

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®

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KPS BRIDGE

Commander:

Cdr Chuck Smith, P
(865) 376-1370

Executive Officer:

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

Squadron Education Officer:

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

Administrative Officer:

Lt/C Cathy Phillips, AP
(865) 531-1854

Secretary:

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

Treasurer:

Lt/C Tom Dietrich, SN
(843) 819-4301

Executive Committee:

Current Bridge plus —

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

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

P/C Margaret Edidin, P
(865) 980-2840

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

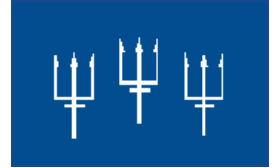
Newsletter Editors:

Ken Bloomfield, AP
(865) 293-2174

Commander's Comments

Cdr Chuck Smith, P

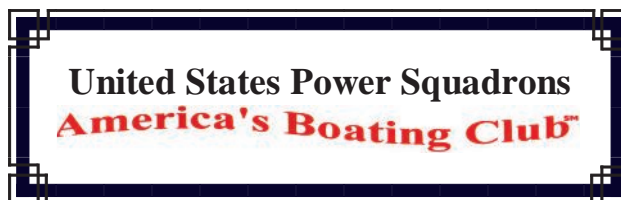
As you read this your squadron will have already had the annual membership meeting and elected new officers for 2014. I hope you will attend the Change of Watch meeting on the 22nd. I feel privileged to have been nominated again this year for a second term as your commander. This new bridge is made up of very experienced squadron members. Some are returning and others have been on the bridge in past years. Some are past commanders. I feel very fortunate to have such hard working, competent folks beside me. Most of our current committee chairs and related positions are also carryovers as well. We are poised for great things.



We have much work to do. It is no secret that we, like most squadrons, are dealing with an aging membership. Sustainability requires that we self-examine and put plans in place to attract new members. At the same time we must add value to current KPS members.

Doing things the same way we have always done them will not yield new results. Our core purpose and objectives will remain the same . . . education and safety. However, while we continue meeting these core objectives we will explore new activities

(Commander's Report Continued on page 2)



ELECTED NON-EXECUTIVE COMMITTEES

AUDIT:

CHAIR: D/Lt/C Hank Davis, JN
2 Year: P/C Larry Campbell, AP
3 Year: Paul Dockins, P

NOMINATING:

CHAIR: Vickie Smith, S
2 Year: Linda Sundstrom
3 Year: Janet Bray, P

RULES:

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

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

Tom Sundstrom, P

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

P/C Bob Bray, JN

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

(Commander's Report Continued from page 1)

for fun and camaraderie. We will explore additional on-water events, marina events and other initiatives. I am hopeful that your bridge will challenge you to participate in activities to promote the squadron and increase awareness.

Stay tuned for an adventuresome 2014.

Cdr. Chuck



Knoxville Power Squadron

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



This Month

February 22nd Change of Watch

Rothchild Catering
8807 Kingston Pike
Knoxville, TN 37923

\$25.00 per person.

This is a pre-paid event.



Refunds cannot be made



Bar Service available from 6:00 to 8:00.

All dinners are served with salad, bread, iced tea, coffee, two side dishes, and dessert.

The choices are:

- Grilled lemon pepper boneless breast of chicken, or
- Sliced marinated flank steak w/ merlot glaze and sauté mushrooms, or
- Vegetarian lasagna

Checks may be made out to Knoxville Power Squadron and mailed to:

Maureen McCarthy
9561 Hickory Knoll Lane
Knoxville, TN 37931

Please mail checks by February 14th..... in order to give a number count to Rothchild's a week in advance.

March 7—10th ----- **Knoxville Boat Show HELP!!!**

There is only one boat show this year. It is the Downtown Boat Show March 7-10.

Please contact Tom Sundstrom at 716-937-6807 or at tsundstrom45@gmail.com if you can work a 3 hour shift at the KPS booth.

The Boat Show is a vital recruiting tool for our educational and membership efforts. We especially need help in the booth set up and tear down tasks.



From the SEO

Some months ago, I mentioned the grounding of the USS Guardian, a US Navy mine-sweeper, on a protected reef in the Philippines. The following is an excerpt from the final accident report:

Executive Summary

BACKGROUND ..The USS GUARDIAN ran aground on Tubbataha Reef on 17 January 2013 at 0222 (H). The grounding caused damage to a protected reef and necessitated a lengthy and expensive salvage effort that resulted in the total loss of the ship, one of 14 Mine Countermeasures Ships in the United States Navy inventory.

Causation

This tragic mishap was wholly preventable and was the product of poor voyage planning, poor execution, and unfortunate circumstances. This investigation uncovers no single point of failure; instead, there were numerous links in the error chain leading up to the grounding. Had any one of which been appropriately addressed, the grounding would have been prevented. USS GUARDIAN leadership and watch teams failed to adhere to prudent, safe, and sound navigation principles which would have alerted them to approaching dangers with sufficient time to take mitigating action. The watch team's observations of visual cues in the hours leading up to the grounding, combined with electronic cues and alarms, should have triggered immediate steps to resolve warnings and reconcile discrepancies. Further, notwithstanding multiple, readily available sources of accurate information, the leadership and watch teams relied primarily on an inaccurate Digital Nautical Chart (DNC)[®] coastal chart during planning and execution of the navigation plan. Finally, USS GUARDIAN leadership failed to exercise due diligence to ensure the watch teams were knowledgeable and proficient, and failed to recognize that key personnel transfers within the navigation team had degraded USS GUARDIAN's navigation capability to an unacceptable level. Ultimately, the lack of leadership led to increased navigational risk to the ship and her crew.

Translation:

They ran aground on a reef because they relied SOLELY on the chart plotter, when 2 perfectly good lighthouses were visible.

Power Squadron navigation courses teach you how to avoid what happened to USS Guardian. The more you know, the better it gets.

Dave