

Channel Chatter



United States Power Squadrons

Fitting Out Party



The annual Fitting Out Party, on April 27, was a great success. Thanks to all of our sponsors (see page 16).



Volume 2013 Issue 2

Summer 2013

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Photos in this issue were taken by
P/C Editor Dave Stokes and members

The *Channel Chatter* is published four times per year for the members of the Duluth Sail & Power Squadron, a unit of United States Power Squadrons®.

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Commander's Report

As Commander, I often get asked by friends and prospective members what the squadron does, what is its purpose and benefits, and what does the future of the squadron look like. I usually respond with a discussion about the fraternity of boaters, education and civic responsibility, but I started thinking about the history of the organization and its official mission, so I did some digging and found that my response was pretty much spot on. Here is the official mission statement from the USPS Operations Manual, which was easy to find online: The mission of United States Power Squadrons® is to promote recreational boating skills and boating safety through education, hands-on training and civic activities while providing fellowship for members. Our squadron bylaws are a little more wordy but still reflect the same message. I won't repeat them here, but you can find our bylaws as well as those of District 10 and the national organization on our website at www.duluthsailandpowersquadron.com.

Regarding the organization's history, it turns out that it started as a group of people in Boston with a common interest in boats who basically got together to share conversation about a common interest and love of boats and boating and who exchanged ideas about the best ways to handle and manage their boats. The group expanded and the United States Power Squadron was founded in 1914.

I believe that the goals of those wise individuals at the turn of the last century are the same as those of our current membership – a desire for camaraderie and education about boats and boating. So, things have not changed too much. What has changed is the way we interact, exchange ideas and learn. It used to be cocktails in the lounge, swapping stories in the boatyard and formal classroom learning. Now it's Facebook, online chat rooms and distance learning. This change is not necessarily bad. We just need to adapt to meet the changing needs of our members while retaining those aspects of the organizations which have made it strong over the years.

So, how do we stand? Our membership has remained fairly steady over the past several years at about 200 members. This is one of the largest squadrons in the district. We have a strong core who seem to always get things done, but I sense they are running out of steam and need some new blood to come in and take over the reins. I believe the current bridge is the first step in this direction. We are also healthy financially and with the dock as a base of operations and a draw for new members, I believe we are in a good position to continue to be a strong and healthy organization in the future. There is no doubt, though, that the needs and wants of our membership are changing, and



we will need to change and continue to change to meet those needs. Everyone is busy now, for better or worse, and this influences what they can commit to and what they can participate in. This emphasizes how important it is to provide engaging events and meaningful presentations to keep everyone interested and wanting to continue.

The schedule of events for this year, including general and executive committee meetings, is included in the roster (hopefully, you have received your roster) and also published on the website.

Our first General Meeting was on June 20. In addition to the roster notice, this was advertised via an email reminder sent out prior to the meeting. We had reduced the number of general meetings over the past couple of years, but I received feedback that these were wanted and needed, so I built a full schedule of general meetings into this year's schedule to meet the requirements of our bylaws. For the June 20 meeting, we had a great speaker from the Coast Guard who gave a presentation on boarding procedures and required safety equipment, but the meeting was very poorly attended. The weather was bad, which may have contributed to the poor attendance, but it was disappointing regardless.

I'll plan to continue the meetings as shown on the schedule, and I encourage everyone to attend the Executive Board meetings as well. We will post summary agendas and meeting times and locations on the website, so please watch there for information.

Lt/C Lance R. Olson, P
DSPS Commander

Educational Officer's Report

By the time you read this I hope that summer is finally here. Spring was incredibly slow in arriving to the northland. I know that the boating season for some of us was late in getting started. I hope that we will be in the water by the time this reaches you. The rainy weather and busy schedules were our downfall this year for getting the spring maintenance done on our boat.

The winter and spring ABC classes went well. We had 19 people test out of Les Watters's spring class. I know that it's hard, but looking ahead to fall there will be a couple of classes on the schedule. Bob Bruce has graciously offered to teach the Seamanship class and Kay Bakke has offered to do an instructor certification class. Please consider being an instructor. The more people we have qualified to teach the class the less pressure there is on the few that we have now. It's a rewarding way for members to give back to the Duluth Sail and Power Squadron. John O'Neil was volunteered to do a Piloting class after the first of the year. Support the squadron and expand your horizons by taking a class.



Contact Lt/C Mary Rantala if you'd like to be an instructor this year and give back to the Squadron.

I hope that you all have a safe and wonderful boating season. See you out there on the water.

Lt/C Mary Rantala, Educational Officer

Executive Officer's Report

Hello all,

I hope your boats are in and working well! Don't let summer's slow start get you down. Get out and enjoy the water, we have such a short season as it is. My family and I have been out several times fishing and to the beach. Some days have been better than others, but we learn quickly to adapt to the changing weather. As my good friend P/C Dave Stokes says – besides “off the charts” – is, “Two things you need for Lake Superior boating are a snow suit and a swim suit, and you will wear them both in the same day.”

Captain's Platter was a huge success! Hats off to P/C Todd Carlson! The weather was nice and the fishing was great. Lots of people at the dock and by the fire for some great times, as usual. Our Safety Day at Barker's Island was a huge success. We did plenty of VSCs that day and then were joined by our Coast Guard friends at our Squadron Dock for a flare shoot-off. They brought both their patrol boats, 45628 (the jet boat) and 25461. They had a full crew on both ships so we had a nice crowd for our shoot-off. Check out some of the pictures in this issue.

I hope to see many of you at the dock soon, as my family and I stay there almost every weekend. Every time we are there the dock is almost empty. Come use our



beautiful dock! I hope to see a packed dock this summer! Remember to get those ships inspected. Don't stall on the VSC. Call me or one of the other inspectors. We're happy to do it.

In closing, don't forget about the Tall Ships coming at the end of July, and of course Corn Roast. Have a great rest of the summer, and I hope to see you on the water or in the Apostle Islands in August. Happy and safe boating. Calm seas and smooth sailing.

Lt/C Jason A. Smitke, aka Windtalker
Executive Officer

Administrative Officer's Report

Argh Matey!

As we finally cruise into summer on these glorious Northeast winds one can't help but to remember the brutal winter that lasted into May this year (I'm sure you snowbirds heard about it). While it has been a delayed event getting down to the Squadron Dock to see everyone in 2013, it makes me appreciate all of those I did get to see at our annual Fitting Out Party.

On my second year chairing this event I enjoyed sharing the joy of cooking with so many of our members who always make this an annual event along with those new to the squadron and its mission. At this year's event we again raised a significant amount of money with limited expense to help fund our dock for another year. Without all of you and your relentless efforts to make this event a success we would not be able to make this happen. A special thanks goes out to my committee who did all of the leg work in producing this event.

For those of you that missed it, the 2013 Fitting Out Party was an evening full of fun with some great gifts and prizes given out. Our Ultimate Meat Locker was bursting with over 140 pounds of quality Old World Meats product along with some great items from Upper Lakes Foods. We also gave away lodging and dinner for two at Larsmont Cottages and a 46" Sony HD TV. Both of our auctions were also a success.

As always we urge everyone to contact a local donor to collect more items for next year.

No more looking back at this past spring, full steam ahead into summer!

Lt/C Tom Linderholm
Administrative Officer

Top: Lt/C Tom Linderholm and daughter Brianna. Bottom: Tom with one of the catches that won him the Captain's Platter title this year. (See more Captain's Platter photos on page 8.)



Happy Birthday, Capt. Bibby

No, he's not 117 – yet – but Capt. Dick Bibby is well on his way. Happy 91st from DSPS and *Channel Chatter*!



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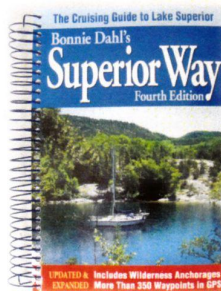
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Spring Breakup in Bayfield

The *Alder* Coast Guard Vessel visited the Bayfield and Madeline Island harbors on Wednesday, April 3, 2013. Their mission was to break up the ice to allow the ferries from the Madeline Island Ferry Line to begin service to and from the island.

The Coast Guard was requested by the La Pointe Village Council so supplies and gas and oil could be brought to the island. They made two paths starting from the south channel to Bayfield and back to Madeline Island. Several snowmobiles and two wind sleds went out to welcome the *Alder* to the harbor.

The first ferry left the dock around 9:15 a.m. on April 4. It took the ferry more than 20 minutes to reach the channel left by the *Alder*, and a total of 2 hours, 10 minutes to reach the island dock.

Skippering the *Island Queen* was Captain Sean Heckman, with crew Doug Griggs, Joni Brooks and Mike Radtke. The *Island Queen* left the island dock at around 1 p.m. and was back in Bayfield at 1:45 p.m., where it tied up for the day.

Regular service to and from the island began on Friday, April 5.

Capt. Sherman and Jane Edwards



Above: The U.S. Coast Guard Cutter *Alder* breaking up the ice between Bayfield and Madeline Island in April. Bottom: The Madeline Island Ferry Line's *Island Queen*.



Captain's Platter

The Captain's Platter Fishing Contest was held at the Squadron Dock on June 8, 2013. With well over 200 participants, the dock and pavilion looked busier than Labor Day Corn Roast.

It was a great day on the water and the weather was outstanding. Many Vessel Safety Checks were performed as well as new and old friends acquainted. The Duluth Sail and Power Squadron outdid themselves in laying out the red carpet to the fisherman by welcoming them to the Squadron dock in Allouez bay for the weekend. We also aided them by teaching safe boating practices on Lake Superior and by inspecting boats for possible issues with safety items that are required.

After nine years, this one-day contest has evolved into a tradition with fisherman on the Western end of Lake Superior. Big thanks to our crew and committee that helped keep this tradition going.

Winners listed by division:

Lake trout

1. Jim Fudally	14.11
2. Mike West	13.40
3. Tom Reulle	12.43

King Salmon

1. Jason Norman	11.07
2. Pat Joyal	8.20
3. Mike Duffy	7.84

Coho Salmon

1. Kyle Shuster	2.24
2. Mike Duffy	2.16
3. Adam Norman	2.13

Walleye

1. Tom Linderholm	8.27
2. Gary Campbell	4.06
3. Tom Burnosky	3.56

Captain's Platter Champion

(combined weight per class)

Tom Linderholm "Reel Nauti" 23.66 pounds

Lake trout	7.63
King	5.77
Coho	1.99
Walleye	8.27



Above: Lt/C Tom Linderholm, the 2013 Captain's Platter Champion.

Bottom: The weigh-in.





This page, clockwise from above:

Tom Burnosky; Troy Fleming;
Todd Carlson and Theresa
Severance; Kent Paulson; Chris
and Jill Lajoie.

Flag Quiz

For those that have asked, and for those that are proudly displaying the flag appropriately, this is why the SPYC is absolutely correct in the flying of their flags. I truly appreciate the people here asking about the flying of the flag. I spent years in the military watching that flag and am proud to say I know how to display it.

Two questions for an enlisted promotion board examiner:

1. When can another flag fly above the US flag?
2. What three things are in the ball at the top of the flagpole?

Flip for the answers, at right.

— Kevin Connor



- Question #2**
1. A bullet to defend the flag.
 2. A match to burn the flag if you are being over run.
 3. A needle and thread to repair the flag after the battle.
- Just another trivial thing known to few but the military. We tend to live by traditions.

- Question #1**
- A church pennant may be flown above the American flag if a church service is done by naval chaplains at sea for personnel of the Navy. After the service is over, the American flag must again be placed in the prominent position.



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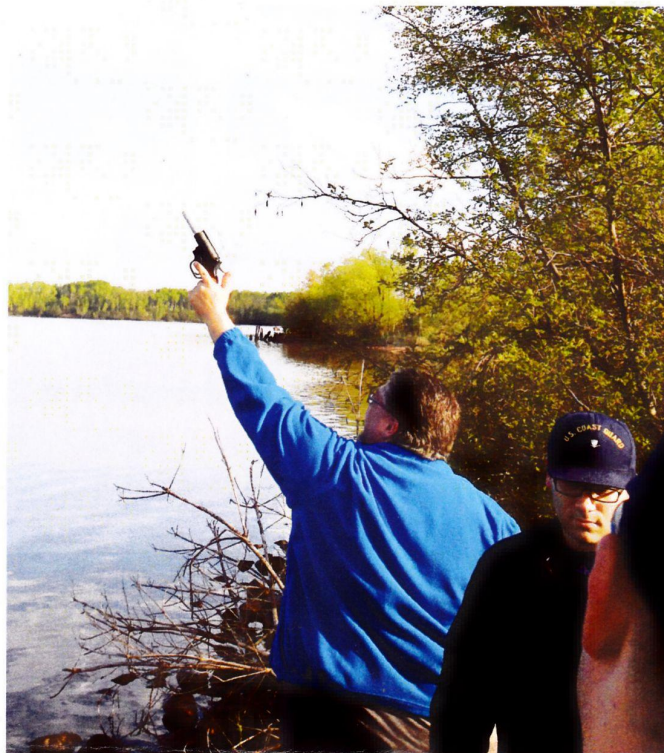


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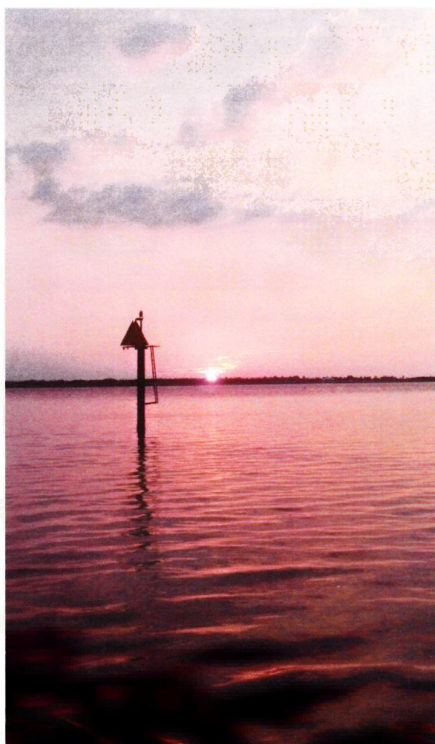
Safety Day



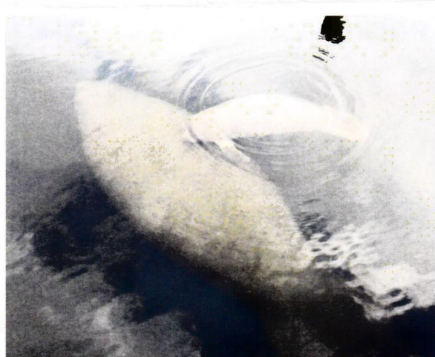
The DSPS Safety Day was June 15 at the Squadron Dock and Barker's Island Marina. The U.S. Coast Guard helped with a flare shoot-off.



With Love from Florida



Photos of Florida sunsets, sand sculptures and wildlife from P/D/C Harvey Hengel and P/C Candy Hengel, who send their love from the Sunshine State.



Jim Marshall called it his Magic Carpet

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Safety Notes

Watch for water in tank with ethanol

Boats love water, but boat engines do not. Gasoline with ethanol in the boat's gas tank actually absorbs moisture, which increases the risk of water contamination in the gas tank. Automobiles have a closed fuel system and usually the gas in the tank is used faster than a boat. In the marine environment, a boat with a vented fuel system is more susceptible to absorbing water.

Ethanol alcohol is a solvent, degreaser, antifreeze and most problematic is its ability to attract 50 times more water than non-alcohol gas. Ethanol is 200 proof alcohol. It would be a beverage if it didn't contain other hydrocarbons. In this country, it is usually made from corn, which we eat in many forms. Ethanol replaced MBTE in the gas to increase the octane level, provide cleaner burning and improve emissions. In the past, 10% has been added, however, the feds suggested that it could raise to 15% (E-15).

High levels of ethanol can dissolve, deteriorate and break down rubber, plastic, fiberglass and even aluminum and steel. If significant amounts of water are present in fuel with ethanol, the gas will break down into a three-component mixture of gasoline, water and ethanol. Phase separation could cause most of the ethanol and water to separate and drop to the bottom of the tank, leaving gasoline with reduced ethanol in the upper phase. If the lower phase of water and ethanol is low enough to reach the fuel inlet, it could go directly into the engine, causing significant problems. Even if the water isn't drawn into the engine, it could cause a reduction in octane, which also could result in engine problems.

There is no simple solution to alter condensation in the tank as a result of ethanol. Engine manufacturers recommend it is best to maintain a full tank, keep fresh gas in the tank, use a water separating fuel filter and avoid running to the bottom of the boat's fuel tank. A good fuel conditioner added will stabilize the fuel, inhibit corrosion and absorb moisture.

First mate should be able to take over

"Partner in Command" is a four-session seminar offered by the United States Power Squadron. The aim of the seminar is to teach non-skippers what skills and knowledge are needed to fill in for the skipper in case something happened to the captain or just to relieve him in non-emergency situations.



P/D/C Harvey Hengel, SN.

Before getting underway, make sure that everyone on board knows their responsibilities. Every trip should begin with a tour of the boat, including the location of all safety equipment and an explanation of how it is used.

The first mate should be knowledgeable on all of the vessel's safety equipment and operation. A short review on the use of life jackets, throwable devices, flares, navigation lights, fire extinguishers and bilge pump is basic. A basic understanding of the operation of the marine radio and other electronic equipment is also essential. Other areas to be adept at are: knowing how to safely start the boat's engine; use of the blower; a working knowledge of the boat's controls; the use of the compass, charts, electronics and engines gauges; anchoring techniques and docking. Remember, experienced helmsmen don't always dock perfectly.

Contact your Duluth Power Squadron Education Officer for information on the Partner in Command seminar.

P/D/C Harvey Hengel, SN
P/C Candy Hengel, SN

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Tidbits

BoatUS Foundation Partnership

At the USPS 2013 Annual meeting, the BoatUS Foundation rolled out a new initiative that raises our partnership with them to a new level. The Foundation is now developing online versions of USPS classes for the 30,000+ USPS members, 500,000+ BoatUS members and the millions in general boating public. This move positions us well to tap into the increasing demand for instruction on the student's timetable, rather than the teaching institution's. It is not the way we went to school, but is becoming more and more the way today's students go to class, especially for specific training.

D/Lt/C Dale Perry, AP
District 10 Administrative Officer

Trailerding Your Boat

When it comes to towing your boat, the kind of vehicle you choose matters.

Front-wheel drive

Front-wheel drive dramatically improves a vehicle's handling and traction. Although designed to be light and efficient, a front-wheel drive may not be powerful enough to pull a trailer.

Front-wheel drive also proves far less effective in controlling trailer sway than rear-wheel drive. The heavier the rear of a vehicle is relative to its front, the more stable the trailer is; however, a front-wheel drive has more than 50 percent of its weight over the front axle, making it less stable.

Front-wheel drive doesn't perform well on a boat ramp because the weight of the trailer on the vehicle's rear transfers weight off the front wheels, causing them to lose traction.

Unibody construction

Another innovation resulting in reduced towing ability is the unibody platform, on which nearly every car is now made. A rigid sheet-metal shell, the unibody doesn't have a separate, underlying steel frame, which is still common on conventional full-size pickups and SUVs.

Vehicles with a strong frame bolted to a separate body have greater lateral stability, making them less subject to sway. The additional braking and steering loads imposed by towing have less effect on them, and their separate frame provides a strong mounting point for a trailer hitch.

Engine

Designed to maximize fuel economy, today's small-displacement, high-revving, multivalve engines pack a lot of horsepower but lack the low-end torque needed to get a load moving.



Volunteers Needed at the Squadron Dock

Dock Master Paul Lind is looking for help with mowing, weedwhacking and other maintenance projects at the dock this summer. Give him a call at 218-390-2927 if you can lend a hand.

Cooling components

Big, efficient radiators, transmission coolers, and engine oil coolers are essential when towing. Lacking these heavy-duty cooling components, the majority of today's cars have reduced tow ratings.

Brakes

As cars became smaller and lighter, car brakes became smaller as well, making them insufficient to stop an extra ton or more of boat and trailer.

Bottom line

With a few exceptions, if you want to tow a boat these days, you are probably going to be happiest with a full-size pickup, sport utility vehicle or crossover utility vehicle.

From the USPS Compass



Tall Ships Are Coming!

Hello everyone,

The DSPS will again be participating in the Parade of Sail on July 25 as the Tall Ships will be escorted into the Duluth Harbor for the 2013 Tall Ships Festival. We will have an Escort Flotilla of about a dozen vessels. I anticipate this being another successful event for Duluth and our Squadron.

To volunteer your vessel and crew, please contact me, preferably by email.

P/C Pat Joyal
pjdsn7@netscape.net, 612-618-1576

Tall Ships Schedule of Events

Thursday, July 25

Noon-5 p.m. – Bayfront Festival Park open.

2 p.m.* – Grand Parade of Sail. The ships enter through the canal and under the Aerial Lift Bridge.

*Start time is approximate and subject to change.

Friday, July 26-Saturday, July 27

9 a.m.-11 p.m. – Festival gates open.

9 a.m.-5 p.m. – Tall ship tours and day sails. (Dockside food, beverages and entertainment will be available until 11 p.m.)



Contact Pat Joyal if you'd like to help escort the ships into the Duluth Harbor during the festival.

Sunday, July 28

9 a.m.-5 p.m. – Festival gates open and ships available for tours.

Monday, July 29

Noon – Tall Ships Challenge race to Sault Ste. Marie begins.

For more information, go to
www.visitduluth.com/tallships2013/



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Calendar

DATE	MEETING / EVENT
2013	
July 20	3rd Executive Committee Meeting
July 21	Blessing of the Fleet
July 25	Tall Ships Parade of Sail
August	East/West Sailing Regatta – TBD
Aug. 17	4th Executive Committee Meeting
Aug. 31–Sept. 2	Corn Roast
Sept. 14	Mentor Duluth #2 – Squadron Dock
Sept. 19	2nd General Meeting
October	D-10 Fall Conference, TBD
Oct. 17	5th Executive Committee Meeting
Nov. 21	3rd General Meeting
Dec. 12	6th Executive Board Meeting
Dec. 14	Christmas Party
2014	
Jan. 16	4th General Meeting
Feb. 20	Annual Meeting and Elections
March 8	Change of Watch
March 9	Winter Dock Party

Participate in the Blessing of the Fleet

The Blessing of the Fleet will take place July 21, at 1 p.m. at the Meteor end of Barker's Island. The Lake Superior Day committee has invited the Twin Ports Ministry to Seafarers to do this and we are working together to complete the plans and schedule. We invite everyone with a floating craft to take part in the blessing. Decorate your boats and yourselves for the ceremony. Clergy personnel from a variety of Denominations will be involved in the individual blessings from a "floating Platform" (at least that is the plan now).

At 1 p.m. a brief blessing ceremony will take place at the pavilion near the Meteor. Then we will ask all the boats assembled to pass by the "platform" for an individual blessing of the vessels and their crews. The logistics of this individual blessing is being worked out.

Please contact me if you would like to participate or help. Let's pray for good weather on the 21st.

Respectfully,
Fr. Leon Flaherty, 715-718-0139

Paul Reinier

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Note from the Editor's First Mate

Traveling by plane, train, automobile – and of course, boat

In the off-season, it's great to hear about our members' adventures and vacations to lands far away and even those quite near to us. We all need that time to energize and explore! For our family, it came in the way of an experience of a lifetime this spring as we secured our passports and traveled to Europe to visit close friends who had recently moved to Switzerland.

I brushed up on my German, Dave scanned the maps and places of interest, and Tanner put in his "must see" requests. If you are traveling to the Swiss Alps, it's expected that you may be wearing your ski boots and gear, but for our boating family, it was fun to find so many adventures along the water as well. From taking the ferry across Lake Zurich to an amazing journey on Lake Lucerne, the scenery was majestic and breath-taking. Heading farther south, we also managed to visit Lake Como, the largest lake in Italy. This boat trip was after a 45-minute bus ride on narrow, winding streets that would cause nearly any sailor to succumb to motion sickness (perhaps this family-designated tour guide was dealing with too much pressure when I made the call



The Stokes family visited Europe this spring. One of the highlights was a ferry ride across Switzerland's Lake Zurich.

to hop on the bus). While the boat trips were fabulous, we all relished in the ease and reliability of the rail system throughout Europe. Tanner continues to make comments about missing the trains and the places we were able to visit – what a learning experience for a 7-year-old.

Throughout our trip that spanned Italy, Switzerland and Germany we gained an incredible insight on the culture, developed a fondness for their transportation systems and strengthened ties with friends who remain close at heart even though there is an ocean between us.

For each of us, there is an eye-opening experience right around the corner. Where will your next adventure lead you? Please share it with us!

Lt/C Kristi Stokes

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Above photos, clockwise from left: Tanner at a train station; a Swiss ship; the Linder Chocolate Factory; Swiss miniatures. Below, from left: a sign at a train station; the Stokes family.



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