

Duluth Sail and Power Squadron

Channel Chatter



United States Power Squadrons

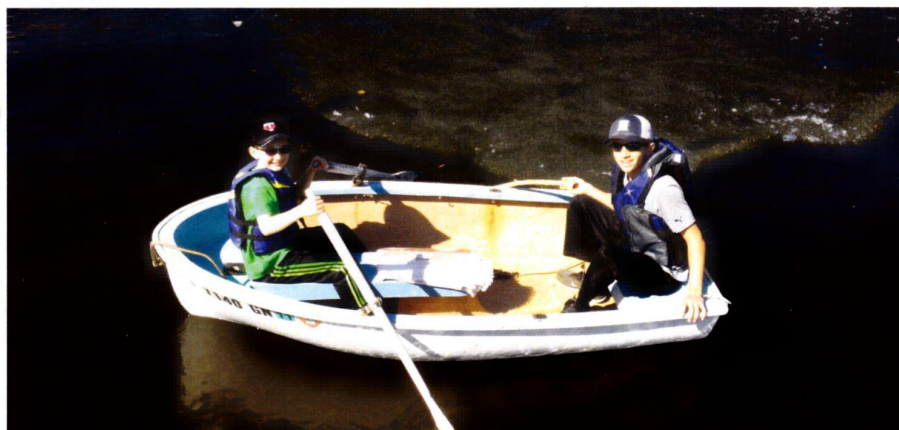
Change of Watch, Change of Seasons

Volume 2015 Issue 2

Spring 2015

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Top: Change of Watch in March.
Middle: Brandon and Tanner breaking ice.
Bottom: The Twin Ports' first saltie of the season, the Malta-flagged Kom, arrived on April 13.

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

Greetings!

As I sit writing this message, I have been reflecting on the past. As some of you may know, I was commander back in 1998-99. I think of all the ways the world, the area, our squadron and my family have changed. We did not use social media, the internet was not yet as vast, email was not as prevalent and it seems we all had a little more time on our hands.

Now virtually everything we do can be done instantaneously via the internet, email or social media. I do know several people that either have chosen not to be on the internet or just cannot do it for several reasons. Sometimes I wish that I did not count on a computer, the internet, email or social media as much as I do, but it certainly is a reality. At the Change of Watch, we used the internet to play the National Anthem. At the D-10 Spring Conference last weekend in Milwaukee, almost all sessions, seminars and meetings used the internet in some form. Makes you think of how we did things before. Take a moment and think about it.

Our world has changed in so many ways but one common theme is we all still love to go and have fun on the water, camping, hiking or just being outdoors. Our area has changed by offering more for the boater, and that is still changing as we speak with the Pier B development with transient docks, expansion of trails both on the waterfront and along the river connecting to the state trails. Our squadron has changed as we evolve with all the world's changes.

As our lives get busier, our time is stretched to the limit by many factors. Volunteering for many organizations at the same time and sports for our kids are just a couple to mention that take up a lot of our time. Our jobs are more demanding than ever in the quest to be the best that you can be. Then we have our families. In 1998, my oldest daughter was 2½ years old when I became commander. Now, the demands of a child at that age are many, but then there were no sports, friends or school to worry about. Looking back, we were busy, but not like we are now. Even with a 20-year-old and a 15-year-old now, the demands are many, but I would not change any of it, at all. I enjoy all that I do and hope that I do the best that I can.

Our organization was founded in 1939 and is still going strong today. We have some relatively new members stepping up to help, but we always need more hands on deck. Please contact any one of us if you can help out in a small way. As it's commonly said, "The more the merrier." We have lots of small tasks that just need a little attention,



so please think about how you can help out the squadron.

As we move into 2015 we are concentrating our efforts on what we have been doing best and will continue those efforts. Our first activity will be the Fitting Out Party being held on May 2 at the Belgian Club in Superior. Funds raised on that night allow us to keep our beautiful dock facility operating. As with everything else, expenses seem to go up each year, so we need to make sure we can keep up with those. You will be receiving more information from event chair and Executive Officer Tom Linderholm.

We again are participating in River Quest which teaches over 1,500 sixth graders all about the lake and river. We have participated in this event for many years, I believe almost 20 years now. If Tom calls and asks you to help, please accept, you won't regret it.

Next up will be the Captain's Platter Fishing Contest in early June. This event has really grown over the years and has become one of the area's best fishing contests and exposing many to our organization. Chair Todd Carlson has a great crew already working on that, so again, look for more information to follow.

Corn Roast is an event that is always fun in the late summer. We plan to continue with the East/West Regatta and our Mentor Duluth activities. Vessel Safety Checks are a very important task that we will continue with. Our local

VSC chair is Larry Anderson. He will be back in town from his winter home near the end of April. We will have a list of qualified examiners and Larry will be putting on a class for anyone that wants to become an examiner. I have been doing them since the inception of the program and it's a lot of fun to do. As you can see we always seem to have something going on. Watch your mail, email and the website for information on upcoming meetings and educational opportunities and events during the year.

Our Education Officer Chad Lowney has a full slate of educational opportunities lined up during the year. Already this spring we have two classes in session that I'm sure he will be talking about. If you would like a certain class, please contact Chad and let him know. There are other

opportunities for us to partner with other squadrons around the district to participate in one of the classes that they are offering. It's called Distance Learning and allows anyone to participate in a class via Go to Meeting. Again, contact Chad for more details.

Lastly, a huge "Thank You" to now P/C Lance Olson for his two years of leading this great organization. I have had the opportunity to work with him over many years and respect his commitment and efforts put forth. So next time you see Lance, thank him.

See you all soon.

Cdr. Leonard Robinson, S

Educational Officer's Report

Knots, not and knots...

Where to begin, or where not to begin... The English language is full of homonyms, words that sound the same but have entirely different meanings and/or spellings. And in the new age where everyone is correcting each other on grammar, we shall not leave out the boaters.

Most land lubbers will give you the eye roll the instant you baffle them with your thorough knowledge of boating and drop a unit of measure on them with your explanation on how fast you were traveling in knots (also known as nautical miles per hours). Let's look at this homonym first. Knots: It's not spelled as n-a-u-t-s but as k-n-o-t-s, which is a little strange to me, but so be it. A knot is approximately 1.51 mph. Until the mid-19th century, vessel speed at sea was measured using a chip log. This consisted of a wooden panel, attached by line to a reel, and weighted on one edge to float perpendicularly to the water surface and thus present substantial resistance to the water moving around it. The chip log was "cast" over the stern of the moving vessel and the line allowed to pay out. Knots placed at a distance of 47 feet 3 inches (14.4018 m) from each other passed through a sailor's fingers, while another sailor used a 30-second sand-glass (28-second sand-glass is the currently accepted timing) to time the operation. The knot count would be reported and used in the sailing master's dead reckoning and navigation. This method gives a value for the knot of 20.25 in/s, or 1.85166 km/h.

Now before I tie myself into a knot with more explaining, how about we dive into the not's of boating or, as I like to call them, the "do not's" of boating. Do not come to your friend's boat for a day of adventure empty-handed. Do not attempt to stump the captain of said vessel with your knowledge of boating, because after all, he's the captain and



you're not. Do not leave the boat in a condition other than what it was before you came aboard. Do not forget to offer your services or help in costs of operation. And lastly, do not forget to have a good time, because I cannot think of anything better than being out on the water.

As I write this, the education department has held its first seminar of the year, Partners in Command. Our ABC3 boating course is being held in April with another planned for this fall. Plans for a seminar down at our wonderful dock during the summer months are in the works, to encourage more camaraderie and also dock usage within our membership. My phone and email are always on and I welcome comments or suggestions.

See everyone this summer!

Lt/C Chad Lowney

Executive Officer's Report

Greetings,

Spring traditions are something we hold dear around here. For me it's waiting for that perfect temperature to get the sap flowing from my maples, going down to the boat yard to yank the covering off prematurely and get my work list started only for the weather to change and snow the next day. Daily checks on satellite imagery to check what the ice is doing on the lake and wishing that there was an accurate 30-day weather outlook that I could plan my projects around.

One of my newest traditions is getting the crew together and planning the Fitting Out Party. Not to be dismissed, this IS our biggest fundraiser and paves the way for our education program along with the long list of dock upgrades and lease payments. For me, the Fitting Out Party is an opportunity to see our sun-laden snow birds who have just returned from a warmer climate, not to mention enjoy a nice meal and peruse some great auction items. I would like to thank those who have helped out with putting it on over the years, along with those fresh individuals who just want to get their hands dirty.

Finally, a recent tradition long known to the club, however, newly enjoying its place in my home is the Calabash Award which was most generously given to me by previous bad boy Dave Stokes, who really had to reach to award it to me. For the upcoming year I challenge you to pay attention



to your dock mates and fellow squadron members. Be sure to let me know when they may have done a deed worthy of the award. And if you happen to witness Stokes doing something worthy, I will reward you handsomely for any information.

See you on the water.

Lt/C Tom Linderholm



Contributing to the Chatter

The *Channel Chatter* is your publication and relies on your photos, news and announcements.

Did you get a new boat? Send in a photo! At left is Jason Smitke's new pride and joy.

Did you embark on an unforgettable adventure, locally or abroad? Share your story with us! Pat Joyal regales us with tales from Singapore in this issue.

Did you snap some photos at a squadron event? Send them our way!

We also hope to hear from new members. Tell us about yourself, and how you came to boating and our squadron.

Contact Dave Stokes to contribute:
dave@stokesmediahouse.tv.

Secretary's Report

Susan Leach and I drove down to Florida – with a stop for the best pizza at Lou's LaGrotto in Peru, Illinois – then on to the east coast to pick up *SuZin*, our new (old) Boston Whaler near Melbourne, Florida. Birthday present for the chubby old bald guy.

We trailered her over to the Sanibel area and putted around Charlotte Harbor with a visit to a relative on Pine Island. They were a beautiful few days of gentle light chop. We learned a good deal about *SuZin*'s idiosyncrasies. We overshot the marker off the main channel and saw more of Charlotte Harbor than we had planned.

We spent the first few days with Susan's sister and brother-in-law. Good chuckles, golf and fun. Picked up a couple of stowaways late in the week. Their IDs said Kolar. Tom and Cathy boated up from Naples in Whitefish. They spent a night on Captiva before arriving at happy hour on Gaspirilla. Watched the sunset on the beach after my "spirited" golf cart driving. Talked about old times and new times as we watched the sun set. They missed the Green Flash from the prior night.

Touring the old island during the day while I battered down *SuZin*. Big fresh shrimp from the local shrimp boat to end our week. Began the trek home the next day with *SuZin* in the rearview mirror for 1,900 miles. We had a great time and look forward to buzzing around the harbor with all of you!

Lt/C Reed Byers



Dock Cleanup Day

Dockmaster Paul Lind is looking for all hands on deck on **Saturday, May 9.**

Help us get the dock ready for another fun season.

Stay tuned for details.



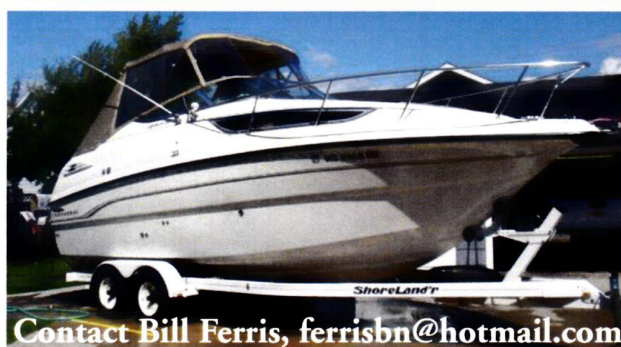
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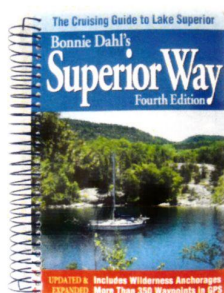
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Robinson's Ramblings

As a 12-year-old, you are into outdoors, sports, etc. One day my aunt and uncle, Fred and Loretta Johnson, took our family out for a boat ride, as they had done so many times before, but this day was different. He allowed me to take the helm and run the boat. Well, that's all it took for me to get hooked. I couldn't get enough of boating with them after that. Each year I was allowed to do more and more piloting of the boat, running the radio and blowing the horn for the train bridges on the St. Louis River. I was allowed to vacation with them in the Apostle Islands and help with maintenance on the boat. I was in heaven each time my dad would drop me off.

As my knowledge grew on charts, buoys, radio calls and safety on the water, so did my eagerness to learn more. One particular trip from Duluth to Cornucopia, I was learning how to run a straight compass course. I was told how the compass worked, how we determined the course to take by charting the course and then making sure we took stats along the way. I was doing really well, or so I thought, until my uncle looked behind and said, "Look at the snake trail behind us." Of course I was nervous that I had done something really wrong as we were miles from either shore at this point. But, in my uncle's dry sense of humor, he laughed and said I had a new nickname, Snake Trail. He then went on to explain to me that it was OK, but just to be aware of your course. As the years passed, the nickname would still come up in laughter and eventually it was retired.

I later learned that sea conditions, wind, currents and other factors would not allow even the best pilot to not leave some sort of snake trail. This was before we had chartplotter, GPS, Loran or auto pilot to guide you. My uncle did have a current



set of charts, tools to figure the course out, radar, speedometer, VHF radio and a depthfinder. That's when I learned the Time/Distance/Speed concept. As our trips grew to many a season, I was getting pretty good at hitting Bark Point right where we should at the allotted time. I took our basic boating course in 1979 at the age of 17. Having been taught most of the concepts by the time of the course, I did really well, but I still learned so much more from the course.

Don't know what a snake trail is? Next time you see a snake in the dirt, look at the trail it leaves behind. It's not straight.

— Len Robinson

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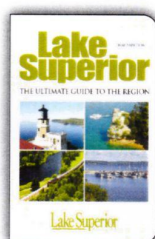
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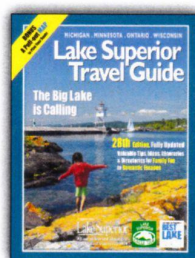
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Fishing on the Far Side of the World

by P/C Pat Joyal

Ahoy everyone! With summer just around the corner and our thoughts turning to the Big Lake and big catches, I thought that I would share an article I wrote in October about a fishing trip I was fortunate enough to experience in very distant waters in 2014.

As many of you may know, I travel a fair amount for my job. One of my regular destinations is Singapore, where I travel at least twice per year to work with colleagues, visit one of our factories in Malaysia and meet with customers. These trips generally last for 10-14 days and always include a weekend. While work dominates my time, I am able to find some time on the weekends to experience other activities.

On my last two visits, I have been able to get out on charter fishing trips from the island of Singapore with a fellow engineer named TzeKiat and his friends. The first trip in February was from the southwest section of the island known as the Jurong area and will be the focus of this article, while the second trip in September was

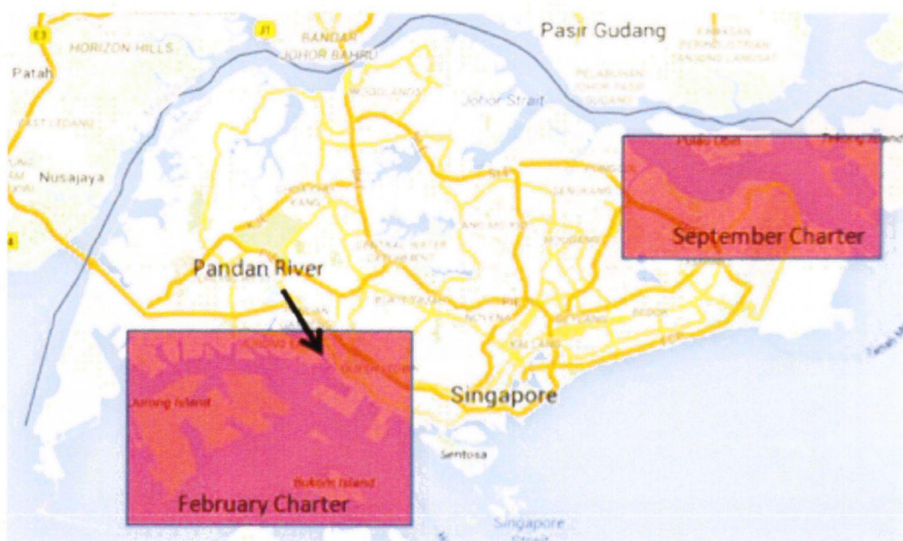


from the Changi area in the northeast section of the island in the strait that separates Singapore from Malaysia.

Singapore is an interesting island nation as it has no real native resources of which to speak. Thus, everything to support the island's 5.5 million people must be imported and shipped there. This also includes the raw materials and unfinished goods that support its booming economy. The majority of finished goods must then be shipped from the island. The

result of this? Lots of shipping traffic! The amount and diversity of the commercial vessels in the waters there is beyond interesting. Everything from fast pilot boats and sea tugs to tramp freighters, container ships and supertankers can be seen up close (sometimes a bit too close).

The first trip in February departed from a "rustic" dock precariously protruding from the banks of the Pandan River. My friend and his fishing buddies had never used this Boatman



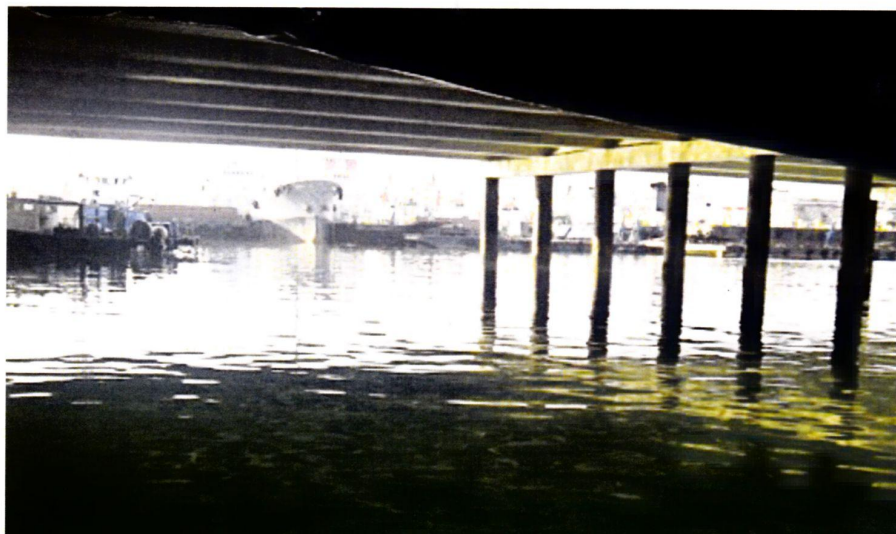
before, but they had heard good things about him.

Once we finally found a spot to park the car, we had to walk about a third of a mile to the river bank where the boat dock was located. The embarkment process consisted of carefully shimmying down the muddy riverbank carrying our full day's worth of supplies, fishing gear and bait. Once at the bottom of the hill, there was a bridge of skinny wood planks over which we had to carefully balance to get to the final dock where the boat was located. I was quite happy to finally set foot on the boat.

The boat itself was an interesting vessel that the Boatman had built himself entirely out of fiberglass. The entire boat was matte finish painted battleship grey, and she was quite stout. At 29 feet overall with a beam of about 10 feet, she proved to be very capable and a good fishing vessel when pushed by her twin 140-horsepower Suzuki 4-stroke outboard engines.

Unfortunately, one of the engines developed a problem with the fuel system on our way out to the fishing grounds, so our range and fishing day were both cut short. We were out for about five hours and caught five Gag Groupers with my friend TzeKiat and I bagging four of them (much to the chagrin of the four other fishermen who joined us). We were using light/medium baitcasting rigs with colorful 6-ounce jigs tipped with live prawn. While we did move around to various spots, the Boatman wasn't comfortable going out any further to better fishing grounds with only one of the engines running. All in our group were comfortable with this decision, though there was definite disappointment with it.

The two things that made the most lasting impression on me were the heat and how clear the water was. As Singapore sits at 1.30° N latitude, the



climate is quite tropical. I have spent some time in the Gulf of Mexico, so I know how hot the sun can get, but being on the water in Singapore seemed like the sun was about twice as hot as it is in the Gulf.

Luckily, I had already been there for a few days, so I was somewhat acclimated to the weather. The water is what really surprised me. I had always thought that it would be quite dirty and polluted. The river water was definitely murky, but once we were about half a mile from the river mouth, the water turned a brilliant emerald green and stayed that way until we returned to the dock later in the afternoon. We were disappointed to return to the dock at 14:00 rather than the original scheduled time of 18:00, but the Boatman refunded a third of our already quite reasonable booking fee of \$80 per person (about \$62 US).



Once we were off the water, I learned what is typically done with the catch.

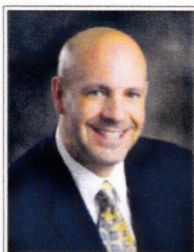
While we are used to cleaning our own fish here and either eating them fresh or freezing them to eat later, they do things a bit differently in Singapore. Most folks do not do much cooking on their own – rather there are many, many food courts in all of the residential areas, developments and apartment buildings where people take their meals. Thus, the freshly caught fish are brought to one of these areas of the fisherman's choice where an eating establishment will prepare the fish along with vegetables and other items off of the menu for a nominal fee (usually around \$7 US per fish).

I was very pleased with this arrangement, as Singapore is known as having some of the best food in the world. Needless to say, our catch made for an excellent and very tasty dinner!

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Note from the Editor

Happy Spring 2015 Mates!

This past off-season, business trips have brought me to many warm (and not so warm) climates. Highlights include: West Virginia, Pittsburgh, Chicago, Fargo, Twin Cities, LA, Brazil, Australia (see photos), Tasmania and Wahpeton North Dakota!

Most recently, I was in Milwaukee for the D-10 Spring Conference and Change of Watch. About half a dozen DSPS members attended and had a great time with our district colleagues. I'd like to take this opportunity to thank last year's bridge and Commander Lance Olson for another great season. I also think it's very important for all of us to share our appreciation with P/C Len Robinson for stepping up once again to be our 2015 commander. Commander Len follows many P/Cs who have come back to serve again to keep our organization strong with experienced leadership.

We also look forward to mentoring the next generation of much needed leadership. If you love boating, the legacy of the squadron, our dock and all that we have to offer, please consider adding commander to your resume!

Here's another friendly reminder from your *Channel Chatter* Editor: This is your publication and we would love to share stories and photos submitted by our members. Please reach out to me at dave@stokesmediahouse.tv.

I look forward to a much deserved, fabulous summer with all of you on the water. Get the sunscreen ready, especially if you have a solar panel like me.

This is *Purr-ecious Time* WDF8089 clear and standing by on Channel 16.

P/C Dave Stokes



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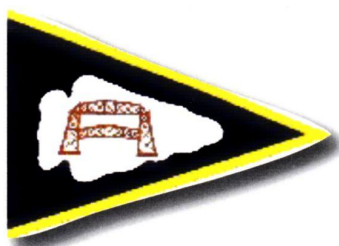
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Fitting Out Party – May 2

The Belgian Club, 3931 E. Second St. on Hwy. 2/53 in Superior

16:00 Social Hour & Silent Auction • 18:00 Barbecue Dinner & Dessert Auction • 20:00 Live Auction