



Channel Chatter

Official Publication of the Duluth Sail and Power Squadron

Volume 2011, Issue 1

February 2011



Photo by P/C Grady Strand

2011 brings a boatload of activities for Duluth Sail and Power Squadron members!

Change of Watch

Public Safe Boating Classes

WINTER DOCK PARTY

Vessel Safety Checks ✓

Christmas Party

**Corn
Roast**

Predicted Log

DYC/BIYC
Border Battle Regatta

**Captain's Platter
Fishing Contest**

Riverquest

Fitting Out Party

D-10 Events

National Safe Boating Week

Dock Clean-up Fix-up Day

Advanced Grade Classes

We're on the Web

www.duluthsailandpowersquadron.com

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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 Lt/C Del Clark <delicl1@yahoo.com> or Lt/C Valerie Ouellette @727-6079.

Boating is fun, we'll show you how!

Commander's Report

The following is a copy of the Commanders report for 2010 watch year that was submitted to District 10. I am very proud of the work that our Squadron has completed this year.

Education

- Spring Safe Boating course had 25 Participants
- Advanced Grades
- Seamanship 3 participants
- BoatSmart 3 Participants
- Instructor Training 2 recertified Instructors.

Fraternal

The City of Duluth hosted a Tall Ship event right in our back yard this summer. Nine (9) Tall Ships came into the Duluth Harbor escorted by 15 proud Duluth Sail and Power Squadron vessels. Leading this parade was our own member Jeff Foster with his 180' retired Coast Guard Cutter "Sundew." This took a conglomeration of planning between several law agencies, the tall ship captains and owners, the City of Duluth, and our Squadron. All of our members donated their time, talents, and vessels for over 6 hours of operation on Lake Superior and the Duluth Harbor.

Civic

We participated in the 3 day River Quest program aboard a local cruise boat with 10 members teaching 6th graders the features and benefits of life jackets. This year they had a record of 1,000 kids involved in the program.

Membership

In 2010, we have signed up 30 new members. We have tailored our membership requirements which allow new applicants to join by either taking a safe boating class that is an equivalent of the Squadron class or pass a written test proctored by our education department.

National Safe Boating Week

Along with the local Coast Guard Auxiliary, we participated in the "World record inflatable life jacket event" which was held at the Duluth Coast Guard station. Local news crews covered the event as well as the event being recognized nationally. Total number for the event, (World) was 1,154.

District 10 Activities

Besides having an active attendance at the spring conference, we hosted the summer Rendezvous in Bayfield WI. 180 District members rode on a sail away aboard the Sailboat Roseway. We served 220 plus meals on Saturday. We had 11 Boats docked at Bayfield City Dock, 12 RV's parked at our mini RV Park, and 7 cardboard boats participated in the race. The event featured an afternoon ride aboard the retired Coast Guard Cutter Sundew, a treasure hunt throughout town for Bayfield, and we

raised \$700 to donate to City of Bayfield for extra City Dock cleats. The town was very happy with our presence and they will be installing a plaque recognizing the D/10 Rendezvous and the United States Power Squadron.

Vessel Safety Check Program

- We entered 294 exams with 14 examiners.

Fundraising

- We held our annual "Fitting Out Party" with over 125 members and friends in attendance. This is our major fundraiser for the year to help us support our education department, our dock facility, and general operations of our Squadron.

We negotiated several contributions for use of our dock facility. This included a research vessel from the DNR.

Roster

The 40 page annual Roster was completed and distributed to 250 members. Like previous years, 100% of the cost for the publication was covered by advertising dollars collected from local merchants.

New Member Orientation

An event was held this spring welcoming new members to our organization. We explained the three sides to the Squadron triangle, (civic, education, fraternal) followed by a pizza party and drawing for Squadron apparel.

Squadron Events

Our annual Labor Day "Corn Roast Celebration" highlighted our tremendous year as an organization. With over 150 people, 35 boats, and 12 RV's, we had a great time at this 4 day event. A dunk tank, jumparoo, kid's games, numerous meals, dingy rides, live music, and plenty of camaraderie, this was a great rap-up party to our boating season.

Association with other boating clubs

This year we hosted a meet and greet with two of the local sailing clubs. The regatta was the kick off to the summer racing that these two clubs participate in. We performed several Vessel Safety Checks along with discussion on membership to our organization. The event was held at our dock facility. Along with the camaraderie, we served meals and provided dockage for the two clubs.

(Continued on page 4)



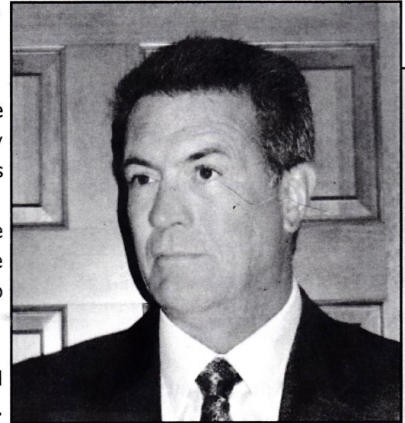
Cdr Todd Carlson, S

Educational Officer's Report

As this watch year closes out, we take note of what we did to make a difference in the Squadron. Hopefully, we have met our main objectives. This watch year was very interesting. I watched the "Old Guard" say enough and waited for the newer members to step up to assist with the squadron's business.

The transition is not going very well. Nationally, volunteerism is down. People have time and financial limits requiring prioritization. Perhaps the transitional impact on the squadron and members was not explained properly or at all. Personal invitations to assist might be the best means of communication.

Education as a whole has accomplished only the minimum requirements. We held Safe Boating Classes in the spring of 2010 and have three classes scheduled for 2011. These classes are a requirement if Duluth wants to remain a squadron of the USPS. I attempted to hold a Seamanship class. Personal invitations were sent out to 137 members who have not taken any advanced grades. I got 1 personal reply and 3 or 4 replies through Dave Stokes. It has become rather obvious that this squadron does not want any advanced grade or elective classes.



Lt/C John P. O'Neil, AP

This is the new system. www.duluthsailandpowersquadron.com is on line. In the education section, all classes are listed and a good description is included. In this section there is a waiting list. If you want to attend a specific course, fill out the class on the waiting list and submit to www.educationoffice@duluthsailandpowersquadron. When enough interest is shown in a class, I will try to set it up.

Educated Boaters are safe boaters. If you hold a Capt's license, you should be eligible for advanced grade credit. Since a professional license is not posted on the USPS data base, you will have to contact me if you would be interested in receiving USPS credit for Advanced Grades.

The 2011 Watch Year will probably define the future of this squadron. Many people can volunteer a little time each versus a few people volunteering a lot of time. The squadron requires a little help from all members to operate. Take a minute and ask yourself what did you do for the squadron. We are going to need all hands on deck this next year.

(Continued from page 3)

Exposure to the public

- We hosted our annual Captain's Platter Fishing contest. The primary duty of the contest is to educate local fisherman on the importance of required safety equipment on Lake Superior

Fishing boats. We performed over 30 Vessel Safety Checks, promoted the safe boating classes, and explained the benefits of being a member of the Power Squadron.

- We participated in Duluth's Christmas City of the North parade where we enter a float (boat) decorated with lights, banners, and Squadron logos. We handed out 500 compass key chains with our contact information and website address.



- **Reed Byers**
- **Susan Leach**
- **Susan Shank**

Executive Officer's Report

Happy 2011 everyone--time just keeps sailing on!

As we look forward with great anticipation to a new boating season (and dare we say one with above average temps, fair skies and calm seas), your nominating committee and bridge has been hard at work trying to keep this organization afloat.

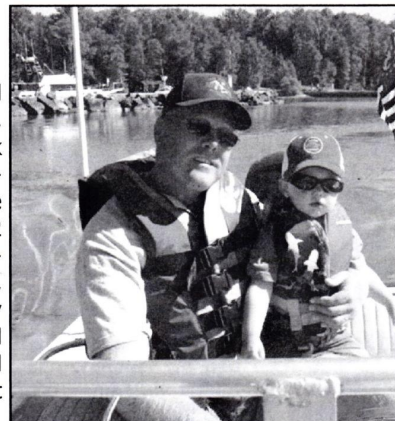
It's sad to say, but more and more volunteer groups are struggling for volunteers—nobody has time. I too, find it tough to juggle. It's 4:45am as I write this and try to get it done before Tanner wakes up, meet our editor Karen's deadline, feed the cat "Aerial Bridge" (who woke me up) and say hi to my lovely wife before she heads out the door. Plus I struggle to run a small business, try to keep a house and boat in ship-shape, find time for family and activities....well, you get the picture. It's not much different than the rest of you. Oh yeah, and come summer I have to make time to run the boat at \$5.00/gallon; darn, I better get back to work!

Everybody is short on time; at least that is what we are frequently hearing from our membership when we ask for volunteers and seek leaders to help our organization keep moving forward. Some frustration has been as profound and deep as to suggest the Duluth Sail and Power Squadron should just turn in its charter. Now that is a sad thing to hear. During the last decade, we've seen Past Commanders return to leadership positions two and three times, and our current Bridge of officers has served multiple years at any given post—often taking on the work of other departments that are understaffed or vacant.

Does any of this sound familiar? It may be a similar scene in other organizations or even your work-places. I know—I've been down-sized and out-sourced myself in the past. It sure takes a toll on the vitality of an organization. Stop to think for a second to remind yourself about the vital role of our mission "safe boating through education" and the three pillars of our organization: civic, fraternal and education.

This Bridge of officers realizes how hectic our lives are and we are continuing to work hard to streamline and simplify this organization for those who come after us. We know that if you have kids in activities or you're retired (or just tired), that alone is like a full-time job. It's

not all fog and heavy seas, though. I look forward to finding time to be your 2011-2012 Watch Year Commander, that is, if we are lucky enough to find volunteers to fill the other vacant Bridge positions. New blood and ideas are vital to the health of any group; as in government, change can be a good thing.



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

Should any of you be willing to take on an exciting opportunity and help move our organization forward, know that you will never be on your own. It's a group effort to keep your Squadron running and this Bridge takes great pride in working together. Even after our time is done as officers, we still remain active volunteers.

While we are on the subject of time; why not try to squeeze in one of our classes put on by our fantastic education department, led by SEO John O'Neil. Think how good you'll feel when you are done. I'd also like to take time to thank John for his time serving as our education officer, leading the Squadron's most important department we have. And talk about time commitment—John and Admin Officer Pat Joyal both serve us from the Twin Cities area and are also in their second year of service. Thanks guys!

In closing, I hope you find time to serve this great organization either now or in the future. See you at the Change of Watch and the Winter Dock Party (TBA) and thanks for taking the TIME to read this article.

Sincerely,

Exec Officer Dave Stokes

Captain of the M/V Purr-ecious Time

Administrative Officer's Report

After I had worked on substantially refitting our Kalik 40, Vortex for the better part of 2 ½ years, my wife Jen, I, and our four year old son were justifiably excited to be enjoying our first sail in Vortex's new home waters of Lake Superior. We were fortunate to have good friends of ours who subsequently became our daughter's godparents with us on this maiden sail on our new boat. Also accompanying us was a college acquaintance who was on a well deserved leave from active duty in Iraq. It was one of the first truly nice summer days we had experienced for the season in Duluth on the western end of Lake Superior. Little did we suspect the tumultuous afternoon that awaited us.

Vortex had been sequestered in a well built temporary building for the previous 2.5 years while undergoing a major facelift. When she finally emerged from her cocoon, she was sporting recored decks, a new paint job, new interior, and various other new and refurbished systems - she was ready for business!

We were sailing in 15-25 knots of true wind in the northwest corner of Lake Superior near Duluth, Minnesota. The wind was fairly gusty and directionally unstable. We were flying the #3 only and shrugging off the gusty shifts was no problem at all for our 20,000 pound vessel. This wind behavior is fairly typical in this corner of the lake, and I have had a good deal of experience with it. It was the 3rd week of June, and the mercury was hovering in the lower 80's. However, the air temperature was a poor indicator of the water under our keel - the water temperature on this glorious afternoon less than 2 weeks before the 4th of July was a frigid 45-50 degrees. Water temperatures in this range are life threatening in very short order.

Our guests were all accustomed to sailing and boating on the inland waters of Central Wisconsin. At this time of year, water sports on these lakes are a regular occurrence as the water temperatures are generally in the upper 60's. Summer was in full swing. Real Trouble was the last thing in our friend Lynn's mind when she witnessed a small sailboat

About ¼ mile away from us get slam tacked, ejecting both passengers. Lynn's conversational comment was "Oh, look, they dumped."

Being fully cognizant of the conditions in which we were all sailing, my immediate reaction was to ask where exactly the vessel in distress was (though my actual words were spoken with a lot more force and were likely laced with an expletive or two). While Lynn pointed to it, I was able to quickly spot the vessel which was about 1.5 miles straight out into the open lake from the south pier head in Duluth. The details of what I saw caused my heart and brain to immediately begin racing. The scene unfolding in front of us consisted of a small sailboat with very poorly trimmed sails careening dead downwind. Right after I spotted the boat, I saw the boom come over in a completely uncontrolled "auto jibe." The reason for the auto jibe quickly became obvious - nobody was on board! I saw a person in the water about 100 feet behind the sailboat, and the gap was increasing at an alarming rate. I witnessed a second person in the water being dragged by the out of control boat as it continued to rapidly sail away from the person in the water.

After seeing what was going on, my first action was to yell loudly to all 5 of us who were on deck (our 4 year old was thankfully napping at this time). The Cliff Notes version of what I yelled was that this was a true emergency and that we needed to act immediately to help these people. I quickly noted the

water temperature to everyone, and they were all now acutely aware of the peril presented by this situation.

The ensuing sequence of events all took place in the span of less than 10 minutes, though it still seems like much longer.

The first thing I did was to tack the boat as we had been sailing away from the position of the people in trouble when Lynn spotted them. As this was our maiden voyage with the boat, and we were enjoying what was to be purely a leisure sail, we were a bit slower to tack than I was accustomed to with my full racing crew. However, since we only had the #3 flying, it was still a quick maneuver. We were now sailing at hull speed directly at the person in the water. The boat from which the MOB had fallen was still careening downwind out of control and towing another person who appeared to be successfully climbing back on board the boat as his torso was now mostly out of the water. I assigned one of our crew to watch the orphaned person in the water, while another was assigned to watch the developments with the other boat which by this time was approximately 150 meters downwind of the MOB.

The 2-3 minutes it took us to reach the person in the water was spent in a flurry of activity. The first order of business was to get the Perkins diesel fired up. This required someone to switch the battery switch to the "Both" position as we typically draw power from only one of the battery banks while under sail. Russ was the only one on board who really had an idea how things worked, so this task fell to him. While he was below, I had him grab lifejackets to bring up for all of us. When they arrived on deck, they were all promptly donned. After the diesel was started in neutral so as not to inadvertently foul any lines, we had almost reached the MOB. As skipper, my thoughts and words had been racing. The plan I had formulated would require prompt coordinated action by all of us on deck. Given the overall low experience level of the crew, I realized that clear explanation and direction were key to the ultimate success of anything we were going to do. The backdrop to all of this activity was the increasingly urgent screams of the woman in the water. As we approached her, it became evident that she was not wearing any type of flotation device. I didn't realize until later that I really became concerned when we quit hearing her screams for help.

My plan was to sail the boat to leeward of her, luff up, and grab her as we slowly drifted by heading directly upwind. The problem with this plan was that I had grossly underestimated what remained of her strength and determination. I had the headsail sheeted in as tight as it would go without breaking something. I turned the helm at the exact moment to accomplish the maneuver perfectly. Our boat was no more than 3 feet from her

(Continued on page 7)



**Lt/C Pat Joyal
and Cole**

(Continued from page 6)

and we tossed her a horseshoe ring and 2 lines to grab. Unfortunately, by this time, she was so drained of energy and will that she was not even able to raise a hand far enough out of the water to grab anything we had thrown to her. It then hit me that we were quite possibly going to witness a death on this day. My friend Russ started to get ready to go into the water and I promptly forbade that activity. This was a very bad situation that I would not allow to become worse!

After we missed her on the first pass, I realized that we would not have enough maneuverability to attempt a second pass. After quickly scanning the toerail to insure that no lines were hanging overboard, I engaged the diesel and punched the throttle to get back in a position to pull the victim from the water. As we approached her the second time, it was evident that we had to get her out of the water immediately or we would lose her. I put the boat 3 feet away from her and halted all of our way on. My crew was urgently trying to get ahold of the victim, but she was done fighting. We all watched with horror as she stopped moving and her eyes began to roll back into her head. She had no more fight left. Russ looked imploringly at me for permission to jump in the frigid water to attempt saving her.

Thankfully, allowing Russ to attempt this valiant but extremely dangerous task was not a decision I would have to make this day. While we had all been caught up in our effort to pull the victim from the water, we had lost track of what was happening on the boat from which she had fallen. The man we had earlier witnessed being pulled through the water had successfully climbed back on board, dropped the sails, started the Honda outboard, and was motoring at full speed back to our position. He arrived on station just as we were watching his shipmate lose consciousness mere feet from our boat. Out of seemingly nowhere, he burst on the scene and jumped in the water as his boat sped mere inches from Vortex. He did not have a life-jacket on either. Luckily, he was able to grab his girlfriend just as she slipped under for what would have been the last time without other intervention. He successfully pulled her to the surface where we were waiting to grab them both and get them aboard Vortex via the swim ladder on the stern.

Once we had both of them safely on board, I made the call to the Coast Guard that should have been made as soon as we saw what was happening. I hurriedly relayed the facts of what

was going on and the fact that we had a fairly hypothermic female and a mildly hypothermic male on board. I also relayed the fact that their 16 foot sailboat was running at full throttle directly at the breakwall with nobody on board. The vigilant skipper of a powerboat heard our radio call and was able to gain control of the runaway sailboat about 100 feet before it crashed into the concrete pier.

We were running at full throttle (about 8 knots) to get back to our dock where medical attention was to be waiting. The Coast Guard arrived on scene within about 3 minutes of our call. They deemed the conditions too rough to safely transfer the victims to their Safeboat, so they escorted us into the harbor and our dock where the ambulance and EMT's were waiting. By the time we arrived at our dock, we had both of the victims warming, conscious, and seemingly coherent. The EMT's took over as soon as we docked, and the woman was kept at the hospital overnight as a precaution. Neither of the victims suffered any permanent physical effects from this incident, and I learned the following valuable lessons that day:

- Keep a good lookout and be aware of what's going on around you!
- When an emergency happens, stay as calm as possible (this is often easier said than done).
- In an overboard situation such as this, get a MAYDAY call into the Coast Guard as soon as possible. In our case, we were lucky to have retrieved the people as quickly as we did. Had we called the Coast Guard as soon as we saw the situation, they would have been on scene to assist us with the recovery.
- Do not make a bad situation worse by sending additional people into the water unless absolutely necessary. This holds especially true for the cold waters in which we all typically boat.

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Take the Helm of a 40 footer for a day!



The Duluth Boat Club provides the Race Management for the Lake Superior Dragon Boat Festival and is looking for a few "Steersman". As well as steering on the day of the event, there will be a 5 or 6 practice sessions prior to the August 27th event. The sweep, known also as the steersman, controls the dragon boat with a sweep oar rigged at the rear of the boat, generally on the side and off centre, which is used both for ruddering as well as for sweeping the stern sideways. Lake Superior Dragon Boat Festival is an annual fundraising event organized by the Rotary Clubs from Duluth & Superior. It's a fun filled event for a great cause.

For more information or to volunteer contact the Duluth Boat Club Water Activities Director Megan Kress at megankress@gmail.com or 218-340-4911



Andes Surprise Pillow Cookies

Recipe by P/C Gina Beste-Wuorinen

1 cup unsalted butter – softened

1 cup sugar

1 large egg

1 tsp vanilla

3 cups all-purpose flour

1 tsp baking powder

¼ tsp salt

49 Andes Crème de Menthe Thins

Pre-heat oven to 400 degrees F. In a large mixing bowl, combine sugar, butter, egg and vanilla. Use electric mixer at medium speed to beat until light and fluffy. Add flour, baking powder and salt. Beat at low speed until soft dough forms. Divide dough in half. On well-floured surface, roll half of the dough into a 14 X 9 inch rectangle. Arrange mints evenly on dough, forming 7 rows of 7. Between 2 sheets of wax paper, roll remaining dough into a second 14 X 9 inch rec-

tangle.

Remove top sheet of wax paper and discard. Carefully turn second rectangle over mint-topped dough, matching edges. Remove remaining wax paper. Using a pizza cutter or scalloped-edge pastry wheel, cut dough evenly between mints. Gently press edges of pillows to seal. Place pillows 2 inches apart on ungreased cookie sheets. Bake for 7 to 10 minutes, or until edges are light brown.

Wisconsin's deadly disregard for life jackets

By Allie Tempus and Nick Penzenstadler
Wisconsin Center for Investigative Journalism

In the past decade, 189 people have died in Wisconsin boating accidents, often from falling overboard without a life jacket and drowning. But despite efforts by some legislators, including State Rep. Jim Sullivan, (D-Wauwatosa), the state's life jackets laws lag far behind most other states. Wisconsin is one of just two states that don't require children to wear life jackets.

Edward Seiler, who was thrown from an anchored fishing boat on Lake Waubesa near Madison in May 2009, probably would have died unless he was wearing a life jacket, according to the Dane County Sheriff's Office. The then-78-year-old hit the water, face down and unconscious when his vessel was struck by another boat traveling about 20 mph. A passenger in the craft that hit Seiler pulled him from the water, saving his life.

The driver of the boat that hit Seiler got a \$160.80 citation and told officers he didn't see the other boat until it was too late. "This was a freak accident, but I was thankful that I had (a life jacket) on, you bet," said Seiler, whose two fishing companions weren't injured.

Seiler's near-disaster was one of the state's 104 boating accidents in 2009 that left 16 dead and 69 injured, according to Wisconsin Department of Natural Resources records. None of those who died was wearing a life jacket.

Data from 10 years' worth of reports compiled by the DNR and reviewed by the Wisconsin Center for Investigative Journalism show that of the 189 people who died while boating in Wisconsin, only 46 were known to have been wearing a life jacket. Sullivan and DNR officials agree most of the deaths could have been avoided if the victims were wearing life jackets. So far this year, as of mid-July, nine people have died in boating mishaps.

Despite continued concern over preventable boating accidents and fatalities, Wisconsin lawmakers tried but failed in the last session to pass new laws mandating life jackets for children and cracking down on intoxicated boating, which is No. 5 on the top 10 list of accident causes.

Other states require more

Wisconsin and Virginia are the only two states that don't require children to wear life jackets while boating, according to the U.S. Coast Guard. Wisconsin, however, does require life jackets for all drivers and passengers on personal watercraft, such as Jet Skis, which made up about 12 percent of reported boating mishaps in 2009. On federal waters such as Lake Michigan and the Mississippi River, federal law requires children 12 and under to wear life jackets. But on the state's many other lakes and rivers, state law only requires there be enough life jackets for each person on board.

Reprinted from Milwaukee Magazine News Buzz

Last year, Sullivan introduced a bill for the second time that would require children 12 and under to wear a life jacket while boating on Wisconsin waters. As it did the first time, the legislation died. "This is something that is consistent with the federal law, consistent with the state law in 48 other states and yet Wisconsin doesn't take this step," says the legislator, who's the son of a Milwaukee-area Coast Guard commanding officer. He plans to try again in the next legislative session.

Wisconsin DNR conservation warden Nate Kroepelin, who patrols Dane County waters, says that even boaters who carry life jackets sometimes store them in locked compartments, buried under other equipment or still encased in plastic bags. But that might be breaking the law. "What the law says is for wearable life jackets, they have to be readily accessible, which means you should be able to get at them pretty quickly," he says.

As was the case in 2008, mishaps involving small vessels made up a large proportion of the boating accidents in 2009. Fatalities, largely from drowning, occurred among those traveling in the smallest boats, with 13 of the 16 who died in canoes, kayaks, rowboats or small fishing boats.

Drunk on the water

Alcohol is still a constant presence on the waterways, Kroepelin notes. Wardens across the state wrote 383 tickets for drunken boating in 2009, a slight decrease from 397 in 2008, according to the DNR.

"You can usually about double what they tell you they've had (to drink)," Kroepelin says. "I do remember one guy being totally honest, and when I asked how much, he said, 'probably a twelfth.' He was blasted."

And boaters have less fear of enforcement because of a long-standing practice that separates violations on recreational vehicles from those received while driving a car or truck, Kroepelin notes.

Wisconsin, like 36 other states, doesn't tie boating under the influence to the offender's driver's license, according to the Coast Guard. Legislation introduced this year by State Rep. Louis Molepske (D-Stevens Point) would have changed that by requiring that drunken operation of recreational vehicles, including boats, be reflected on a driver's record.

With no opposition from legislators and the support of ATV and snowmobile groups, Molepske said he plans to reintroduce the bill in the upcoming session.

"There is an appetite for this type of a bill," Molepske contends. "You shouldn't have a safe haven to use your recreational vehicle on the weekend when you can't drive because of your existing (drunken driving) conviction on a car."

Historic sailors' terminology

P/C Candy Hengel, SN

"Hand-me-downs" originated at ports

P/D/C Harvey Hengel, SN

Here is some old Navy terminology:

- **Squared away:** In modern usage this old expression means things are in good order. It originally described a square rigged ship bracing her yards to run away before the wind.
- **Limey:** It wasn't possible to carry fresh fruits and vegetables on long voyages aboard English ships so the English Parliament decreed that each sailor must drink a pint of lime juice each day to prevent scurvy. Thus, the British nickname.
- **Crows nest:** The Norsemen carried ravens at the ship's lookout station. When these sea warriors lost sight of land, they released one of the birds and they headed for the nearest shore. It was a crude GPS but still efficient and practical. Charter fisherman carried homing pigeons that were released with a message in an emergency.
- **Spice the main brace when the sun comes over the yardarm:** Today, this old custom has been twisted to mean the general invitation to have a drink. But during old sea battles, the sheets and braces were often damaged. The main braces were spliced and it was the custom to serve grog to the entire crew after the sun went down.
- **Anchor:** Anchors received their name from the ancient Greek word meaning "crook" or "hook." The old Grecian anchors were actually shaped like a fishing hook.
- **Spinning a yarn:** This term for tale telling was coined in the days where sailors were given old ropes to unravel and make sennit (a sort of flat braided cordage used for various purposes and formed by braiding rope-yarns or spun yarn together), small stuff and fenders. It was the only duty during which they could talk at will. Thus the art of making yard became synonymous for unrestricted conversation.
- **Hand-me-downs:** A concise term for second-hand clothing. Nautical stores sold new boots, pea jackets, etc., in waterfront locations. The new items were expensive and prominently displayed. Hooks high above held the less-expensive, used clothing. A ladder or hook was used to hand down these articles of used clothing.
- **Hunky Dory:** Means everything is OK. The expression was coined from a street named Honki-Dori in Yokohama. The inhabitants catered to the pleasures of the sailors. One can readily understand why the street's name became synonymous for everything that is enjoyable and satisfactory.



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Squadron Kid's Corner

"Below is a poem my son wrote about one of the many great experiences he had at the Squadron Dock last summer. This was the first time he caught one of these and it made a lasting impression on him. I hope you enjoy reading it as much as he enjoyed writing it!" -Admin Pat

PLUNK—out goes the line....ZZZZZ....
Getting it close to the dock.
Waiting and Waiting...
I'm getting suspicious.
And I reel up!
And there's a fish!
No thumping or anything.
Hey Dad, what kind of fish is this?
"It's a Rock Bass!"
Released back into Lake Superior.
Time to cast for another...

-Cole Joyal

Squadron Kid's Corner

Attention Squadron Kids! The Channel Chatter would like to hear from you! Write a story, a poem, tell us about your Squadron experiences, or send your favorite photo to kobray@charter.net. If you have a drawing you'd like to share, mail it to Karen Bray, 2024 Minnesota Ave., Duluth, 55802. You could be in the next Squadron Kid's Corner!



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Change of Watch

Saturday, March 12, 2011 Radisson Viking Room

5:00 Social 6:30 Dinner Watch for your invitation in the mail.

Winter Dock Party—March 13 at the Squadron Dock

1:30—??? Family Fun including:

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Watch for email details.



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February 2011

Schedule of Events

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 ○	3	4	5
6	7	8	9	10	11 ☾	12
13	14 	15	16	17	18	19
20	21 	22	23	24 ☾ Annual Meeting	25	26
27	28					

- 24 Feb. DSPS Annual Meeting—location TBA.




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



Schedule of Events

March 2011

- 12 March DSPS Change of Watch—Radisson Viking Room
- 13 March—Winter Fun Dock Party 1:30 at the Squadron Dock

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4 ○	5
6	7	8	9	10	11	12 ☾ Change of Watch
13  Winter Dock Party	14	15	16	17 	18	19
20 	21	22	23	24	25	26 ☾
27	28	29	30	31		

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 1/15/11 to be included in the February issue.

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

Show Your Colors with our very own "Duluth Sail and Power Squadron" Logo Shirts

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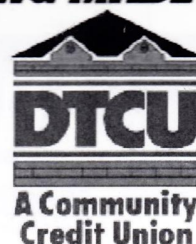
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Face the Music

Can you find the elements of music in the box? They may be horizontal, vertical, diagonal, forwards or backwards.

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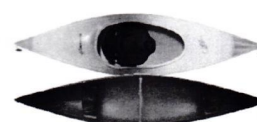
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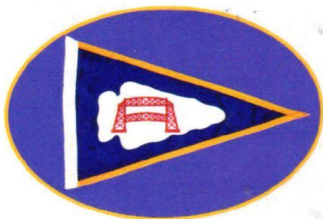
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"Love Love" is a floating sculpture
by artist Julien Berthier.

To create the piece, a 6.5 meter sailboat was
cut in half and a new keel was added.
Berthier has taken the boat across the English
Channel and has toured it around Europe,
getting plenty of offers of assistance from
unwitting good Samaritans.

Submitted by Dave Stokes

