

Duluth Sail and Power Squadron

# Channel Chatter



United States Power Squadrons

## 'Tis the Boating Season



Top: Memorial Day on the water.  
Middle: Annual Fitting Out Party Fundraiser.  
Bottom: The Partners in Command class included a field trip to the U.S. Coast Guard station and demonstrations for participants.

Volume 2015 Issue 3

Summer 2015

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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

We have had a very busy year already in the squadron with many great events taking place and some more on the horizon. Along with the squadron, my family has been very busy with soccer this spring with over 25 games, including three tournaments just in the month of June. That has kept us on the road at least two days a week out of town. Now things will settle down with vacations on deck soon.

If you missed the Fitting Out Party this year, you missed another great time and fun. With the weather we had in the early spring, several members were able to actually come over to the squadron dock by boat and attend the event. I don't remember any time in recent years where that has happened. Lt/C Tom Linderholm and his crew, along with P/C Pat Joyal and his crew, put on a great event. It was a great success and a really great time. With the nice weather that day, the dock was buzzing afterward, too.

All the other departments have been very busy this spring and early summer, too. The Education Department finished up the boating course, VSCs have been taking place and we have been working on our membership department. We have many new members this spring and please welcome them when you see them.

Speaking of Membership and the committee, I have been working on getting our Membership and Membership Involvement committees reorganized. I am pleased to announce that Rachel Nelson has agreed to work on the Membership committee. If you are interested in helping Rachel out, please contact her. Our Membership Involvement Committee will be busy getting all the new members the needed information from our squadron,



making sure that they know about our events and answering any questions that new members may have.

If you did not notice the improvements to the dock this spring, the Dock Committee headed up by Paul Lind worked hard to secure the small dock due to wash outs. Along with that, we had a great crew working on many other projects to get the facility ready for the season. Thank them when you see them.

Cdr. Leonard Robinson, S

## Robinson's Ramblings

In my continuing series of my early years on the water...

When I was about 18 years old, my uncle and aunt, Fred and Loretta Johnson, took me on a great trip that I can still remember today. We traveled from Duluth to Grand Marais to Grand Portage to Thunder Bay to Isle Royale and back to Grand Marais. We saw almost all kinds of weather, except for snow. At one point I think it was cold enough to snow, but it was July and we made the best of it.

Now, we were not alone on this trip. Fred and Loretta invited their good friends Bruce and Betty Nimmo along with Bob and Darlene Haigh to join them on the trip. Fred

and myself brought the boat up to Grand Marais and the rest met us there later that first day. It was so nice that evening that we decided to travel up to Grand Portage to start the trip. That night the stars were out, the temperature was moderate and we thought, according to the forecast, that we would continue to have nice weather. Well, that of course didn't happen. We woke up to light rain/mist and solid fog. We had somewhat of a schedule to keep so we had a "Captain's Meeting" with the guys. We devised a plan, got all the charts out, plotted courses, decided who would do what and we headed out.

Now most of you do not know the Nimmos or Haighs but with Bruce's expert charting, Bob's knowledge of radar,



my uncle's knowledge of Loran C and my good eyes and ability to run the boat, we headed out. All these gentlemen knew all aspects of what we were doing, but they all chose their own expertise and we were a "team." Seems like we were on some Three-Hour Tour (Gilligan's Island), and it took about that long to transverse the Islands up to Thunder Bay. This was supposed to be a scenic tour, but all we saw was the tops of the trees at about 5 miles an hour. It was a great test of all of our knowledge and I certainly learned a lot from these fine captains.

We finally arrived in Thunder Bay, Canada, and had to check into customs. The customs dock was not all that nice, and we were told not to step foot on land and to stay on the vessel until we were checked in. Kind of hard to dock without getting off the boat!

Our Customs agent arrived about 4 p.m. that afternoon. He checked us for all the appropriate IDs (driver's licenses were just fine then), asked us the questions about what we were bringing into the country, our destination and how long we planned to stay. Once that was all done, it was time to celebrate our first leg of the trip completed. Bruce loved champagne and so we cracked a bottle in celebration.

Now, I mentioned that it was late in the day. Bruce asked the agent if he would like to join us for the celebration. Well, that didn't take much arm twisting, so we made a good friend and he enjoyed himself. We had a blast in Thunder Bay seeing several sites there.

Our next destination was Silver Islet, but weather prevented us from going up there so we decided to head directly over to Isle Royale. Of course we needed to check back into the United States once on the island. The park rangers do that, but that evening there were none on that side of the island so we were just given permission to continue our travels. We spent the night at Birch Island in McCargoe Cove. The weather had been perfect for several days and was really nice on Isle Royale.

The next day we made our way up Amygdaloid Channel with our destination set for Rock Harbor after spending the morning and early afternoon exploring the cove. We set out mid-afternoon in beautiful weather. My uncle was running the boat at about 22 mph in the middle of the channel with no known reefs or obstacles in our way.

Well, about halfway up, the depth sounder alarm went off and the depth was showing 20 feet. In Isle Royale waters, that can be dangerous. So my uncle pulled the throttles back by automatic instinct very quickly, which caught us all off guard. Darlene was the only one to come out of that with a battle scar. She was just heading down into the

galley and did not have time to catch herself and bumped her head on the grab rail. All was fine, our hearts were all pounding, but that was an eye-opening experience as that particular area was not on the charts that Fred had.

Now we continued up the channel to round Blake Point on our way to Rock Harbor. Well, in all its glory, the fog set in and we were once again found plotting courses, turning on the radar and settling in for a longer ride. The radar showed many more blips on the screen than there were islands up there, figuring that there were many boats out fishing. We shut down the boat to an idle by the buoy and made several security calls mentioning our destination and that we had radar to help guide us. Well, no one took us up on our call, so we continued down to Rock Harbor.

As we approached the entrance to Rock Harbor, the fog was so thick that we could not see the buoy about 50 feet in front of us. Inching our way, we were able to get into the harbor with no problem. The park rangers were very appreciative of our security call and wondered why no one had taken us up on our offer. About two hours later, the ranger was getting calls of lost boaters and had to go retrieve about eight boats that were lost in the fog. Needless to say, he was not happy with them.

Our next destination was Chippewa Harbor. Again in our attempt to keep on schedule, we ventured out in light fog to continue our travels. We had on-and-off fog, but once we got close to the entrance to Chippewa Harbor, our navigational skills were put to yet another test. The entrance is sheer cliffs on each side with an opening. We counted on Bob on the radar and Bruce with the charts to tell us when to make the 90 degree turn into the harbor. We hit it perfectly. Once inside Chippewa Harbor, the skies were clear and the temps were in the upper 70s. We stayed that night on the hook with several making the hike up to one of the inland lakes. It was a very beautiful evening.

We spent a night a Siskiwit Bay dock and then headed to Windigo to top off the fuel tanks for our trek back to Grand Marais. Once we left Chippewa Harbor, the weather gods were with us for the rest of the trip with no real issues in completing the trip. It was truly a beautiful trip!

I learned so much about navigation that my mind was on overload, but to gain the information that I did was priceless. Learning all about how to navigate without all the electronics is probably the best thing that any skipper can do, and I certainly encourage it. I need to brush up on it again, but hopefully it will be just like riding a bike.

Until next time, safe boating!

— Len Robinson

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## A Close Getaway

by Lt/C Paul Snider, Treasurer

Wanting to get away from the marina and lights of the city, we considered our options for a short trip on our sailboat, *Madeline*. Having the time for only a one-night trip, we immediately ruled out Cornucopia and Silver Bay. Even Two Harbors is too far for just one night on our 28-footer. Knife River is a viable option, we've done it before and really enjoyed our time there. Still, four to six hours each way was more than we cared to do. On this particular day we were interested in getting in some sailing, not just reaching our destination.

Instead, we chose to stay right where we were at – well, almost. We left our dock at Barker's Island Marina in the late afternoon on a Friday. Friends came along on their sailboat as well. We sailed out the Superior entry and had a nice beam reach along the south shore of Wisconsin. As the wind eased and the sun began to fade, we each made our way into the anchorage inside the north breakwater of the Superior



entry. There we set anchor and enjoyed dinner and the view of the setting sun, other boats transiting the entry and each other's company. We rowed dinghies to shore to exercise the dog and to take pictures. Cocktails, card games and a guitar solo by our friend rounded out a perfect evening. A late-night arrival of a CSL (Canada Steamship Line) ore carrier was exciting to see.

Following breakfast the next morning, we left the anchorage and set sail for Duluth on Lake Superior. After entering under the bridge, we again anchored, this time in the small mooring field near the U.S. Coast Guard station. We rowed to shore and had lunch in Canal Park. Afterwards anchors were raised and we set off under sail for our final destination, back home to our slip at Barker's Island.

The limited time we had was packed full of fun, friends, great scenery and sailing. Reminding us that we need not sail to distant destinations to have new and exciting experiences.

## Meet a New Member: Chris Clay



My introduction to boating came in the 1960s with a canoe trip to the Boundary Waters with my Scout troop. You may appreciate the yelling that broke out when that group of non-worldly southern Minnesota farm kids came over the top of Thompson Hill for the first time and saw Lake Superior appear. We weren't prepared for that remarkable sight, and if that's how you first see the lake, it will stick with you forever.

For the next 40-plus years I traveled recreationally by canoe and kayak in many places, including the Arctic, using a hand-held compass and minimal-detail map. I rate guiding canoe trips through Sommers Canoe Base in Ely, Minnesota, as both the best job and learning experience one can have, and for college kids it's the perfect summer job. I appreciate friends who invited me along on sailing and power boat trips and had a glimpse of what direction my boating interests were heading.

My Air Force involvement spanned from 1971 to 1997, bouncing back and forth between active duty and reserve service, finally retiring. It was worth the trip and I saw many different places. Returning to Duluth in the 1990s I started a log home construction company and ran it until a few years ago. These days look a lot like being retired, but it doesn't look like endless time for boating. My choice for first Lake Superior boat was a vintage Bayliner that has worked out quite well for fishing and cruising. Having a powered boat was a major leap from human-powered smaller craft that brought new knowledge requirements. Reading alone isn't enough and USPS has some excellent courses, which led me to this group. My plans are to take courses, get to know members and see what USPS is about. You can find me at the Knife River Marina docked on the sea wall, boat name "Just Right."





## River Quest

by Lt/C Tom Linderholm, Executive Officer

Being an organization devoted to safety and education we have the opportunity to take part in a lot of cool stewardship opportunities. Once again, the Duluth Sail & Power Squadron along with 11 other entities took part in a four-day, on-the-water education program with area 6th graders aboard the *Vista Star*.

River Quest is an opportunity for the DSPS to get in front of our area youth and teach the importance of wearing life jackets in a 10-minute demonstration, this year we made an impression on over 1,400 students. I was amazed at the involvement of these students, having a 6th grader myself she shared with me the excitement of her classroom in regards to the educational piece that we offered.

We also gained quite a bit of exposure in the local media, here is a little piece of what was written about our station from the Duluth News Tribune.

*Before the simple experiment to see if a certain vegetable would float, Rilie Clark made it plain she knew the answer. "I've never heard of 'bobbing for potatoes,'" said the Lincoln Park Middle School sixth grader. The spud promptly sank. So did a peeled orange. However, an intact orange floated, due to the peel's property as a life jacket – filled with tiny cells of air.*

For more information on what we do, you can check out <http://www.seagrant.umn.edu/riverquest/>

Please thank the following individuals for putting themselves out there and helping put this on:

Rachel Nelson	Reed & Susan Byers
Lance Olson	Duane Flynn
Bill Carlson	Shelly Micke
Val Ouellette	Larry Anderson

For more information on how you can get involved in 2016 please contact me at [tlinderholm1@hotmail.com](mailto:tlinderholm1@hotmail.com).

## New England Tides

by P/C Lance Olson, P

A few years ago, when I was a rookie boater at best, I took a trip to New England for a weeklong vacation from North Carolina, where I was living at the time. I had read a lot about tides and the moon and thought I knew it all as 20-somethings often do. My girlfriend and I were roughing it and camping in the back of our truck. We had easily found places to pull off the road and find a nice beach to settle in on the way north, but I was a bit concerned about this tidal business as we got further north.

The tides in the Bay of Fundy exceed 50 feet. These are the highest tides in the world. And it's a diurnal tide, so that happened twice a day with currents in and out to match. As we approached our planned campsite (i.e. a rocky place where we pulled off the road), I knew that the tides were only about 10-15 feet and that we were near high tide, so it seemed manageable. The spot I picked only by looking at a map (the paper kind – this was 25 years ago) looked magical. I patted myself on the back. It was a picture-perfect Maine anchorage with not another person or boat in sight. It was about half a mile across and we could see at least a mile inland and more than that out to the main harbor entrance.

The math for the tides seemed simple, but this all was new to me and I hardly slept a wink that night. How could all that

water come and go and how could I be sure that I had read the tide tables right? My truck was only 6 feet high and, if I didn't get it right, a 10+ foot tide would put us underwater. I did finally sleep and woke to voices out on the water outside the truck. Except, the voices were not on the water.

There was no water. The water was all gone.

The tide was out and there was no water to be seen except way out to sea to the east, miles away. The voices were from clam diggers in their tall rubber boots collecting their daily bounty by tromping out into the mud. I stood out by the side of the truck in amazement. This was roughly equivalent to waking up to all of Superior Bay between Minnesota/Wisconsin Point and the mainland dried up. I think that would be a big shock to most of you and it was a shock to me then. Now I understand the intricacies of tides and currents, but the fact that all this water moves around twice a day is still amazing.

A couple of weeks ago, I had the opportunity to revisit New England while visiting friends and starting the tentative search for a new boat. I could not find that spot on the beach where I first experienced those large tides, but I did have some great Maine lobster. The tides, while no longer a mystery to me, are still a fascinating phenomenon which I hope you all will get to experience.



# Submit Maritime Photos to Contest

Our friends at *Lake Superior Magazine* have added a new category to their annual Photo Contest.

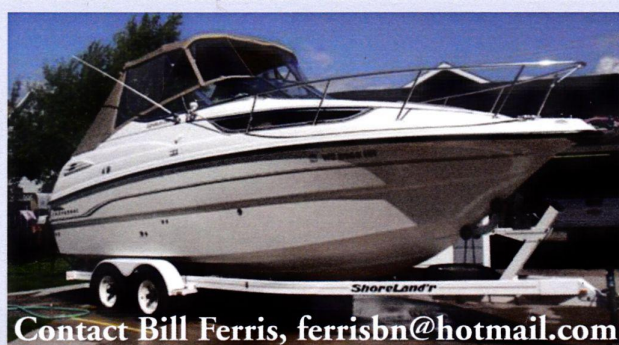
Submit photos for the **maritime** category by October 19. Images you enter by August 1 will also be included in consideration for the Duluth Seaway Port Authority's annual calendar. The regular categories – Lake/Landscape,

Nature, People/Humor and Artsy/Altered – will continue.

Find rules and instructions at [www.LakeSuperior.com](http://www.LakeSuperior.com). Prizes for first place are a subscription and a Lake Superior Wall Calendar. Second-place winners get a subscription and a mini calendar. The contest's Grand Prize is \$200, a subscription and a wall calendar.

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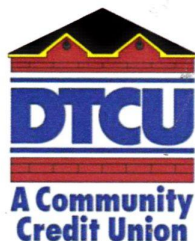


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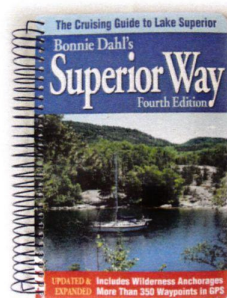
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## Fitting Out Party

Thank you once again to all those who attended this year's annual Fitting Out Party! Once again we filled the Belgium Club to capacity and had a great mix of friends of the club both new and old. With another successful event in the books I want to remind everyone that it is never too early to put aside your boating-related items for this annual event. We always can use great items for the silent & live auction.

This year we had many volunteers who helped make this event possible. I would like to take a moment and publicly

acknowledge those who give so much to our squadron year after year. Thank you to the Joyal family for taking charge of the fantastic barbecue served up that evening. Also, thank you Chad & Stacy Lowney for managing the auction, Paul Schneider for taking control of registration, Val Ouellette for her help in mailings and most importantly, thank you Shelly and Brianna for tying up loose ends on games, decorating and assisting Paul with registration.

—Tom Linderholm





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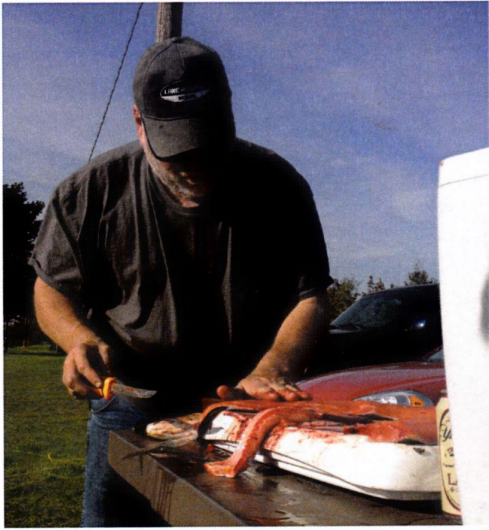
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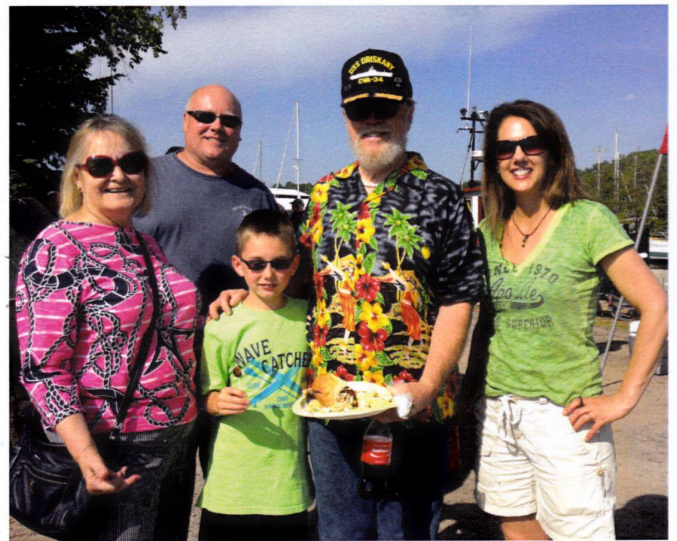






# South Shore Celebration

More to come in the next issue







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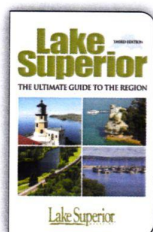
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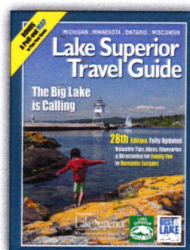
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## Education Officer's Report

Starboard!!!!

This phrase is heard quite a bit during Bayfield Race Week, or for any other sailboat race for that matter. This is "screamed" when the boat on a port tack must give way to the boat that is on a starboard tack (wind coming over the starboard side).

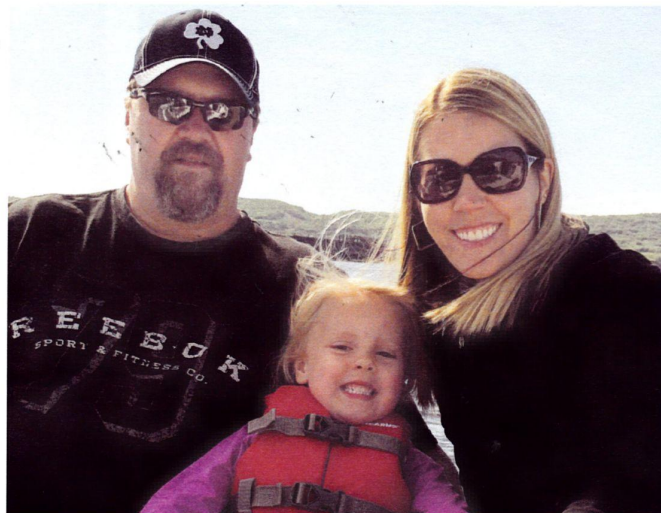
As I write this article I am sitting on our boat *Naut Finn-ished*, docked at the Bayfield city dock for the week. We are docked here for two reasons. 1) We are racing on our friend's Beneteau First 38 for The Wayzata Yachts Club's Bayfield Race Week, and 2) we decided to make it a vacation.

Bayfield Race Week is the centerpiece of the Wazata Yacht Club's Apostle Island Station season: A week-long festival of sailing on the south shore of Lake Superior. The event surrounds the Fourth of July and attracts boats and crews from all points of the compass, including Canada, Florida, Duluth/Superior and the Twin Cities.

Race week itself kicks off on Sunday evening with registration. Racing starts at 11 a.m. each day, with multiple fleets. Depending on conditions, up to three races may be run in a day.

Post-race entertainment starts with the rum social at the pavilion each night, with prizes, and continues on throughout the week. Bayfield in the summer is a lively place with many unique dining and live music options.

Like I said, as I write this, we are only two days into the race week. Our first day was a bit nerve-racking as we came to our first mark and immediately had to drop all the sails as a squall was coming down the lake. Day two was a bit more adventuresome as we actually got to sail the



whole race. With sun shining and winds between 10 and 12 knots, where else would anyone want to be but out on a boat in Lake Superior.

As we all dive headfirst into our short summer season, we look forward to holding a seminar/BBQ outing at our wonderful dock. If anyone has a particular seminar that they would like to attend, please let me or fellow officers know. Watch the website for this shortly.

See you on the water!

Lt/C Chad Lowney, SEO

PS. My article has come back to me for proof-read after we returned home. Our boat took 4th place overall and had one first place during the week. My arms, legs, neck, back and liver are screaming at me, but I wouldn't trade it for anything!

## Vessel Safety Checks

Have you had a vessel safety check?

Before you and your guests go on a boating outing, your vessel needs to meet minimum safety requirements. The best way to ensure that you are prepared for a great time on the water is to have one of the Duluth Power Squadron VSC team members do an annual inspection of your boat. Some of the major items that we check are: life jackets, navigation lights, horn, fire extinguishers, visual distress signals and bilge blower.

The VSC team will not only check for each required safety item, but will provide a learning experience for the boat owner.

Members of the VSC team are Larry Anderson, Dave Carlson, Todd Carlson, Murray George, Bob Hecht, Len Robinson, Jason Smitke and Bob Stokes.

If you are interested in joining our VSC team, contact Larry Anderson at 218-729-7491.



# Partners in Command



Wine, hors d'oeuvres and safe boating were the topics at this year's Partners in Command seminar. It included a field trip to U. S. Coast Guard Station for classroom safety instruction and a live demonstration of flares by Master Chief Robert Pump as well as fire extinguishers by John Boynton of Fire and Industrial Sales.

Pictured above: Sitting, from left: Susan Leach, Shelly Micke, Jacqui Kuettel, Debi Ruberg, Rhonda Ziemski. Standing, from left: Rachel Nelson, Char Lind, Stacy Lowney, Jill Moliter, Lori Yecoshenko, Shaunna Wood, Val Ouellette.



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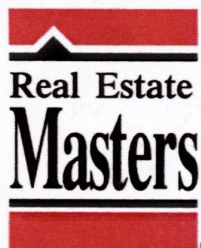
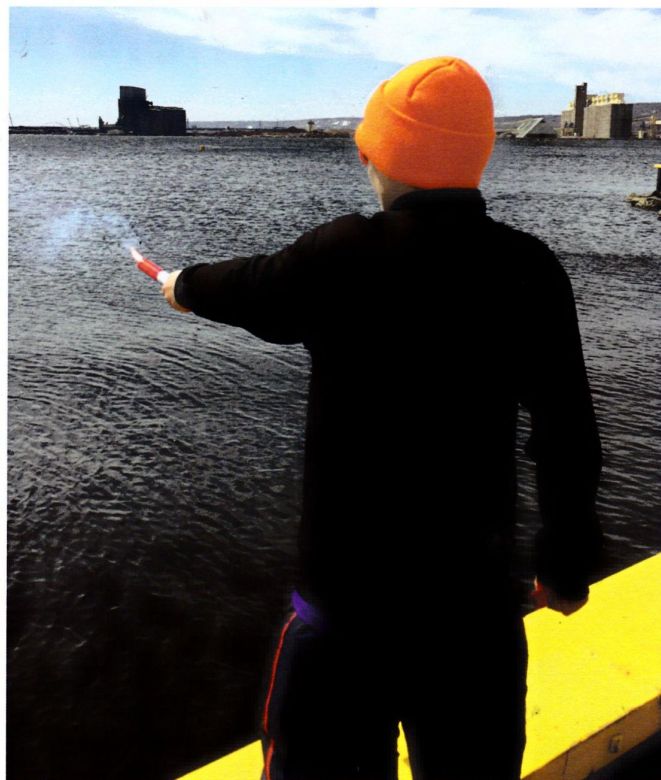
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# Little Mates



## Boating

by Tanner Stokes

I have four things that I like about boating.

First, I love to go fishing. I caught a big fish one time. It was hard to get in the boat!

Next, it is so so fun to go tubing in the summer!! The wind in my hair and the spray on my legs, it feels so good! I love it!!

Then, I get to drive, way up in the helm! So so fun! I get to radio too, like this: VDF 8089 *Precious Time* calling the *Prime Time OVER!*

It is so fun!!

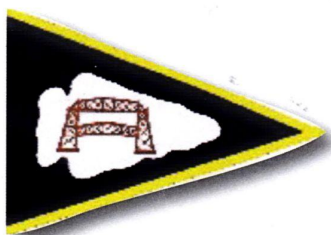
So that's why I love boating.





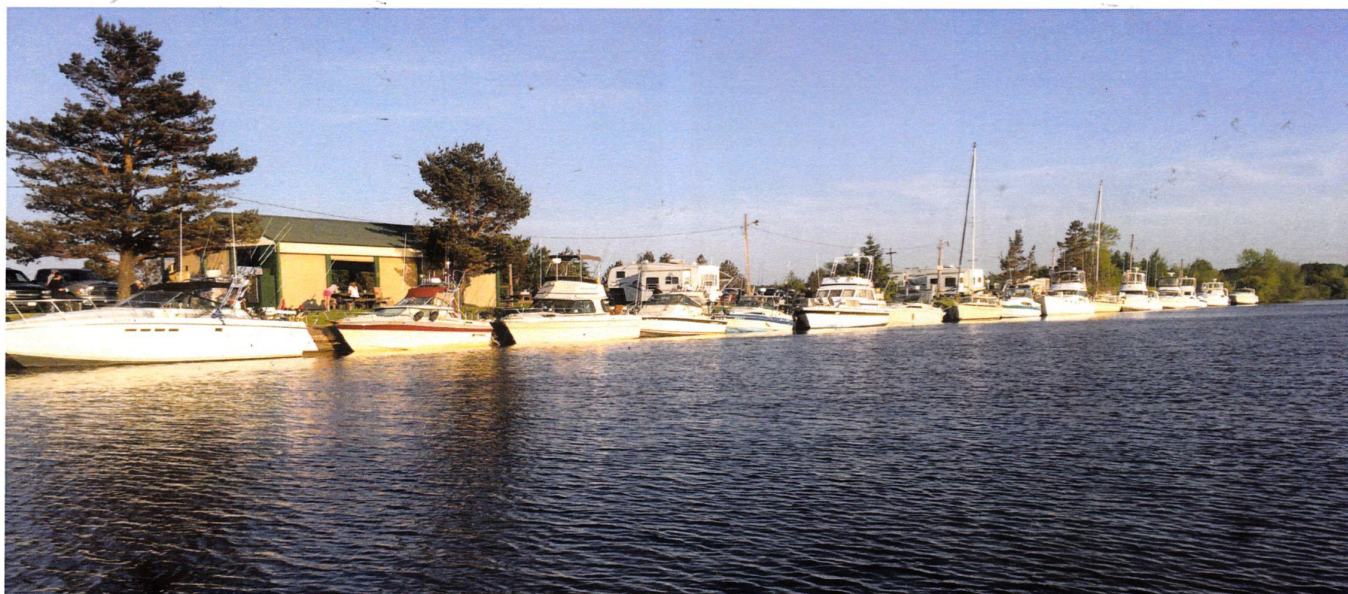
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# The Summer Issue

See what the Duluth Sail & Power Squadron  
has been up to this spring and summer