NOW HEAR THIS!

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

Vol. 28, No. 6 June 2016

KPS BRIDGE

Commander:
Cdr Dave Powers, JN
(865) 336-6058

Executive Officer:
Lt/C Paul Dockins, P
(865) 856-5495

Administrative Officer:
Lt/C Dan Webster, P
(423) 453-1862

Education Officer:
Lt/C Delila Callahan, AP
(931) 456-0505

Secretary:
Lt/C Jean Armes, AP
(865) 458-9624

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

MEMBERS AT LARGE:
P/D/C Michael Sher, AP
(865) 405-5512

Ray West, AP
(931) 456-0505

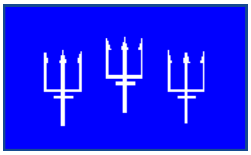
P/C Jim Barkley, SN
(865) 966-7261

P/C Larry Campbell, AP
(865) 567-1167

Newsletter Editor:
Sue DePew, S
(865) 805-9432

Webmaster:
Ken Bloomfield, AP
(865) 315-4227

Commander's Comments — Cdr Dave Powers, JN



Ensign: A laundry and moral officer named Pulver or a flag?

We're all aware of the USPS ensign. Not the magazine, but the blue and white vertically striped flag. What some may not be aware of is that this flag is actually an official US national flag.

An ensign is not just the timid college graduate that just boarded his first Naval vessel. It is also the word used to designate our nation's flag in Naval service. Navy and Marine Corps veterans will recall the ship boarding procedures--first salute the ensign (the flag on the fantail) and then salute the officer of the deck, who many times was also an Ensign. The USPS ensign was designed with the colors reversed, blue stripes and red canton, in order to distinguish it at sea from our other national flag. This helped bridge crews distinguish our vessels from other Naval vessels during joint maneuvers. Yes, we used to train US Navy personnel. The USPS ensign was officially approved by Act of Congress in 1915 and may be flown on any vessel under the command of a USPS member while in domestic waters. In international waters, we should fly the standard US flag.

Thanks to the influence of the US Power Squadron's founding members, we have a unique national flag just for us. However, it is much more than just a club flag.

(Commander's Report Continued on page 2)

United States Power Squadrons®
Come for the Boating Education...Stay for the Friends SM

(Commander's Report Continued from page 1)

It is in fact an American flag and therefore should be treated with all the honor and respect of our other national flag. Fly it with pride--there are only 30,000 citizens allowed to do so.

Dave

ELECTED NON-EXECUTIVE COMMITTEES

AUDIT:
CHAIR: Larry Lanz, AP
2 Year: Dave Ogrod, P
3 Year: Linda Sundstrom

NOMINATING:
CHAIR: Cindy Davis, S
2 Year: Maureen Hill
3 Year: Brenda Bloomfield, AP

RULES:
CHAIR: Bill Brumit, AP
2 Year: Mike McCarthy, S
3 Year: Bob Bray, JN

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

MEMBERSHIP
Ed Armes, AP

NATIONAL LIAISON
P/D/C Ronald Lukens, AP

SAFETY
P/D/C Michael P. Scher, AP

PUBLIC RELATIONS
Ray West, 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
P/C Chuck Smith, P

ROSTER & CALLING COMMITTEE
Nancy Campbell, P

OPERATION BOAT SMART
Cdr Dave Roberts, JN

NEWSLETTER EDITOR
Sue DePew, S

WEBMASTER of KPS Website (www.kps-site.org)
Ken Bloomfield, AP

ASSISTANT ADMINISTRATION
Nancy Campbell, P
Sharon Birdwell
Polly Lanz
Charlie Meadows

ABC CLASS COORDINATOR
Otto Schwarz, S

MERIT MARK
Kathie Hawbaker, P

ABAFT LOOKOUT:

May 21 Fort Loudoun Lock-Thru and Picnic

Success is the word that comes to mind to describe Saturday's annual lock-thru. There were nearly as many guests as members for this year's event. Twenty-six visiting boaters were introduced to the Knoxville Power Squadron as well exposed to the thrill of successfully navigating a lock. The twenty-nine attending Squadron members made for an instructor (or two) for each of the eleven attending boats—ten of which were captained by owner-guests. That gave a healthy crew count remaining for setting up the luncheon that followed in the Lenoir City Park Pavilion.

That evening, five member boats rafted up for the night and the crew of a nearby anchored Florida-based vessel (a 37-foot Lord Nelson trawler) joined us all for an evening of food, song, and camaraderie. Even the weather cooperated to make for a memorable event. A big thanks to Tom and Marbeth Dietrich, who captained the lock-thru, as well as members who contributed to the coaching and luncheon.

CURRENTLY UNDERWAY:

June 3-5 Euchee Event

If you have not already made your reservations to attend the Euchee event, Event Captain Chuck Smith has confirmed there is still space available. Don't delay in scheduling your reservations with Christy at Euchee Marina.

Any special power requirements along with your boat size and other accommodation needs should be communicated to Chuck Smith at 865-376-1370 (Home) or 931-260-9114 (Cell) as soon as possible so he can work out everyone's locations for us. *ALL THIS TAKES A LOT OF TIME — THANKS AGAIN CHUCK FOR ALL THE SUPPORT!!*

Each boat will have some limited power available. As of May 25, there were two covered slips available. All the others are open. At this time it looks like we will have eleven boats participating. Some will have to be at the end of a dock (due to size) and some (about five boats) will be in the slips on B Dock (an uncovered dock nearest the restaurant used for transients). This dock has a total of only 200 amps available. For this reason, we ask that if you are on that dock, you use power sparingly (for refrigeration, lights, etc.). Of course, those who have generators are welcome to run them.

Please let Chuck know your ETA (Thursday, Friday, or Saturday) and approximate time you plan to arrive and he will be there to help you in and direct you to your location. He will have his hand held radio tuned to channel 68, and will listen for "KPS...KPS" calls. *****If it is your first time to Euchee Marina, be sure to study the chart for the best approach to the marina. There are some shallow places as you leave the channel.*****

Special Events Notice:

- ◊ On Friday, June 3, there will be a social gathering (BYOB) hosted by Dave and Denise Powers aboard *Dream Weaver* at 2000 hrs.
- ◊ On Saturday, June 4, at 1600 hours, Dan and Esther Webster will be hosting a "De-Naming"*(Forever Friday)* and a "Re-Naming" *(Neptunes Reward II)* Ceremony (to be held on the boat dock).

(AO Report Continued on page 4)

FORWARD LOOKOUT:

June 25 Star of Knoxville Lunch

Aren't we all looking forward to our lunch on the Star of Knoxville on Saturday, June 25 at 1230 Hours! The event cost will be $32 per person for the lunch and river cruise with our very own John Farmer! Many of us have requested *(ok, we pressured him)* for personal tours of the "No Go" areas, but we'll wait and see if these can be accommodated when we get there.

Lunch will be served buffet style and will include the following items:

Baked Chicken, Mashed potatoes, Green beans, Corn, Seven-layer salad, Rolls, Dessert,
Tea and Coffee (Bar open for those who want to purchase alcoholic beverages or soft drinks)

Please confirm attendance and send your checks payable to the Knoxville Power Squadron by June 18.

Mail checks to:
Esther Webster
1021 Marina Harbor Drive
Maryville TN 37801

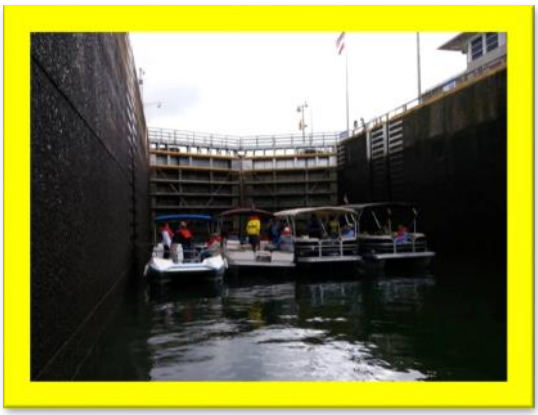
4th of July Excitement !!!

The Squadron will celebrate Independence Day with our traditional raft-up outside the Lenoir City Park to watch the holiday fireworks display on ***July 2.*** *Sea-duction* will arrive at the anchor site at approximately 1300 hours and set anchor. All other boats from the Squadron should arrive between 1400 and 1700 hours. Contact with Mike aboard *Sea-duction* should be made on VHF channel 69 as you get close to establish your raft-off position. Larger boats will want to set their anchor while the smaller boats will not require anchors. The fireworks should begin around 2200 hours, ending around 2300 hours. Boats not wishing to stay overnight will break off from the raft-up at approximately 2330 hours. All boats must have operational lights complying with Coast Guard regulations.

Although the Bridge had not made a final determination at the time this article was written, we have been told to expect the Squadron to supply hot dogs and hamburgers for dinner with soft drinks and water to drink. Everyone coming should bring a side dish to share. Members driving to watch the fireworks should park in the Lenoir City Park and call for transportation to our boats. A phone number will be announced at a later date. A head count for food and transportation is necessary. So please call Mike Scher at 865-405-5512 or email him at **mpscher@aol.com** for reservations. We will need to know if you are bringing a boat or driving. We will need the total number of people in your party and your approximate arrival time. Please tell Mike if you will need life preservers especially for youngsters.

We are still looking for additional volunteers to assist on events subcommittees as well as captaining our on-the-water events. If you are interested, please contact Dan or Esther Webster at EJWebster9396@gmail.com or 865-776-0921.

PHOTO ALBUM
ANNUAL LOCK-THRU



Seven students passed the final test with flying colors in the Cruise Planning course taught by Tom and Marbeth Dietrich. All grades were in the 90s. Congratulations to all.

Otto Schwarz and Chuck Smith have finished teaching the ABC class at Caney Creek. They had five students completing the program. The next ABC class is scheduled for July.

Engine Maintenance began May 24 with eleven students. Ken Bloomfield is teaching this popular course at Concord Marina.

PLEASE NOTE

Seamanship was scheduled to begin June 7, but had to be cancelled due to insufficient number of students. It may be rescheduled for fall if there is a need.

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).

ELECTRICAL HEADACHE HEADING YOUR WAY?

The last thing that boaters need is a new problem, but a "doozy" is headed this way for quite a few of us. The problem arises as a result of marinas now needing to conform to a newly enforced electrical code in response to the recent highlighting of Electrical Shock Drowning (ESD).

Marinas now must install ELCI fault detectors at electrical pedestals. These are similar to the GFI outlets you have in your home, but with a slightly higher fault trip current. MANY boats are tripping these and now can not get shore power. This has begun to show up at our marina and will likely be reflected in all marinas soon. Needless to say, if a boat truly has a leakage fault, it needs to be corrected. Unfortunately many do and their owners don't know it. Now, with these ELCI dock pedestal installations, they surely will! Beyond true appliance fault leakage (water heater, AC unit, refrigerator, etc.), there are two other common situations that also will trip the breaker as follows.

The first, for example, is boats with dual 30-amp power cords that either the boat manufacturer or a subsequent person (owner, tech, etc.) has incorrectly co-mingled the white neutral wires. An ELCI looks to see that the exact same amperage that "goes out" on the black wire "comes back" on the white wire of the cord. If this is not the case, then it trips. However, if the white wires have been co-mingled onboard, then they tend to share the return current. So if there is say 20 amps flowing on cord "A" black wire and 2 amps flowing on cord "B" black wire (for a total of 22 amps), then there will likely be about 11 amps returning in each white wire and both ELCI's will detect a difference in each cord. The 2-amp cord "B" will have too many amps relative to its black wire, and the 20-amp cord "A" will have too little. In either case the ELCI will detect this as a fault and trip.

For decades, there has been a code requirement that when power is supplied to a house, boat, RV, etc., that the neutral (i.e., the white wire) and the safety ground (i.e., the green wire) shall be bonded at the "derived source" only. In the case of a marina, the source is from the shore and there the green and the white wires are bonded and connected to the ground rod. However, when shore power goes missing (i.e., power outage or disconnected), then many of us have an inverter that takes over—and as the "derived source" of power, it has a relay that bonds the white and the green now to fulfill code. However, when the shore power resumes, there is a delay of some milliseconds (say approximately 100 milliseconds) before the relay removes the bond and the ELCI will see this as an onboard leakage fault and trip.

Stay tuned for more on this fairly complex issue that is burning up the internet boating forums!