

# The Pilot

Monthly Newsletter of America's Boating Club of the Upstate



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

Volume 59 Issue 1

From the Bridge - Billy Owens

## *Happy New Year!!*

I hope everyone had a great Christmas.

As we start the New Year, there are several things going on with the Squadron in the upcoming weeks.

On Sunday the 6<sup>th</sup> we will meet at the Owens house to start planning for the upcoming year. On January 17 for our Happy Hour, we will meet up at Ruebens in Powdersville for "Happy Hours" and a little "Team Squadron" trivia night. We will meet around 6 with the trivia contest starting at 7.

The biggest event of the month is the Boat Show starting January 24<sup>th</sup> and running through the 27<sup>th</sup>. You will find more details in a separate article in this Pilot.

I am hoping everyone will get a chance to join the Squadron activities this year. We are working on some fun stuff, including water activities, ways to institute impromptu raft outs, happy hours at various locations, and some different types of social meetings.

If you have any ideas for the Squadron's upcoming year activities, please join us on January 6<sup>th</sup> at 2:00 so that we try to work out some details. If you cannot make it just drop someone on the bridge a note and we will work on it.

Hope to see everyone soon!!

Billy Owens

# Calendar of Events

## **LHS&PS** **Calendar of Events**

### **January**

8 Executive Committee Meeting  
17 Trivia Night at Reubens in Powdersville, SC  
24 - 27 Upstate Carolina Boat Show

### **February**

9 ABC Class at Cabela's  
12 Executive Committee Meeting

### **March**

2 Mardi Gras Oyster Roast at the Lockmans  
8- 10 D/26 Spring Conference - Myrtle Beach  
12 Executive Committee Meeting

## **Our Bridge**

**Commander:** Billy Owens, AP  
president@lake-hartwell.org

**Executive Officer:** Pete Stevenson, AP  
vice-president@lake-hartwell.org

**Administrative Officer:** Nioka Rose, S  
admin@lake-hartwell.org

**Education Officer:** Chris Rose, SN  
education@lake-hartwell.org

**Secretary:** Charles Guderian, S  
secretary@lake-hartwell.org

**Treasurer:** Lynn Solesbee, AP  
treasurer@lake-hartwell.org

**Assistant SEO:** Vacant

### **Members At Large:**

Al Engelmann, SN  
Don Woodard, N  
Nathan Reynolds, AP

### **Nominating Committee**

Charles Guderian, S 1 Yr)  
Nioka Rose, S 2 Yrs  
Billy Owens, P 3 Yrs

## **What would you like to do this year?**



Want more raft outs on the lake?  
Want to do a cruise somewhere?  
Want to have more happy hours?  
Want a different kind of meeting?

Well, come out to our house on Sunday, January 6<sup>th</sup> at 2:00 and help plan out some of the year.

You do not have to be super involved with the Squadron to attend. All are welcome to come and give some ideas and help plan this year out.

No RSVP necessary,

Just show up and help lay the tracks for having some fun this year.

909 Snug Harbor, Anderson SC, 29625

Billy Owens

# Top Boating New Year's Resolutions

10 New Year's resolutions that will help make you a better boater.

By Kevin Falvey January 1, 2014

## Top Boating New Year's Resolutions

1. I resolve to slow down so as to reduce my wake, and not damage the shoreline or my fellow boater's vessels. Its not enough to just observe the posted speed limit.
2. I resolve to tie my boat up with care, whether for the long-term at the marina, or just briefly at the fuel dock or a waterside eatery. If my boat gets loose it can damage my fellow boater's boats.
3. I resolve to have my boat prepared to launch before I back down the ramp. I do not want to keep my fellow boater's waiting while I fiddle and fuss with things that should have been done beforehand.
4. I resolve to acknowledge that the "15-minute Tie-up Limit" applies to me. My fellow boater's also need a chance to use the head, dump their trash or grab some supplies.
5. I resolve to shut down my engines when in a canal lock. There is no reason to smoke out my fellow boaters as we descend from one level to the next.
6. I resolve to not drink alcohol while operating a boat. My fellow boaters, as well as my own crew, count on me to be my sharpest and on the ball.
7. I resolve to conduct a man overboard drill with my regular crew.
8. I resolve to conduct an abandon ship drill with my regular crew.
9. I resolve to bring at least one non-boater boating.
10. I resolve to wear my life jacket more often.

# Big Water Christmas Boat Parade

## Ta Da!

You missed it. The great Big Water Christmas Boat Parade on Sunday December 16<sup>th</sup>. Santa was there and so was the Grinch and hot chocolate with marshmallows and whip cream was served. A food truck was present with piping hot potato soup, chili, and vegetable soup also, plus sandwiches and burgers and such.



Eight boats participated each with its own unique décor. Two 50 foot power boats got lots of attention and there were two sailboats also showing off. The other four were pontoons and that's where the decorations went over the top. Seriously. There was one tri toon with a Christmas tree all lit up and a horde of people including several young and lissome female elves.

The parade started at 4:30 at which time you could not see the lights for the bright sunshine but in a twinkling of Santa's eye the sun began to sink, the lights became visible and the temperature began to plummet.

I was crew for Charles Guderian on the Big Easy. We arrived at Big Water at 2 pm and began to decorate with garland and lights. The process took about an hour and then we raised the squadron burgee and also displayed a large power squadron ensign. We cruised the parade circuit with the fleet, making multiple passes by the crowd of observers sheltering under the food tent. All in all we enjoyed ourselves and made a wise decision. When the sun went down and that terrible cold descended and the wind came up we decided to leave the boat in the marina overnight rather than try to load on the trailer. That worked out fine. The marina extended a courtesy slip for the overnight stay and we returned the following afternoon to recover the boat, remove the decorations and tow home. An excellent day.

The excellent day became even more so as we had the opportunity to talk with the Marina owners. I was following up on Don Woodard's initiative when he spoke to them several weeks ago when he and David Cross were co op charting. They mentioned to Don that they would like us to teach some courses there, one in particular: proper refueling. They had suggested that they would provide classroom space and I wanted to confirm that and see the space. Wow, this could be a gold mine.

Spaces, yes plural meaning more than one, are available. I am sure you recall the ships store. It is still there and still the ships store, but the next deck up was once a small apartment. It is now an empty but comfortable space in which they will supply tables and chairs to fit the size of our student groups. Furthermore, up the hill there are several buildings which properly outfitted with table and chairs, could hold 40 students or more. Two things caught my attention: this is that elusive "place on the lake" we have been seeking for years and it is in Anderson for all intents and purposes. With a little luck and some focused effort this could be a game changer.

I have to bring up another "opportunity" The boat show issue remains up in the air. I am still waiting for Ms Venables to close the circle one way or another. I suppose I will have to contact her. Perhaps December 28 will work. Meanwhile we still have the support of Clemson Marina. In my conversations with Allan he introduced the idea of our teaching there also. Specifically, he wants us to make a proposal to teach their boating club members as well as their boat purchase customers. The company will pay for the classes. We need to draft a proposal which should be easy, just decide what price and offer a schedule. We should be able to polish that off at the planning meeting.



## Christmas Party at the Lockman's

### Ho Ho Ho, Merry Christmas

We had a wonderful time at the Squadron Christmas party hosted at the Lockmans. In 2019 we will select the date and publicize it much earlier so you can mark the date on your December calendar.

Jef and Angela are most gracious hosts, the refreshments were grand, the appetizers out of this world and then we had a spectacular dinner that featured a perfect tenderloin with potatoes and veggies and of course we were then forced to consume scrumptious deserts. These tortures are almost too much to bear.

Once we had relaxed after such a scrumptious dinner, we moved into the living room eager for the intense competition of the dirty Santa game. You know, the game where you open a wrapped present and if you're lucky you like it, but other players can steal it. Every time I got something I liked, some monstrous person stole it from me and I was never able to recover them because they were stolen again and became ineligible. Rats.

Once things settled down, we were able to sit quietly and talk with the friends in attendance which included Commander Billy and Julie Owens, Pam and Charles Guderian, Rosemary and I, Lynn and Melissa Solesbee and of course the Lockmans. And just as we were finishing up, Anna Kate and a friend arrived home from college for the holidays, which was a great ending to the evening. We had a great time. Wish you had been there.

See photos on next page.

Pete Stevenson

# Christmas Party at the Lockman's



## Upstate Carolina Boat Show Sign Up Sheet

Date/ Time	Thursday Jan. 24	Friday Jan. 25	Saturday Jan. 26	Sunday Jan. 27
<b>Setup</b>				
<b>Setup</b>				
<b>1000-1200</b>				
<b>1000-1200</b>				
<b>1200-1400</b>	Chris Rose Nioka Rose			
<b>1400-1600</b>				
<b>1600-1830</b>				
<b>1830-2100</b>				<b>Show Ends 1800</b>
<b>Takedown</b>				

Vendor parking is available. Vendor passes are available at the front entrance desk upon request. When you leave the exhibit hall after your shift please return your vendor pass to the admissions desk so that those who follow you can get their passes upon request.

Call or text Charles Guderian at 864-477-9479

# Resolved: I Must Not Exceed My Bilge Pump Fuse Rating!

If you own a boat, you're going to face bilge pump problems sooner or later. Three years might be the average lifespan of a typical bilge pump before problems or obvious replacement needs arise. You can either spend the time off the water and money for the marina or dealer to fix it, or troubleshoot and replace it yourself. If you do it yourself, there are a few things to keep in mind for safety.

Here's a true example of a bilge pump accident waiting to happen. A 21' center console boat owner with a Johnson 1600 bilge pump found that his pump was blowing the specified 10A fuse. He replaced it with a 15A fuse and thought he solved his problem. The fuse was no longer blowing, but then he had a nagging suspicion that he had not addressed his problem correctly. What should he have done?

## Thinking Through The Problem

A good place to begin is to think carefully through the situation, since it involves below-deck electrical systems. A wise starting point for me is to check the specifications for the pump, which are in this case:

Current draw: 7 Amps at 12 Volts DC  
Fuse: 10A, 12V  
Capacity: 1600 GPH (straight); 1550 GPH at 3 ft head

With the specs in mind, I can assemble my thoughts:

My thought #1: If it did ok for a while with a 10A fuse, but now needs a 15A to keep from blowing, why is this?

**Answer:** The pump or the conductor serving it must be pulling more than its rated current for some reason.

My thought #2: What could be causing the elevated current draw?

**Answer:** The pump motor's field could be shorting out, there could be a flow restriction, there could be failing bearings or there could be corroded connections serving the pump.

My thought #3: If inspection of the inlet, impeller and outlet hose rules out a flow restriction from fishing line, debris, etc., then there could be something internally wrong with the pump, the conductor or the connections.

**Answer:** I should pour some water in the bilge and run the pump to see if its housing is heating up and/or if the conductors serving the pump are getting hot.

My thought #4: If the pump and conductors are heating up with a 15A fuse, this is dangerous, especially if the conductor AWG is rated for a maximum 10A circuit. There may be enough current to melt the insulation and metal connectors. I should also remember that degraded wires will introduce DC current into bilge water, resulting in accelerated corrosion of any metal fittings in contact with it (stray current corrosion).

My thought #5: If melting occurs, bare copper could short to something bonded to the grounding system, which would constitute a fire or explosion hazard in the presence of fuel fumes. This would not be good!

## Responding Correctly

Having thought through the situation, I am ready to respond intelligently.

Correct response #1: I should take out the 15A fuse and put the 10A fuse back in.

Correct response #2: If the conductor and its terminals look overheated or corroded, I could try first rewiring the pump with the correct conductor (braided, tinned, #12 or #14 AWG wire depending on run length). I should not use solid wire or non-tinned wire. Vibration and corrosion are not my friends.

Correct response #3: I should use marine-rated crimp connectors with heat-shrink tubing, installed using a correct ratcheting crimping tool for insulated or noninsulated terminals, depending on what terminals and heat shrink method I am using. I should not use a cheap, automotive-type crimper.

## **Resolved: I Must Not Exceed My Bilge Pump Fuse Rating!**

Correct response #4: I should install nonconductive restraints spaced no wider than 18 inches and enough wire length to keep the wire run out of normal nuisance-type bilge water collections.

Correct response #5: I should apply dielectric grease or other suitable corrosion inhibitor to all screw-on connections.

Correct response #6: With the pump back in service, I should check the temperature of the pump and the conductor after a long pump-out run. If the pump and/or the wire are warm, it's probably time to connect my new wire to a new pump.

Also, I should remember that a bilge pump is meant to remove only nuisance water that reaches the bilge through small above-deck passages, not hull breaches. I must have access to all through-hull fittings, even if I have to cut my beautiful deck and install access ports. I should make sure that every through-hull is in good condition and fitted with a shut-off valve. I cannot depend on my bilge pump to keep me from swamping or sinking in case of a hull breach.

I should also tell myself that the sizing of my pump is important. The greater the height from the pump inlet to the hose outlet outside, the lower the capacity will be. In the case of the Johnson pump, a 3-ft head to the outlet downgrades the capacity from 1600 gpm to 1550 gpm. I will also incur capacity losses based on the number twists and turns of the outlet hose and also the pressure losses resulting from its corrugated profile.

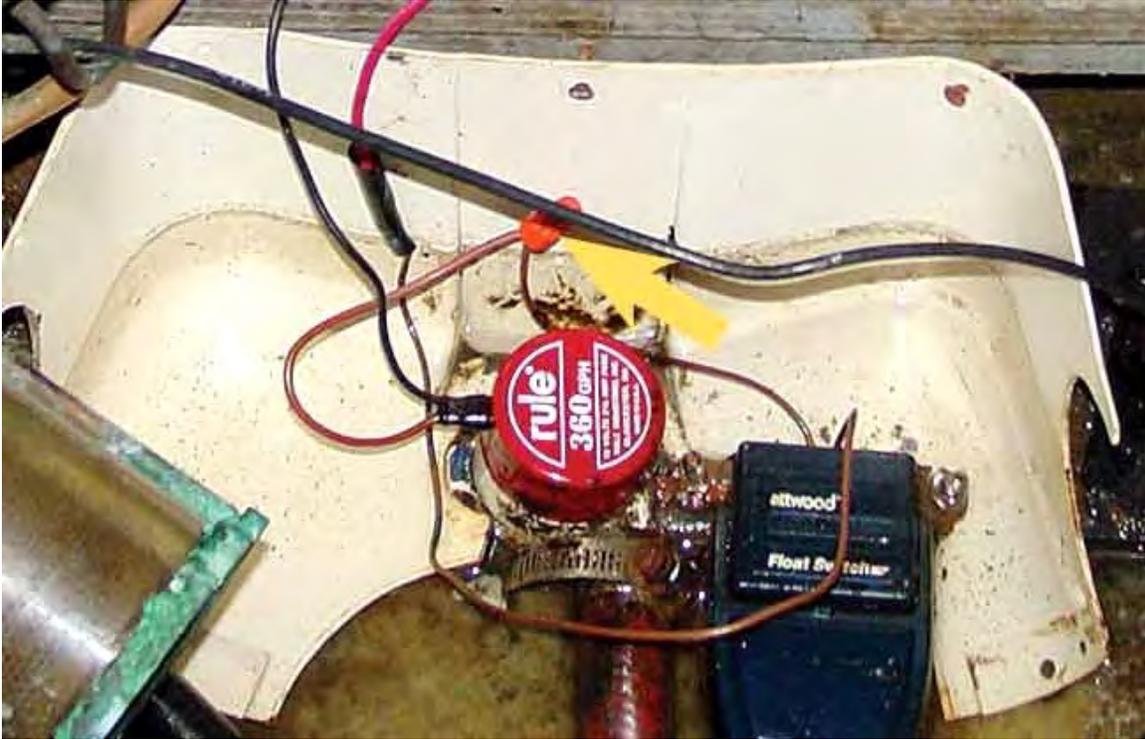
### **The Rest Of The Story**

So, what did our friend do about his fuse? He put the 10A fuse back in and bought a new pump. Wise skipper!

## Resolved: I Must Not Exceed My Bilge Pump Fuse Rating!

Caption:

How many violations can you spot in this bilge pump wiring? (photo courtesy of BoatUS.com)



Answer: (1) No apparent in-line fuse of any kind. (2) No heat shrink tubing over the butt splice connector between the red (+) wire and the brown wire going to the float switch. (3) Wire nut used to splice the switch wire to the pump. Wire nuts should never be used on boats. (4) Hot wire is allowed to droop into the bilge water--possible source of stray current corrosion if insulation becomes damaged by heating.



# America's Boating Club of the Upstate

## Executive Committee Meeting Minutes December 11, 2018

MD 360 Powdersville, SC

**I. Call to Order 6:30 by Cdr. Billy Owens**

A quorum was not established with five Executive Committee members present however those present discussed various items detailed below.

**II. Conference calls scheduled this week are as follows:**

Conference scheduling discussion team call at 2:30 December 13.  
Commander's monthly call at 7:30 December 13

**III. Squadron Christmas Party December 15 from 5PM to 9PM**

Those planning to attend need to contact Jef Lockman so appropriate arrangements can be made

**IV. Christmas boat parade**

A Christmas boat parade is scheduled for December 16 at Big Water Marina from 4:30 to 8:00PM. Charles Guderian will bring his pontoon Big Easy to be decorated and join the fun. Those wishing to help decorate or just ride along in the parade are welcome. Darlene Reid at Big Water has expressed interest in providing a room for our use in conducting seminars or training sessions. Phone 864-356-8811.

**V. Squadron Activities Planning Session January 6 at @ 2PM**

A planning session will be held at Cdr. Owens's home to discuss several upcoming events including the 2019 Boat Show which will be held at the TD Convention Center on January 24 through 27<sup>th</sup>. At this time we do not have confirmation of our usual boat show booth location therefore it may be necessary for us to share booth space with Clemson Marina. Proposed material for handout includes magnets, tri-fold brochures and a sheet advertising the February 9<sup>th</sup> ABC class. Free standing vinyl posters are also planned for display.

**VI. Coop Charting**

In November Zone 1A was inspected by Don Woodard and David Cross, Zone 2A+B were Inspected by Pete Stevenson and Charles Guderian, Zone 3 was inspected by Ray Fedele and Zone 4B was inspected by Pete Stevenson and Charles Guderian.

**VII. Website Domain Change**

The website domain registration for the boating course will need to be moved from "GoDaddy"

**VIII. Pilot Article Assignments**

## Executive Committee Meeting Minutes

From the Bridge= Cdr. Billy Owens  
Christmas Party= Nioka Rose  
Christmas Boat Parade= Charles Guderian  
ABC Class= Chris Rose  
Boat Show=Pete Stevenson  
Boating Safety Article= Don Woodard

### **IX. Next Excom Meeting**

The next excom meeting is scheduled for January 8<sup>th</sup> at MD360 at 6:30 pm.  
The meeting was adjourned at 7:30.

Submitted by Charles Guderian, Secretary



*By Boaters, For Boaters*<sup>SM</sup>



### **Poinsett Pilot**

Official monthly publication of the

Upstate Boating Club,

**Editor: Nioka Rose**

**Proofreaders: Pete & Rosemary Stevenson**

**Distribution: Don Woodard**

Items are due on the 20th of the month preceding publication. Articles should be emailed to:

**[editor@lake-hartwell.org](mailto:editor@lake-hartwell.org)**.

The editor reserves the right to edit submissions in a style that best serves the needs of LHS&PS, District 26, and United States Power Squadrons©

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