

# 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. 6

June 2014

## 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  
Lt/C Ed 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 Lukins, AP  
(865) 966-2862

### Newsletter Editor:

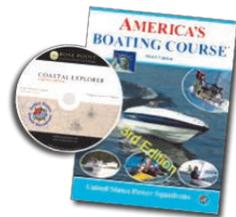
Ken Bloomfield, AP  
(865) 293-2174

## Commander's Comments

Cdr Chuck Smith, P

May has been a busy month for KPS. We had our annual Lock Through at Ft. Loudon lock followed by the picnic. In spite of the rain we had about 40 people in attendance.

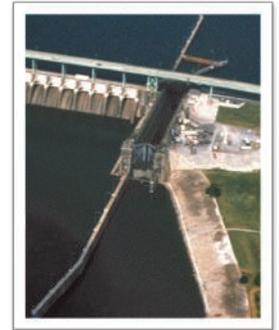
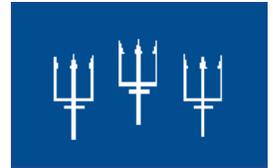
Thanks to all the efforts of so many we were able to demonstrate the skill of locking through to 15 first-timers. This event not only opens up a whole new waterway to these folks, it also allows KPS to demonstrate our skills and hospitality. Thank you Cathy and your team for a great job. I am encouraged by the number of new faces showing up at our dinners and events.



Also in May we held our fourth and final ABC boat safety class graduating 10 folks. This was a bit of an experiment as it was held near Kingston with many Watts Bar lake boaters taking the class. Thank you Dave Roberts for extending our reach with great success. Looking forward, we move on to the Watts Bar Invitational at the end of the month.

When I accepted the role of commander this second term I did so intending to expand our reach and activities. So many members have stepped up to help in this effort. Ray West

*(Commander's Report Continued on page 2)*



**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](http://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)*

joined me on the 20th of the month as we were guest hosts on the Phil Williams radio show on WOKI 98.7 Talk Radio. This was in conjunction with National Safe Boating week. We spoke about boat safety as well as promoted KPS. As we move into June there is more fun ahead. Get in and get your feet wet. KPS is what you make it.

Cdr. Chuck



## **Knoxville Power Squadron**

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



## Past Month

**LOCK-THROUGH PICNIC** — Weather not withstanding, forty people joined together at Shelter No. 1 for a great picnic after the successful lock through exercise. Our thanks to all who helped the event success: boat providers, food providers, supply providers, and set-up/breakdown providers.

If you have not made your plans for the Watts Bar action-packed, no-rest weekend the planning committee suggests **‘act soon’**. By now you have received the preliminary schedule of events. More volunteers are needed from the roster of 125 KPS membership.

## This Month

The June 23 dinner meeting will be at the Airport Hilton. John and Jeanette Farmer will present a program ‘dissecting a river boat’.

The Hilton will offer a choice of three entrée meals each served with a salad and an appropriate selection of amenities. Rolls, tea, coffee, and dessert are included. The cash bar includes modestly priced wines and liquors.

Roasted Pork Tenderloin	\$34.00	_____
Chicken Marsala	\$34.00	_____
Roasted Salmon Filet	\$36.00	_____

**We need your prepaid reservation no later than June 18.**

Send to : Nick Tronolone  
11130 Anchorage Circle  
Knoxville TN 37934  
865-966-3904

## Looking Further Ahead

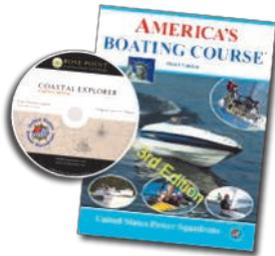
July 28’s dinner meeting will be a genuine Italian theme, wine tasting at the **Tennessee Valley Winery** in Loudon.

The August “Ice Cream Social” this year will include a Clinch River cruise, an overnight at Melton Hill Dam, and the ice cream social at the **Melton Hill Recreation Area**. We would like to hear from those who will make home-made ice cream for this very popular event, so we can determine how much commercial ice cream will be needed.



## News from the SEO

Our May ABC class at Caney Creek Campground was huge success with 10 graduates. So, Welcome Aboard to:



Oliver and Peggy Hayman  
 John Huppman  
 Lloyd and Stacy Jolly  
 James Lamb  
 Bill and Nancy Newcomb  
 Cindy Thompson  
 Amy Wood



Oliver and Peggy attended the lock-thru and have already met a bunch of you, but be sure to introduce yourself to all of the these good folks when you see them at a function. We have talked up the Watts Bar Invitational so hopefully you will see them there.

We are forming the next **Seamanship** class, and we need a show of hands in order to plan for the class (location, dates, and times). Contact Delila Callahan or myself if you are interested.

**Advanced Piloting** is coming this fall and I've heard from several of you, so stay tuned for the start date.

And now for something completely different: **A SEA STORY:**

On Friday May 16th, the Coast Guard Command Center in Boston received a distress signal from 2 EPIRBs registered to the British yacht Cheeki Rafiki. The 40' sailboat was returning to the UK from Antigua with a crew of four experienced yachtsmen aboard when she began taking on water. A 1000 foot Maersk container ship was diverted to the location, (1000 nm east of Cape Cod) and found an overturned hull on Saturday afternoon which matched the description of the Cheeki Rafiki. The Maersk liner did not stop as the



weather was 50 knot winds with 15 foot seas, and there was no sign of survivors. (I'm not sure how a 1000 ft container ship puts a small boat over the side in mid-ocean). On Sunday, the Coast Guard terminated the search as the life expectancy in 60 degree water is around 20 hours and the search had gone over 200 hours with no sign of survivors. After a huge public outcry, the British government officially requested that the search recommence as the yacht had a large 12 man life raft and the crew was very experienced in deep ocean survival.



US Coast Guard picture showing that the keel had broken off Cheeki Rafiki.

The Coast Guard resumed the search on Tuesday. The overturned yacht was found on Saturday by a US Navy ship after a search of 24,000 square miles by 4 US Navy ships, 4 USCG C-130's a Canadian C-130, 2 USN helicopters, 4 Merchant vessels, and numerous civilian yachts. A Navy diver confirmed that the cabin was flooded, all windows were smashed, and the life raft was still stowed in its container on the foredeck with no apparent attempt at deployment.

Why didn't the crew get the life raft ready? We may never know.

So What? What does all this have to do with boating on the Tennessee River? I guess it just reinforces what has become known in the ABC classes as the "Dave Roberts action" ("If you don't remember anything else in this class, remember this"):

Whenever ANYTHING extraordinary happens on your boat:  
**GET EVERYONE IN THEIR LIFEJACKET FIRST.**

Remember, it won't work, if you won't wear it.

Dave



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## A Stern Drive Owner's Checklist

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### Check Fluid Levels

Inspect all your fluid levels. Also, inspect the dipstick and look for a milky white fluid. This would indicate water is in the system. Investigate immediately.

### Change the Stern Drive Lubricant

Always fill stern drive units from the bottom hole until the lubricant just starts flowing from the fluid level plug. By filling the unit in this manner, you can insure that there will be no air bubbles preventing a full fill.

### Lubricate All Greasable Points

There are several lubrication points on a stern drive boat. The most notable are the gimbal housing, drive shaft, and tilt/trim mechanism. Lubrication reduces friction between moving components thus to prevent wear and provides a measure of water resistance to prevent corrosion. NOTE: When lubricating greasable points, always use a marine type waterproof grease consistent with recommendations of manufacturer.

Non-Teflon lined control cables should be lubricated several times during the year if consistent with recommendations of manufacturer. It is important to keep these cables well lubricated to prevent corrosion from forming inside the casing. If corrosion forms, it is almost impossible to remove and the cable must be replaced. Some control cables have a Teflon lining and should not be lubricated. Check with the manufacturer of your control cables if you are unsure. Lubrication of cables not performed as the manufacturer recommends can result in a sticky build-up inside the cable and impaired operation.

### Check and Replace Anodes

Most stern drives have at least one anode attached to the exterior of the lower unit. Other anodes are attached to the engine so they protrude into the cooling system. The proper amount of zinc attached to a boat is extremely important. Not using enough zinc will cause more rapid deterioration of the metal parts of your boat you are trying to protect. It is far better to replace the zinc than to replace expensive metal parts. As always, follow manufacturer's instruction for your equipment. IF your boat is equipped with an active anti-corrosion system such as the MerCathode, be especially careful that it is functional and not damaged by cleaning techniques.

### Store the Stern drive in the DOWN Position

Stern drives should be stored in the down position to ensure that the anodes are in the water for maximum corrosion protection, and also to ensure that the bellows are not stressed to create cracking.

## A COUPLE OF EXTRA TIPS WHILE YOUR AT IT

### Drain and Flush the Raw Water Cooling Circuit

On boats equipped with a heat exchanger, additional cooling system maintenance is required. The freshwater cooling system is similar to those used in automobiles and should be tested to ensure the proper level of coolant protection is maintained.

### Test the Quality of the Antifreeze

On boats equipped with a heat exchanger, in addition to ensuring the correct level, you may also do a quick check on the quality of the antifreeze as follows:

Begin with a cold engine. Remove the radiator cap and start the engine. Set your digital multimeter (do not use an analog meter as the internal resistance is too low) to DC volts on a range that allows you to read tenths of a volt. When the engine reaches operating temperature, insert the positive probe directly into the coolant. Place the negative probe on the negative battery terminal or any good engine ground. If the digital meter reads:

0.2 V to 0.5 V - antifreeze is still good

0.5 V to 0.7 V - antifreeze is borderline

0.7 V or greater - antifreeze is unacceptable and the electrolysis additives are exhausted,

