



# NOW HEAR THIS!



THE NEWSLETTER OF THE KNOXVILLE POWER SQUADRON  
A Unit of District 17 of the United States Power Squadrons  
Sail and Power Boating

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May 2016

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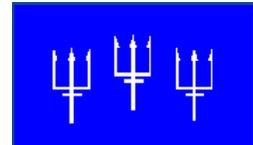
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## Commander's Comments

Cdr Dave Powers, JN

## Use It Or Lose It !



Our Squadron has five core objectives--one of which is education. Last summer, Delila (Education Officer) coordinated with two other Squadrons to provide a rare opportunity for some of our members to take the Junior Navigation class. We loaned our only known plastic sextant to one member while two others purchased plastic sextants (metal sextants are prohibitively expensive). Afterwards, Aaaaargh!! We discovered four "forgotten" quality, metal sextants that belong to our Squadron. Instead of being used to help educate our fellow yachtsmen, they were hidden away in some forgotten place in order to protect them from the elements and thieves. Good intentions — But if we hide our assets so well that we forget we have them, we might as well throw them in the lake. So, please search your memory and storage areas. If you find any KPS property that can be useful to our mission, please let us know.

Meanwhile, if you would like to know how a sextant works or would like to take the Power Squadron's Celestial Navigation course, know that we own four high quality metal sextants which we will gladly loan to any member.

Before you protest that celestial navigation has no place in modern times, let me remind you that one of our core objectives is the preservation of maritime traditions. The sextant was the sole means of determining accurate position on land as well as sea for over 200 years. Lewis and Clark used one. So did all the polar explorers. Those of us with an engineering mindset simply cannot ignore such an amazing piece of pre-industrial revolutionary technology.

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



United States Power Squadrons®

*Come for the Boating Education...Stay for the Friends<sup>SM</sup>*



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Our Website is: [WWW.KPS-SITE.ORG](http://WWW.KPS-SITE.ORG)

Personally, I highly recommend learning the art of celestial navigation if for no other reason than it will give you a new appreciation of your GPS. Mine is named Vera and sits in a special altar so that I can burn incense and make sacrifices.

Dave



**ELECTED NON-EXECUTIVE COMMITTEES**

**AUDIT:**

CHAIR: Larry Lanz, AP  
2 Year: Dave Ogrod, P  
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**NOMINATING:**

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2 Year: Maureen Hill  
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3 Year: Bob Bray, JN

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**NATIONAL LIAISON**

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**SAFETY**

P/D/C Michael P. Scher, AP

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**PROPERTY OFFICER**

P/C Bob Bray, JN

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P/C Chuck Smith, P

**ROSTER & CALLING COMMITTEE**

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**MERIT MARK**

Kathie Hawbaker, P



## ABAFT LOOKOUT:

*April's raft-up and lunch* was a fantastic start to the KPS 2016 boating season! The anchor was set — five boats secured — and the ferry boat, Sundancer, arrived on schedule. A cool breeze blew as 26 members feasted under sunny skies. During dessert, Ray West and Dave Powers reviewed uses of specific VHF channels, proper radio procedures, and stressed the importance of clear communication between the Captain and the crew. Three boats remained on anchor for a calm, moon lit night. On Sunday, several members enjoyed a day cruise aboard Sea-duction to Tanasi Bar & Grill.

## CURRENTLY UNDERWAY:

### MAY 21 LOCK-THRU AND PICNIC

*On May 21, the Squadron event will be the lock-thru at Fort Loudoun Lock, followed by a pot luck lunch at the Lenoir City Park Pavilion 1* later that afternoon. Tom and Marbeth Dietrich are captaining this event, so please contact the Dietrichs if you are able to assist them or if you plan on participating. They can be reached at [tdietric1@aol.com](mailto:tdietric1@aol.com) or [865-657-9190](tel:865-657-9190).

The picnic will begin when we return and be captained by Dan and Esther Webster. Sandwiches, tableware, water and soft drinks will be provided. Members are requested to bring a covered dish or dessert to complement the sandwiches and which can be shared with attendees.

For more information on this upcoming event, see page 5.

### MAY 28 KPS MEMORIAL DAY RAFT-UP

*On Saturday, May 28*, the Bray's boat, Sweet Reward, will be anchored just outside Lenoir City Park facing the fireworks barge by 1500 hours. We will be staying overnight at that location and then leave sometime after breakfast on Sunday morning. Sweet Reward is white with deep green canvas. She will have a large Tennessee flag flying off her antennae and will have the radio on channel 72 awaiting your calls. We are told that there will also be a very large houseboat known to you all as "Sea-duction" at this prestigious raft-up. Positioning and further anchoring will depend on the number and size of boats that join the raft-up. Join us anytime — although the area gets pretty crowded as the day goes on.

This event will be very simple. Bring your own dinner and drinks, as each boat will provide their own food. Please bring a snack to share with others. The Brays will have some red/white/blue dessert to share with all. If you are staying overnight, you will also need to bring something for breakfast. Our day will be filled with food, drinks and great conversation with your fellow KPS members! Our night will be filled with bright lights and booming noises!

The Brays will make a decision on the weather by 1000 hours the morning of the event and send out an e-mail to anyone who has signed up to come if the event is going to be cancelled. If you have any questions about the arrangements or the weather, contact Janet or Bob Bray at 865-408-9229, 865-809-0003 (cell), or e-mail to [jbray@charter.net](mailto:jbray@charter.net).

*(AO Report Continued on page 4)*



## FORWARD LOOKOUT:



### DON'T FORGET !!!

*Call ahead and reserve a slip if you are attending the Watts Bar Cruise to Euchee Marina from June 3-5 (423-334-1004).*

#### NOTE FROM YOUR AO

As you can see, it is shaping up to be a busy season on the water. Please come out join us for the events we have planned this season, It's going to be a blast!

We are still looking for additional volunteers to assist on an events subcommittee as well as captaining our on the water events. If anyone is interested, please contact Dan or Esther Webster at [EJWebster9396@gmail.com](mailto:EJWebster9396@gmail.com) or 865-776-0921



# LOCK-THRU & PICNIC



**MAY 21**

If you have never been through a lock before, this is your chance! Learning how to go through locks will open a whole new cruising world. You can go to places like Kingston, Chattanooga and beyond. Our Squadron will host its annual cruise through Fort Loudoun Lock on May 21. Following the lock-thru, we will have a picnic at Pavilion 1 in Lenoir City Park.

Those wanting to participate in going through the lock need to meet at Pavilion 1 at 0900 hours for a short presentation/briefing to teach the basics of locking through. We will provide an experienced Squadron member to accompany you if you desire, or you can ride along in one of our boats. The Lock opens at 1000 hours and we hope to lock down as a group at that time (river traffic permitting). We will then proceed down the river a short distance, turn around, and re-enter the Lock chamber to return to Lenoir City Park. The picnic will begin when we return. Sandwiches, tableware, water and soft drinks will be provided.

To make this a successful event, we need KPS volunteers to bring their boats to provide rides for those who cannot bring their own boat. We also need Squadron members who are willing to ride with those who would like some help taking their own boats through the Lock. All Squadron members are requested to bring a covered dish or dessert to share. **The deadline to sign up is May 16.** We anticipate having many non-Squadron members taking advantage of this educational opportunity and will therefore need many KPS members there to help.

Please notify Tom Dietrich at 865-657-9190 or [tdietric1@aol.com](mailto:tdietric1@aol.com) if you are planning to come. Those wanting to come for the picnic only should arrive around 1100 hours.

For those who are interested, we will have a raft-up overnight in the cove in front of the park.





Seven students will complete the Cruise Planning course this month. Thanks to Tom and Marbeth Dietrich for teaching. The Dietrichs have done extensive cruising and have lots of information to share with the students.



The next ABC Class is scheduled for May 3, 5, 10, and 12. It will be held at Caney Creek on Tuesdays and Thursdays, 1800 to 2030 hours, and will be taught by Otto Schwarz and Chuck Smith. There is still room for additional students in the class. So, if you are interested or know of others who may be interested, please contact either Otto (865 927-3962) or Chuck (865 376-1370 or cell 931 260-9114) immediately. The ABC Class previously scheduled for April was cancelled due to insufficient students. Cost is \$37 for one person and \$47 for two persons sharing a book.

The final ABC Class for calendar year 2016 is scheduled for July 10, 12, 19 and 21. The locale for this class has not yet been established.

## Marine Engine Maintenance



The Engine Maintenance class scheduled to begin May 24 is now full. It will begin at 1800 hours on Tuesday evenings and is scheduled for seven weeks (although Ken believes it may be finished in as few as five weeks). If you have confirmed your intention to attend this class with Delila but have not yet sent your check to her, you may do so now or hand it to Ken the first night of class. Cost for Engine Maintenance is \$54 for a single KPS member of \$87 for two KPS members sharing a book. Cost for a single non-KPS member is \$108.

Since there have been some problems with using the Gander Mountain facility for some of our classes, we are looking for an alternate location for the July ABC Class and the Engine Maintenance Class.

### ***COURSE SIGN-UP/REGISTRATION***

*Course sign-ups are requested four weeks prior to course start dates, although late registrations can generally be accommodated.. Course fees are payable at the first class (checks made payable to the Knoxville Power Squadron).*



## TO SWIVEL OR NOT TO SWIVEL?

Being the boaters we are, and doing fun things like the recent raft-up, anchoring is always a pertinent topic. This often raises questions about the anchoring tackle, and one topic that has not too often been raised is whether or not you need a swivel at your anchor. Often, this has been simply taken for granted, and many people, including myself, have used a swivel of some sort at their anchor. It has always been assumed that this would prevent the chain from twisting (or perhaps the rope from hockling) and then not entering the windlass properly. In some recent testing done at Practical Sailor, the results have been surprising.

One of the first issues that they found was that almost invariably the commonly available swivels proved to be the weakest “link” in the anchoring assembly. That was particularly true when the pull was at an angle to the anchor set, which of course can easily happen as the wind or tidal current shifts after initially setting the anchor. Angular loads pried the legs apart, and thus the breaking strength of the overall system was dramatically reduced.



The second issue was that they found that the swivel really did not end up doing what was intended in the first place. They took 30 feet of chain with a swivel at each end and put a 90-pound load stress on the assembly. They then proceeded to insert a bar at one end and twist the chain to see how many turns were needed at one end to create enough torque to cause the swivel at the other end to turn, simulating a boat rotating around its anchor. The two high end swivels tested were the new Mantus swivel and the standard Acco swivel. The result was that it took 8 full turns of the chain at one end before the Acco began to turn at the other end, and 6.5 before the Mantus began to turn. Given that real anchor loads are often much greater than 90 pounds, the number of turns of the chain before the swivel at the anchor would turn would likely be as much as 3 times more, thus defeating the purpose. They also found that the main reason for twisted chain was too-fast retrieval of the anchor causing it to spin as it came up.

The net of all this is that in all likelihood, a swivel will do you little to no good, and potentially represent a drawback. For once, a real justification behind the famed “KISS Principle” we love to favor. Just go with a good quality, properly rated conventional shackle to the anchor shank and you are good to go.



Do be careful on the rating.