

NOW HEAR THIS!

THE NEWSLETTER OF THE KNOXVILLE POWER SQUADRON
A Unit of the United States Power Squadrons
Sail and Power Boating

District 17 of the United States Power Squadrons®

Vol. 26, No. 12

December 2014

Commander's Comments

Cdr Chuck Smith, P

KPS BRIDGE

Commander:

Cdr Chuck Smith, P
(865) 376-1370

Executive Officer:

Lt/C Hank Davis, JN (P/C)
(865) 670-3698

Squadron Education Officer:

Lt/C Dave Roberts, JN
(865) 777-5400
Delila Callahan, Asst. SEO

Administrative Officer:

Lt/C Catherine Phillips, AP (P/C)
(865) 694-4944

Secretary:

Lt/C Jean Armes, P
(865) 458-9624

Treasurer:

Lt/C Tom Dietrich, SN
(865) 657-9190

Executive Committee:

Current Bridge plus —

P/C James Barkley, SN
(865) 966-7261

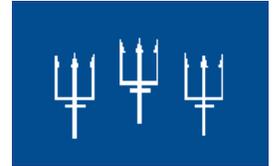
P/D/C Mike Scher, AP
(865) 405-5512

P/D/C Ron Lukens, AP
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December is the time of the year when anxiety of holiday demands and expectation runs high. However, it should also be a time of reflection. We should



ask ourselves what things made this past year great and what things made it difficult at times? If you are like me there are plenty of both. However, when I think about our squadron, my experiences of the past year were all positive. I think about the cruises, the raft ups, the dinner meetings, and the District meetings. I think

about the positive impact your efforts had on those who took our education classes, had their boats inspected, or learned how to negotiate a Lock.

I hope your involvement in KPS this past year has given you enjoyable memories. Perhaps these memories will in a small way ease the stresses that often come with the holidays. Going forward I am also ex-

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ELECTED NON-EXECUTIVE COMMITTEES

AUDIT:

CHAIR: P/C Larry Campbell, AP
2 Year: Paul Dockins, P
3 Year:

NOMINATING:

CHAIR: Linda Sundstrom
2 Year: Janet Bray, P
3 Year: Cindy Davis, S

RULES:

CHAIR: P/C Margaret Edidin, P
2 Year: Kirby Wilcher, P
3 Year:

PORT CAPTAINS

WATTS BAR LAKE: Robert McConnel, S/N FT LOUDOUN LAKE: P/C James C. Barkley, SN TELlico LAKE: P/D/C Mike Scher, AP

APPOINTED COMMITTEE CHAIRS and OFFICERS (Some of the following positions will be updated.)

BOAT SHOWS

Lt/C Hank Davis, JN (P/C)

MEMBERSHIP

Ed Armes

NATIONAL LIAISON

P/D/C Ronald Lukens, AP

SAFETY

CC Michael P. Scher, AP

PUBLIC RELATIONS

P/C Nick Tronolone, AP

LAW OFFICER

P/C Jim Barkley, SN

SQUADRON HISTORIAN

P/C Nick Tronolone, AP

VESSEL SAFETY CHECK

P/C Bob Bray, JN

PROPERTY OFFICER

TBA

LEGISLATIVE/LIASION

Commander Chuck Smith, P

ROSTER

Nancy Campbell, P

OPERATION BOAT SMART

Lt/C Dave Roberts, JN

NEWSLETTER

Ken Bloomfield, AP

WEBMASTER of KPS Website (www.kps-site.org)

Ken Bloomfield, AP

ASSISTANT ADMINISTRATION

Nancy Campbell, P Polly Lanz
Charlie Meadows, S
P/C Sharon Birdwell, AP

ABC CLASS COORDINATOR

Lt/C Dave Roberts, JN

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cited about the new year ahead. Already I see so many plans for a great 2015 KPS year falling into place.

I want to wish each of you a Merry Christmas and happy New Year and hope to see you at the upcoming Christmas Party.



Cdr. Chuck

Knoxville Power Squadron

BUILDING
THE **FUTURE...**
RESTORING
THE **PAST.**



Looking Aft

If you missed the November roast you missed a gourmet treat, ask any of the 46 attendees. Tender and delicious were both Larry's shrimp and Jim's tenderloin both enhanced by the attendees sides and desserts.

Next In Line

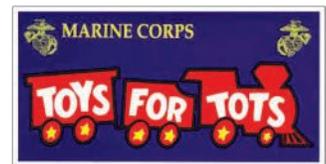
The Christmas Party at Sullivan's Downtown on Broadway Avenue, Maryville. This is another pay-in-advance event with a short date. We must give Sullivan's a count December 6. Make your selections from the November NHT and reply to:



Nick Tronolone, 11130 Anchorage Circle, Knoxville, TN 37934.

The December 11, 2014 party begins at 6:00 with the cash bar and games in the party room. Then at 7:00 we will start the meal with Sullivan's signature salad served with vinaigrette dressing followed by your dinner selection. And finally enjoy social time with your boating friends until closing.

Please remember to bring one new unwrapped gift from each couple to be donated to the Marines Toys for Tots.



Looking Forward

You do not have to be present to win the election! On January 26, 2015 the Bridge has scheduled an election and dinner meeting at the Hibachi Grill. The grill is located at 9648 Kingston Pike. It is on the north side of Kingston Pike between Pellissippi Parkway and Cedar Bluff Road.

The menu features Asian, American, and Sushi selections, in addition to a huge dessert bar. Individual guest checks without pre-pay will be featured, but we would appreciate having a count in advance. Please call Nick at 966-3904.

The Hibachi Grill does not sell alcoholic beverages but does allow BYOB at private parties.

On The Horizon

Mark your 2015 calendars for the Change of Watch on February 23. This year's COW will be at the water-front Lakeside Tavern. Menu selections will be in the January NHT.

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KPS Holiday Gala!
December 11, 2014

Program

- 18:00 - 18:50 Reception - w/Christmas "Find Out Who" Questions
Guess the Candy/Win a Prize!!
- 18:50 - 19:00 Dinner meeting with: Pledge of Allegiance
Opening Remarks
Invocation
- 19:00 - 20:00 Dinner
- 20:00 - A Minute with the Dietrichs
Name That Christmas Carol



TOYS FOR TOTS -- Donations may be left in box



Proposed Knoxville Power Squadron 2015 Bridge Officers

The following list of names and respective positions has been submitted by the Squadron nominating committee and approved by the Squadron Bridge and executive committee. These names, along with any others that may be nominated, will be presented for election at the annual membership meeting January 26, 2015.

Commander	P/D/C Mike Scher, AP (Dave Powers 2016)
XO	Dave Powers, P
SEO education officer	Delila Callahan, P - Team: Vicky Smith, Otto Schwartz, Denise Powers, Tom Dietrich
AO	Linda Sundstrom - Team: Kathy Phillips, Denise Powers, Brenda Bloomfield, Maureen Hill
Secretary	Jean Armes , P
Treasurer	Tom Dietrich , SN
Nominating Committee (3 yr.)	Janet Bray , P Cindi Davis , S Maureen Hill
Rules Committee (3 yr.)	Margaret Edidin, P Bill Brumit, P Mike McCarthy, S
Audit Committee (3 yr.)	Paul Dockins , P Larry Lanz, P Dave Ogrod, P

2015 Education Schedule

REGULAR CLASSES	DATE(S)	WHERE	TIME	INSTRUCTOR
<i>AB Classes</i>				
Tuesdays and Thursdays (2 weeks)	Feb. 3/ 5, 10/12	Gander Mountain	6-8 p.m.	Otto Schwarz
Saturdays (2 week-ends) Sunday	Feb. 21 & 28 Feb. 22	Tellico Harbor Club- house	9 a.m.-12 p.m. 1-4 p.m.	Ray West
Tuesdays and Thursdays (2 weeks)	March 17/19 March 24/26	Caney Creek Marina	6-8 p.m.	Chuck Smith
<i>Advanced Classes</i>				
Seamanship (7 weeks)	Begins Thur., April 9	Gander Mountain	6-8-p.m.	Don Eatock
Piloting (8 weeks)	Starts Thur., Sept. 17	To be determined	6-8 p.m.	Tom Dietrich
<i>Elective Classes</i>				
Instructor Development (2weeks)	Tues/Thur Jan. 20/22, 27/29	Gander Mountain	6-8p.m.	Delila Callahan
Instructor Re-Certification	February	To be determined		
Weather (7 weeks)	Begins Wed., Mar. 11	Gander Mountain	6-8 p.m.	Dave Powers

RECENT SQUADRON SEMINARS

On October 30, Ken Bloomfield added Computer Navigation to the skill sets of seven of our members and guests. His 2 hour seminar included the installation of two sets of navigation software and Inland Waterway charts on the participants' laptops and instructions on using the various features offered.

Sally Ecklund, 100 ton captain and guest speaker, held a seminar for Partners in Command. Over a dozen members, and even some spouses, spent the two hours on November 12 becoming familiar with the steps necessary to assume command in case their "captain" is unable.

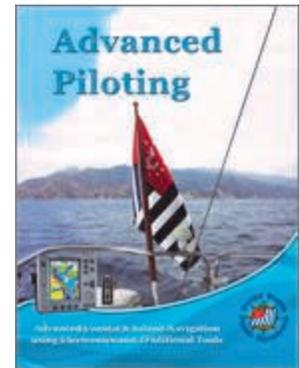
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Education Grades and Awards

Did you even wonder what the various initials before and after a KPS person's name meant? The letters before the name are the persons' rank in the squadron, based on holding various KPS, District and National offices. The letters after the name are the grades a person has earned for completing education courses.

Grades are earned by completing a series of various Advanced Courses. These are in-depth studies on navigation and should be taken in order as each is a building block for the next course. As you advance through the courses you get the grade of S (Seamanship), P (Piloting), AP (Advanced Piloting), JN (Junior Navigation), and N (Navigation). The courses through P provide excellent skills that can be used every day on the water to keep you safe and out of danger. The navigation courses beginning with AP teach you how to navigate on open water and by the stars and really aren't needed unless you plan some blue water trips.



Elective courses are boating related topics like Weather and Engine Maintenance. These will add significantly to your boating experience and enjoyment and can be taken in any order. USPS encourages taking these classes by awarding an Educational Proficiency Award after the completion of 3 elective courses and achieving the grade of AP. Sixteen members of our squadron have received this award. Upon completion of any 6 elective courses and having the grade of N brings the Education Achievement Award, also known as the Senior Navigator (SN) award. This is the highest award and takes countless hours to achieve. Five people in our squadron have accomplished this.

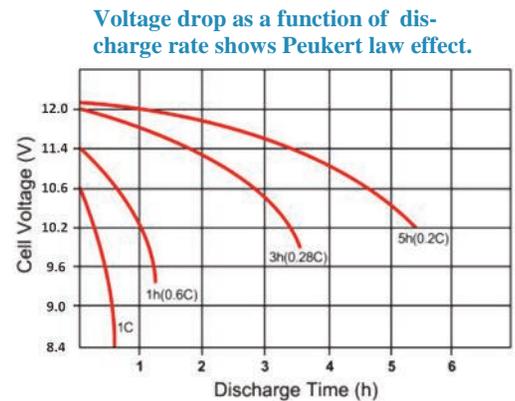


Obeying the Law!

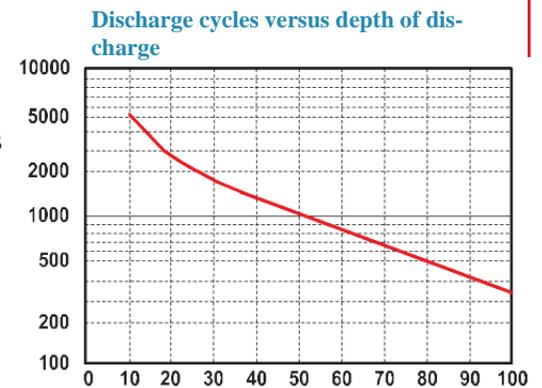
Peukerts, that is!

What the heck is Peukert's law, and why should I care! Peukert's law, presented by the German scientist W. Peukert in 1897, expresses the capacity of a battery in terms of the rate at which it is discharged. As the **discharge rate increases**, the battery's available **capacity decreases**. Manufacturers rate the capacity of a battery with reference to a discharge time. For example, a battery might be rated at 100 A·h when discharged at a rate that will fully discharge the battery in 20 hours. In this example, the discharge current would be 5 amperes. If the battery is discharged in a shorter time, with a higher current, the **delivered A·h capacity is less**. ‘Nuff said, let’s dispense with the skull busting mathematics. On to **why you should care**:

Performance — It is very nice in our cruisers to sail along letting the engines charge the batteries and provide our inverters with sufficient battery power to meet our needs. However, as we add loads (coffee makers, microwaves, TVs, cabin lighting, refrigerators, icemakers, you get the idea) the amperage goes up, and you may very well find that your batteries are getting too low too soon. That will likely mean you have to fire up the very expensive electrical power source known as your generator. This can often happen at a very inconvenient time. Note that in this discharge chart the battery falls to 10.2 volts in 1 hour at a rate of 0.6 time its rated capacity in amp hours. If the rate is reduced to one third of that, the time to 10.2 volts increased not by three times but rather by five and a half times. This demonstrates that rate of discharge affects capacity.



Cost — this is likely the biggest consideration of all. Staying away from your generator is pretty wise. The generator typically runs between 0.5 to 1.0 gallon per hour which likely costs about \$4.00/gal so each hour is \$2.00 to \$4.00 plus the percentage of maintenance time (fuel filter cost, oil change cost, oil filter cost, and maybe labor cost if you don’t do your own maintenance, not to mention the life cost of the generator itself). You are likely looking at \$7.00/hr running rate. However, sitting on top of this is another major cost item often not considered. That is the cost of the batteries themselves. Battery life is more about charge/discharge cycles than it is simple age. For example, if you look at this chart, you will see how very much affected your battery is in terms of expectable cycles depending on how deeply you discharge it each time. You can see that if you never go below about 50% discharge, you will get about 1000 discharge/charge cycles. However, go down to only 20% left (i.e. 80% discharge) and you can only expect about 500 cycles. Given the cost of a good set of deep cycle batteries, this is another cost to add to the equation.



Net of all this is to say that it pays in several ways to buy and install the biggest battery bank you can for running house loads like inverter and all other DC loads that are required at anchor.