



# 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

Vol. 28, No. 3

March 2016

## KPS BRIDGE

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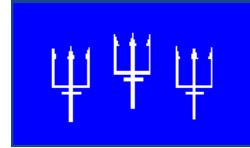
**Webmaster:**  
Ken Bloomfield, AP  
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## Commander's Comments

Cdr Dave Powers, JN

### *Between the Devil and the Deep Blue Sea*

I was eleven the first time I fell in love. She was a canoe with no name. She was followed by a covetous affair with my brother-in-law's ski boat. She was followed by Denise. Fortunately Denise had known a few boats during her teenage years, so after we got married we bought our first boat. Our ménage a trois with the tempestuous Atlantic Ocean off North Carolina should have killed us, but we got lucky and learned a great deal, mostly how to push a 16-foot Starcraft off the sand. From there we moved to Memphis and started a fling with *Never Enough*, an 18-foot Cobalt, this time tempting fate on "Ol' Man River" and the Gulf of Mexico. Unfortunately, West Tennessee offers few good boating opportunities—the river is brown and dangerous and the Gulf is too far away. So Denise and I dreamed. We dreamed of living on a boat. Finally, three years ago our dream came true and we now live on *Dream Weaver*.



So one day my new neighbor says, "Would you guys like to come to a dinner?" And just like our first boat, we jumped first and asked questions later. Crazy as it sounds, this technique usually works for us. So now here we go again as I relieve said neighbor and become the Commander. "Jump in Dave, head first—don't look back!"

Now, let us only look forward. This is a new year—a new start. Fate has given us a wonderful river system with constant water levels, tens of thousands of acres of navigable water with seemingly endless coves and hideaways, beautiful scenery and mild weather. Nationally the Power Squadron is declining while our leaders "fiddle while Rome burns." But, hey! Who cares?!

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



United States Power Squadrons®

Come for the Boating Education...Stay for the Friends™



Nothing can stand between us and our love of boating. Let us make this the year we spend more time out on the lake enjoying nature, viewing the stars, drinking wine, conversing with fellow boaters and enjoying water sports. This is our time!

Dave



#### **ELECTED NON-EXECUTIVE COMMITTEES**

##### **AUDIT:**

CHAIR: Larry Lanz, AP  
2 Year: Dave Ogród, 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](http://www.kps-site.org))**

Ken Bloomfield, AP

##### **ASSISTANT ADMINISTRATION**

Nancy Campbell, P

##### **ABC CLASS COORDINATOR**

Otto Schwarz, S

##### **MERIT MARK**

Kathie Hawbaker, P

Polly Lanz

Charlie Meadows



## ABAFT LOOKOUT:

The Change of Watch (COW) and dinner meeting was a great success. We had 47 KPS members join us at the Lakeside Tavern. The COW ceremony was very well choreographed and the heart-felt speech that was given by Mike was a nice touch as well. The flag ceremony was led by our very own Ray West and special guest Sgt. Major William Hudgins, USMC.



District Lieutenant Commander Margaret Sherrod gave the district message to the Squadron and installed the 2016 Bridge. We want to thank the departing Bridge members and everyone involved that made this possible.

## CURRENTLY UNDERWAY:



The March dinner meeting will be at "Dead End BBQ" on the 28th. This will be a new venue for the Squadron, so we would appreciate your feedback after the event. We have received many great reviews from our membership, not to mention they were voted Best BBQ in 2015 by *City Magazine*.

**527 West Broadway Avenue  
Maryville, Tennessee 37801  
(865) 240-2600**

**Dead End BBQ Menu: "Served Family Style"**

<b>Meat:</b>	Pulled Pork, Chicken, and Brisket
<b>Sides:</b>	Beans, Corn, Mac & Cheese and Green Beans
<b>Beverages:</b>	Non-alcoholic beverages included Domestic, Craft and Import beer available for purchase Sorry—BYOB not allowed
<b>Price:</b>	\$14 per person.
<b>Date:</b>	March 28 <sup>th</sup>
<b>Social Hour:</b>	1800 hrs
<b>Dinner:</b>	1900 hrs
<b>Presenter:</b>	None

If you will be joining us, please let Esther Webster know by sending your checks made payable to the Knoxville Power Squadron no later than March 18.

**Esther Webster  
1021 Marina Harbor Drive  
Maryville, TN 37801  
[EJWebster9396@gmail.com](mailto:EJWebster9396@gmail.com)**

*(AO Report Continued on page 4)*



**Now Hear This!**

# FORWARD LOOKOUT:



## Kicking off the spring boating season the right way!

For the upcoming Squadron event in April, we are planning a “shakedown cruise and lunch raft-up on Tellico Lake at approximately mile marker 20.5, near the Fort Louden State Historical Park. Plans are to depart out of Tellico Marina—actual time and exact location to be announced in the next newsletter.



## “Attention on Deck”.....We’re looking for a few good men or women !

The Administrative Officer is looking for volunteers to assist on an Events Subcommittee as well as captaining our on-the-water events and helping with the selection and coordination of dinner venues and speakers for our monthly meetings.

If interested, please contact Dan or Esther Webster at [EJWebster9396@gmail.com](mailto:EJWebster9396@gmail.com) or 865-776-0921.



**Now Hear This!**

## America's Boating Course (ABC)

KPS will be offering three ABC classes this year--one each during April, May, and July. Each class will consist of 2.5 hours per evening for two consecutive Tuesdays and Thursdays for a total of 10 classroom hours. Otto Schwarz and Chuck Smith will be team-teaching these classes.



ABC is the entry level course for safe boating instruction and the first course most KPS members complete. While the ABC course can also be used to gain TWRA boating licenses for young people, this is not our target audience. Young people should be referred to the TWRA website for TWRA course schedules. Other persons interested in the ABC course should contact Otto Schwarz at (865) 927-3962. Cost is \$37 per person or \$47 (total) for two family members sharing student materials.

## Cruise Planning

Course content for this course was detailed in our February "Now Hear This!" The class meets once a week on Tuesdays for two hours and will be taught by Tom and Marbeth Dietrich. Classes will be taught in Tellico Village the first four weeks and the Gander Mountain Archery Classroom for the last four weeks.



Cruise Planning begins Tuesday, **March 22**. Cost is \$60 per person or \$83 for two family members sharing student materials. There is an additional charge for non-KPS members. For further information or to register for the course, contact the Dietrichs at (865) 657-9190.

## Engine Maintenance

The Engine Maintenance course taught by Ken Bloomfield will begin on **May 24**. It is almost a "DIY" boat mechanical repair course. It covers those engine repairs that do-it-yourselfers can still perform, teaches how to diagnose problems you may be able to repair, and those that might be beyond your ability to fix. The course also covers basic mechanical systems such as drive systems (transmission, shaft and couplings, propellers), hydraulic and mechanical steering systems, and engine controls.



Contact Ken at [khtb@bellsouth.net](mailto:khtb@bellsouth.net) or (865) 233-3845 to confirm your attendance and provide him with your engine make/model so he can tailor the course, within reason, to include specific information pertinent to your boat. Please let Ken know as soon as possible if you will attend so that he will have sufficient time to prepare the course materials. Ken will also do what he can to accommodate scheduling difficulties along the way. This course will be taught on seven consecutive Tuesday evenings, 6-8 p.m., in the Gander Mountain Archery Classroom in Turkey Creek. Cost is \$54 per KPS member and \$87 for two members sharing student materials. Contact Ken Bloomfield for further information or to register for the course.

## Seamanship

Seamanship is the first of the USPS Intermediate courses and is the next step beyond ABC. It will begin Tuesday, **June 7** at Fort Loudon Yacht Club. The class will be team-taught by Ray West and Delila Callahan. Cost will be \$63 for KPS members and \$87 for two members sharing student materials. Contact Ray or Delila at (931) 456-0505 for additional information or to register for the Seamanship course.



Watch for more details about the Seamanship course in the April edition to "Now Hear This!"

(*Education Officer Report Continued on page 6*)





## Seminars/Presentations

The Education Committee is working on a list of seminars/presentations to offer to KPS members as well as to the public. These will be 2-hour presentations and will be offered free to the public. If you have a specific topic in mind for such a presentation, speak to one of the Education Committee Members (Delila Callahan, Ray West, Otto and Bobbie Schwarz, Chuck and Vicki Smith, Tom Dietrich, or Dave Roberts).

### 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).



## A POX ON YOUR FIBERGLASS HULL!

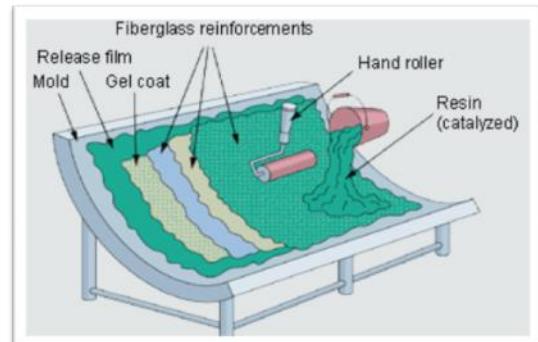
Much has been said about hull blisters, but very few conclusions universally agreed upon. This article is unlikely to add more to the “universally agreed” stack, but perhaps may give some additional guidance in the “what to do” decision process. At haul out, if upon examination one finds the hull has blisters, the first questions in the owner’s mind are, *“How serious is this? What should I do to fix them? And what will it cost?”* The combinations and permutations of these inputs is almost infinite. Following are a few thoughts to consider.

How serious the issue is will depend on (a) how extensive/deep the blisters are, and (b) what type of hull is involved, i.e. solid fiberglass or cored hull. Both types of hulls can be very strong, but extensive blistering is a much bigger deal on a cored hull.

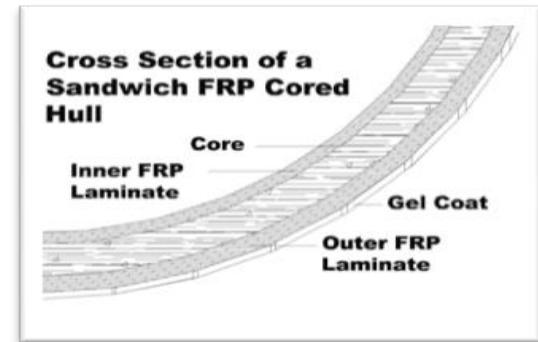
Blisters on a solid fiberglass hull tend to represent minimal loss of strength, whereas a cored hull can indeed be very seriously affected. The strength of the cored hull depends greatly on the “sandwich” bond between the two outer fiberglass layers and the core material. These fiberglass (FRP) layers are quite thin. And given that the hull must withstand considerable loads in tension, compression, shear, and flexure, any debonding between the fiberglass and core material can have very serious consequences. Thus, it is not really the degradation of the fiberglass per se that is the major concern, but rather the fiberglass-to-core bond and any core degradation that area critical. This is especially so if the core material (often balsa wood) is wet and degrading. The net of this is that if your hull is a cored hull, then you likely should take blister repair very seriously.

In the case of a “solid” fiberglass hull, the potential for damage is generally less since the debonding will likely be mainly between the gelcoat and the fiberglass. Cosmetically ugly, and perhaps contributing a slight fluid-dynamic drag, but not structurally serious unless very extensive. The caveat to this is that if the fiberglass was not totally fully “wetted” with epoxy at construction, then water can wick down the strands and travel a considerable distance in the hull. This is a real potential for hulls that were created with the low cost chopper-gun method, as there are a lot of “ends” of fiber that can terminate at the surface and thus provide an entry point for water migration down the strands. If this happens, then some true hull strength degradation can begin. This will usually show up as a boat with a “hogged” hull, or stress cracks appearing.

Having said all of this, what should you do? One approach is to carefully punch a hole with an awl in each blister (watch out for squirting liquid!) and smell the liquid that comes out. If the liquid is just basically water (no chemical odor), then likely grinding out the blisters and filling them will be adequate. However, if it smells like vinegar, then you likely have some degradation of the actual fiberglass that needs repair. In the case of a cored hull, it is very important to find out how far that issue went. If it is still just in the fiberglass (which is pretty thin) then you can proceed like the solid hull repair. But if there is reason to believe that it has penetrated to the glass/core junction anywhere, then extensive investigation and repair is indicated.



Layup of solid fiberglass hull



Layup of cored fiberglass hull

