked for the textbook execution of their duties as well as all the hard work they did to prepare the Sundew for her proper spot leading the parade into the harbor. Seeing the DSPS ensign flying proudly from her bow while the fire hoses were shooting fore and aft was truly a sight to behold!

The phrase "hearding cats" was used more than once to describe what it was like to get the ships in line and on their way to their scheduled arrival at the bridge. While it is correct that there were a few things I would have liked to see go more according to the plan, it is fair to say that overall things went quite well. There were many variables to consider and it all came together in the end.

Once the first flight of Tall Ships with the *Bounty* and *Roald Amundsen* were on the way to their arrival at the canal, we turned our attention to forming the second flight of Tall Ships. This second flight consisted of the *Niagara*, *Roseway*, and the *Europa*. This flight proved the most challenging as there were the most ships in it, and there had been a change in the order that the captains had made amongst themselves on the water. After a quick discussion with the Coast Guard, they went back to the original order as per the plan. Once that little drama was sorted out, they proceeded in correct order to the canal and *Sea Ya* took up station on the *Europa's* starboard side for the trip in. Aside from having to "remind" a few spectator boats of the 100 yard security perimeter, the rest of the ride in was fairly smooth - except for the crew of the *Europa*...I heard some laughing and squeals from our foredeck and looked over to see the some of the *Europa's* crew laughing loudly while they were heartily engaged in launching water balloons at us with their slingshot. We were under attack! I never put *Sea Ya* quite close enough for them to hit us, but I did position us close enough so that they didn't quit trying. It looked like it was a fun diversion for them, and we had some good laughs about it aboard *Sea Ya* as well.

After the second flight of Tall Ships had safely entered the canal and was on its way to the secured mooring area, we went back out and hooked up with our friends on the *Pride of Baltimore II*, *Zeeto*, and *Coaster II*. The *Pride* was the quickest and most maneuverable of the larger tall ships. These traits coupled with the smaller size of the *Zeeto* and *Coaster II* all worked in conjunction to make the third and final flight of Tall Ships relatively easy to get formed up and on their way toward the canal. This part of the duty was fairly uneventful save for the fact that *Sea Ya* took a broadside from one of the *Pride's* 4 pound deck cannons! To be fair, they did warn us and we all had our ears plugged, but being on the business end of a cannon at point blank range when it whet off was incredible! I can only begin to imagine what it must have been like to be in a naval battle in the era when these Ships were the most powerful weapons on earth.

Once the final flight of Ships was in the harbor, our Escorts held the security picket along with the Sundew, Coast Guard, DNR, and Sheriff's boats until the Ships were all safely docked and the Coast Guard officially released us.

The Coast Guard, DNR, and Sheriff's department all did a great job on the water and deserve to be commended.

I want to thank all of those who volunteered to help pull this off – you can all be very proud of the success we had that day.

The following is the list of the Escort Vessels who volunteered their time, talent, and resources to help get this done:

Larry & Diane Evanson

Dave & Kristi Stokes

Jeff & Paula Hall

Dale & Amy Hedke

Doug & Ann Melander

Tom & Cathy Kolar

Todd Carlson

Jim & Barb Welinski

Jim & Lee Bujold

Dave & Corinne Carlson

Bob & Val Oulette

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Murray & Linda George

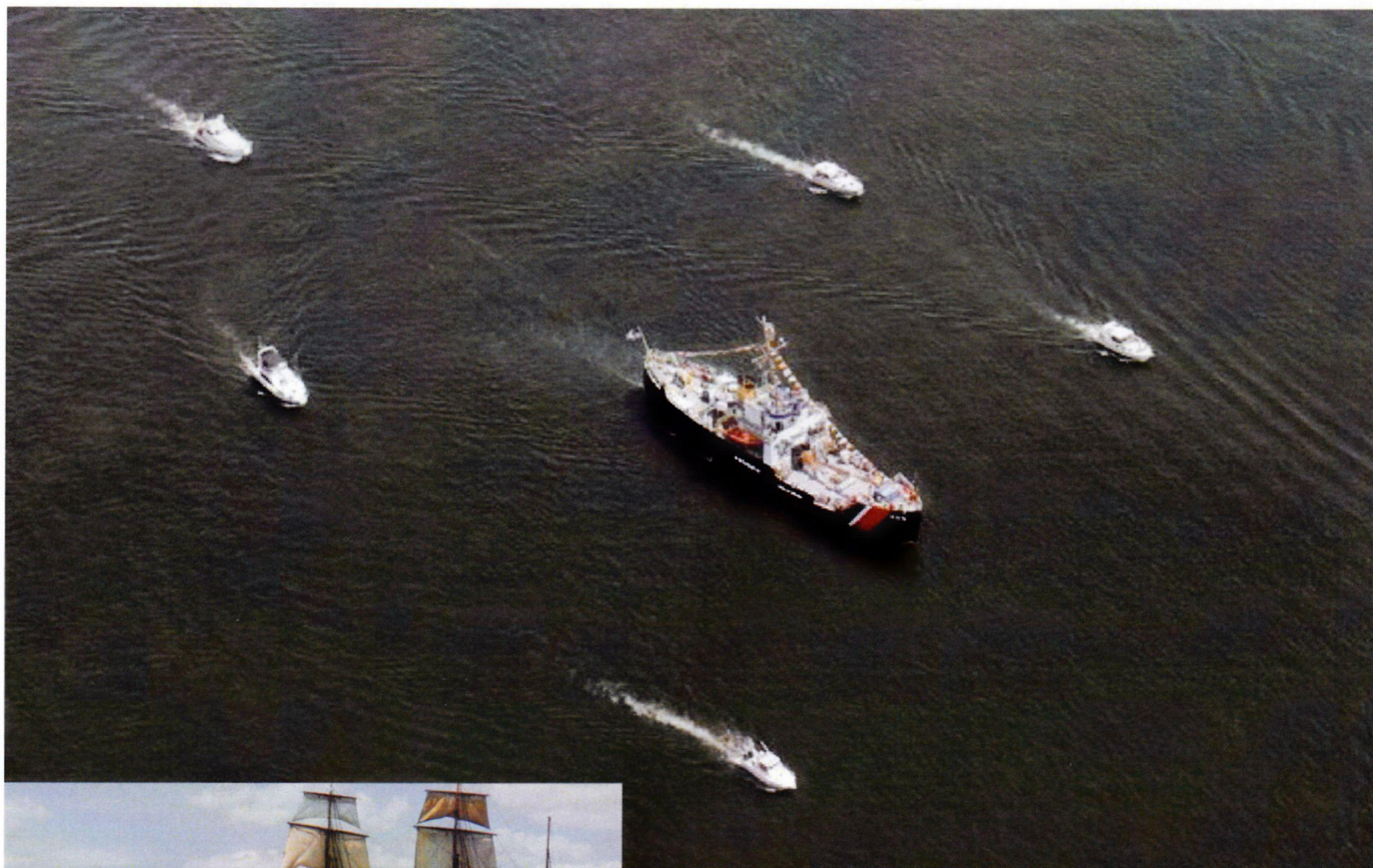
Greg & Mary Brisky (the Briskys were the official photograph boat)

Respectfully,

Pat Joyal

Admin officer





Tall Ships

"As anticipated, this year's event was unparalleled in Duluth's history in terms of attracting visitors and showcasing the harbor front and our maritime heritage. The Squadron was able to play a very important role in facilitating the success of this event.... I want to thank all of those who volunteered to help pull this off."

Admin. Officer Pat Joyal



D-10 Rendezvous

Clockwise from top:

- Retired Coast Guard Vessel Sundew was a major attraction at the D-10 Rendezvous.
- D-10 Bridge holds a meeting in the Officer's Quarters aboard the Sundew.
- DSPS member Jeff Hall prepares to paint over the Coast Guard insignia on the Sundew, as required by the USCG.
- Sundew Captain Steve Kelley and Sundew owner Jeff Foster.





Clockwise from top left:

- Julia Rossini, Corinne Carlson, Gina Beste-Wuorinen, and Lisa Robinson work the registration table.
- Pat Joyal, Len Robinson, and head chef John O'Neil man the grill.
- Cdr Todd Carlson thanks Jeff Foster, Dave Stokes, and Steve Kelley.
- The crowd enjoys breakfast.
- Del Marie Clark serves breakfast to Karen Watters and others.





Clockwise from above:

- The Bayfield Pavillion was a perfect spot for the weekend Rendezvous.
- Pat Joyal and Len Robinson with a grill-full of Apple Brats.
- D/C Jim Pahl-Washa, JN delivers a welcoming address, along with event co-chair Dave Stokes.
- Gang plank to board the Sundew.
- Rendezvous-goers enjoy the sunny deck of the Sundew.





Clockwise from above:

- P/C Charlie Grubb, Exec Officer Dave Stokes, and P/C Len Robinson, along with a few chickens.
- Tall Ship Roseway crew lines up for the Sunday omelet breakfast.
- On your Mark! Jonathan and Andrew Melander compete in the cardboard boat race, with Dave Stokes officiating.
- Brett Favre apparently missed Vikings training camp to come to the Rendezvous!
- OOPS.....





D-10 Rendezvous Roseway Cruise





Clockwise from top left:

- Lee Bujold organized the Treasure Hunt & other Bayfield activities.
- Sundew and Roseway at Bayfield City Dock.
- Dave Stokes presents Jeff Foster with USPS flag.
- Sunrise over Bayfield.
- Cdr Todd Carlson gives special thanks Bayfield Mayor Larry MacDonald.



City of Bayfield

Office of the Clerk and Mayor
125 South First Street - P.O. Box 1170
Bayfield, Wisconsin 54814
Phone (715) 779-5712
cityclerk@charter.net

OFFICIAL PROCLAMATION

WELCOMING THE



Duluth Power Squadron
SAIL AND POWER BOATING

Whereas, the Duluth Sail & Power Squadron is located in Duluth, Minnesota at the Western end of beautiful Lake Superior. They are a local unit of the United States Power Squadrons (USPS), America's Boating Club, in District 10, a volunteer, non-profit fraternal boating organization of men, women, and families who have a common love and appreciation of recreational boating, and

Whereas, the USPS has about 45,000 members in almost 450 local Squadrons, and is the worlds largest private boating organization, and

Whereas, their members contribute to their communities by promoting safe boating through Public & Member Education as well as Vessel Safety Checks, and

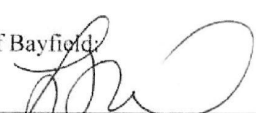
Whereas, their members boat on Lake Superior and the many inland lakes in Minnesota and Wisconsin, and

Whereas, the Duluth Sail and Power Squadron is hosting the D/10 Summer Rendezvous the weekend of July 23rd-25th, 2010 in City of Bayfield and they have been busy planning an exciting "Apostle Island Adventure" which includes visits by the USCG Cutter Sundew and the Tall Ship Schooner Roseway.

Now therefore, I, Larry J. MacDonald, Mayor of the City of Bayfield, offer a sincere welcome to the Duluth Power and Sail Squadron and proclaim, the third weekend in July, 2010 as Duluth Power and Squadron Days in the City of Bayfield; a time to acknowledge their ongoing leadership and dedication to the safety of the boating public.

Dated this 12th day of July, 2010.

City of Bayfield:


Larry J. MacDonald, Mayor



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**ALL HANDS ON DECK.....
AHOY MATES.....
Merit Marks 2010**

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 2010 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? 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 23th.

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, 2010 to December 31, 2010. 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

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Eye Protection on the Water

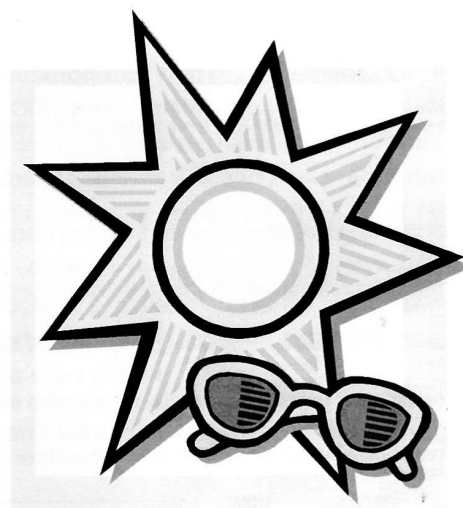
Amy Swanoski, B.A., C.P.O.

No one wants an afternoon on the lake ruined by discomfort from bright sun and glare off water. Investing in a quality pair of prescription or non-prescription sunglasses can make a world of difference in vision while protecting eyes from the sun's harsh rays. The key to great sunglasses is selecting a pair that is not only fashionable, but functional as well. In today's world of sun wear there are countless options.

Polarization is popular among boating enthusiasts because they reduce reflected glare off water. They allow anglers to peer through the water's surface to see animal and plant life. Polarized lenses reduce harsh glare from the sun while providing UV protection.

DSPS member Dr. Derin J. Van Loon of Blustin Optical Center encourages all patients to take an active role in maintaining the health of their eyes. One of the most effective ways to help keep eyes healthy is by protecting them from the sun's harsh rays. Exposure to UV radiation increases the possibility of developing cataracts, can damage the retina, and expedite the development of macular degeneration.

From sporty wraps to trendy colors, today there are sunglasses for everyone. Ask your eye care provider about the best sun protection to suit your needs.



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Signaling distress

Calling for help on VHF

Reprinted from the *USPS Compass*

You understand the importance of monitoring your VHF radio while under way, but perhaps you're less familiar with the three terms used in emergency communications: *securite*, *pan-pan* and *mayday*. Understanding their meanings and knowing when to use them is critical to onboard safety.

Securite: The safety alert

Securite (say-cure-i-tay) is used when conveying useful information, including potential safety risks, navigation hazards or weather warnings. You might hear: "Securite, securite, securite call Los Angeles, this is the tug *Falcon Millennium* with a barge in tow. We will be passing Pier 400 and crossing the flats to the Queens Gate." Should you be nearby, it would be appropriate to post a lookout for the tug and barge.

Pan-pan: The urgency alert

Pan-pan (pronounced pahn-pahn) indicates that a vessel or a person on board needs assistance but is not in immediate danger. A typical call would be "Pan-pan, pan-pan, pan-pan, this is the United States Coast Guard. The Coast Guard has a report of a missing 24-foot fishing vessel named *Jig Stop*, white hull, en route from Catalina to Newport Beach. Mariners are advised to be on the lookout and report any sightings to the Coast Guard on

Channel 16."

Mayday: The distress alert

Thought to originate from the French "m'aidez" (help me), *mayday* means a vessel or person is in grave or imminent danger and signifies a request for immediate assistance. Mariners hearing mayday calls should immediately cease traffic on Channel 16 and stand by for further information.

A vessel that has run out of gas mid-channel is not in a life-threatening situation and should initiate a pan-pan call for assistance. The same vessel, out of gas but in danger of going aground in a surf line, is in a mayday situation.

Whether you're a skipper or a passenger, understanding these terms and knowing how to use the VHF radio will help keep you safer on the water. —**Jim Hicks**

Learn more about marine radio communications by taking the *Using VHF & VHF/DSC Marine Radio* seminar.

Find a [seminar near you](#) or purchase the USPS guide [The Boatowner's Guide to GMDSS and Marine Radio](#). Call 888-367-8777 ext. 0 for more information



Duluth Yacht Club, circa 1906

Navigational Lights Must be Kept Working Properly

Recreational boats must display their required navigational lights at all times between sunset and sunrise and during day-light periods of reduced visibility.

One of the things that often fail inspection is the vessel's running lights. Navigation lights make other boaters aware of your presence. Your boat's lights tell other boats something about your vessel's size, speed, course and type of power. Navigation lights also enable you to properly apply the navigational rules.

Powerboats less than 39.4 feet must have red and green sidelights (separate or combined) and they must also have a masthead and stern lights which are often combined into one all round white light.

Vessels restricted in their ability, such as tow boats, fishing boats, dredges and dive boats have their own distinctive set of lights. It is important that the recreational boater be aware of these light configurations.



A vessel towing a barge will have two or three forward white masthead lights, standard sidelights and a stern light plus a yellow towing light above the stern light. The barge being towed must display a side and stern light. Accidents sometimes occur when a boater attempts to pass between the towing vessel and the barge being towed.

It is possible to identify the type, size and direction of travel of a boat encountered at night. All vessels show an all-around white light. A red sidelight signifies possible danger and you must steer clear of the vessel passing across your bow. Green sidelights seen at night, as well as red, alert you to their direction of travel, a green light is on the starboard side and lets you know you are the stand on vessel to a vessel across your bow from left to right. A stand on vessel must maintain course and speed. A give way vessel must slow down and stern clear.



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August 2010

Schedule of Events

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3 ☾	4	5	6	7
8	9	10 Primary Election	11	12	13 Bayfront Blues Fest	14
15	16 ☾	17	18	19	20	21
22	23	24 ○	25	26	27	28 Dragon Boat Festival
29	30	31				



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

Schedule of Events

September 2010

- September 3—6 Corn Roast at the Squadron Dock
- September 9 Executive Committee Meets
- September 16 General Meeting



Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1 ☾	2	3	4 Corn Roast
5 Corn Roast	6 Labor Day	7	8	9 Exec. Comm.	10	11
12	13	14	15 ☾	16 General Meeting	17	18
19	20	21	22	23 ○ Autumn Begins	24	25
26	27	28	29	30		

MEMBER'S MARKETPLACE

USPS members may place one want ad (3.5"x2") free of charge. Continuation of the ad in subsequent issues may be purchased for \$10 per issue, payable in advance. Larger ads may be purchased by arrangements with the editor.

Checks should be made out to DSPS, and must be mailed by 5/15/10 to be included in the June issue.

Send your check to Karen Bray, 2024 Minnesota Ave., Duluth, MN 55802.

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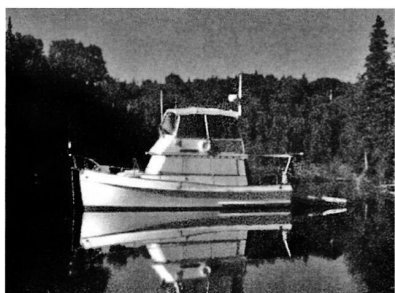
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Rendezvous Logo Gear Still Available

Go to On the Limit Screen Printing and Embroidery for our hats, mugs and apparel. The website will remain open in the coming weeks to order D-10 2010 gear and we need minimums for another run. So, don't delay in your last chance to order Rendezvous collectible gear (www.otlduluth.com).

Travel Light

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vertical, diagonal, forwards or
backwards.

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GROUNDSHEET, HIKING BOOTS,
KINDLING, LANTERN,
MAPS, MOSQUITO NET, PANS, PE-
DOMETER, POTS,
ROPE, STOVE, TENT, TINDER,
TOOLS, TORCH, WATER



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You will need: 10 slices packaged fully cooked bacon, 20 large raw peeled and deveined shrimp, quick cooking veggies, such as mushrooms, peppers, zucchini, cut in shrimp-size chunks, 1 cup of your favorite BBQ sauce.



1. Heat grill to medium.
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4. Grill 4 minutes on each side until shrimp turn pink, brushing with sauce.

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Sunrise over the Sundew and Roseway at the D-10 Rendezvous in Bayfield, Wisconsin.

Photo by Dave Stokes