

# “FILES AND PROFILES” FROM YOUR “ADVISOR”

February 2004

Share your thoughts and ideas with me and we will be able to share them with other USPS districts.

Greetings! Orlando is now a meeting in the past and we can set our sights on a warm spring season beginning with raft-ups, rendezvous and cruises. Plans are already being made in many of our squadrons to have a great summer on the water with our boats and our friends. . . safely boating.



It is you, our editors, who have a heavy responsibility of getting the message out to our membership about these events and in doing so, motivate our members to attend our meetings and become involved in our organization.

My job, (and I like my job, thank you very much) is to assist you squadron editors any way I can to make your job easier. That is the reason for this small publication sent to you on a regular basis. Each month articles relating to some boating issue, bits of humor, clip art or even famous quotes or poetry will be included. (I am prone to list a bit toward the humor side of the vessel.) This newsletter to you is not meant to be a literary production, but simply an aid for you to use when you need a “filler” or cartoon or perhaps a safety article.

All of us tend to enjoy something of a local flavor. It is important that we stay with that thought. Safety articles and other issues of general concern within the boating community are necessary. But don't forget the important acts that are done every day by members within your own squadron. Write a story about one of them. Who is new in your membership? Who planned the last raft-up? There is so much to write about!

## HOW ABOUT A “SAILING” QUIZ?

Just a few questions for a simple review. Answers can be found on page three.

1. Both the ketch and the yawl have two masts. The difference between the two boats is determined by the.
  - a. size of the boat.
  - b. location of the largest sail.
  - c. shortened foremast on the yawl.
  - d. location of the mizzen with respect to the rudder post.
2. When kedging a stranded sailboat, one should:
  - a. avoid the use of a winch.
  - b. set the anchor off the bow.
  - c. set the anchor from a dinghy
  - d. minimize strain on the kedge line.
3. Reefing is necessary when:
  - a. a whole gale is forecast.
  - b. seas are washing the foredeck.
  - c. the heel angle reaches 25 to 30 degrees
  - d. the sails are beginning to overpower the boat.
4. As the wind increases:
  - a. increase jib draft, flatten the mainsail.
  - b. flatten the jib, sheet the main to leeward.
  - c. flatten the jib, sheet the main to windward.
  - d. increase the draft on both jib and mainsail.
5. When a boat is sailing too close to the apparent wind, it is said to be:
  - a. in irons.
  - b. beating.
  - c. pinching.
  - d. sailing too low.
6. Lying ahull is
  - a. only used in close quarters.
  - b. setting a drogue off the bow.
  - c. sheeting the jib to windward, to work against the mainsail, and lashing the

tiller to leeward.

- d. furling the sails, lashing the helm amidships, battening down the hatches, and going below.

## EVERYTHING YOU EVER WANTED TO KNOW ABOUT FUEL

### How much do you need?

How much fuel you need to carry depends on the design of your boat and the intended use. In a sailing vessel, for instance, a 50 gallon tank of diesel feeding a 25 hp auxiliary engine cruising at 80% of top speed could propel a 33 foot sailboat 300 miles at 7 knots in calm weather. That same amount of fuel would take a twin engine 40 foot sportfisher only about 33 miles at 40 knots. This boat would need 450 gallons to cover 300 miles at that speed.

Planing hulls need much more power than displacement hulls and used more fuel per mile. However their ability to carry fuel is limited because their planning ability is affected by weight.

Many naval architects build in as little tankage as possible taking into consideration the design of the boat, reasonable usage and the distance between refueling stops in and around its normal area of operation.

### How much does it weigh?

Gasoline weighs about 6.1 pounds per gallon. Diesel weighs about 7.1 pounds per gallon. Both gasoline and diesel engines use about 0.6 pound of fuel per horsepower per hour. On the average, diesel fuel contains about 140,000 BTUs per gallon or 10 percent more energy than the same volume of gasoline.

### Where does it go when it is consumed?

Your engine used the fuel you purchase in several ways:

- \*35% is given up to the atmosphere in heat
- \*25% is given up in heat and vibration absorbed by surrounding water
- \*10% is given up to overcome wave resistance.
- \* 6% to overcome wave formation and prop wash against the hull
- \*7 % to overcome skin friction.

\*2% is wasted in friction at the propeller shaft.

\*1% to overcome air resistance.

This leaves about 13-14% of the original energy to propel the boat.



### How much do gasoline and diesel engines consume?

Diesel engines consume about 1 gallon per hour for every 18 hp used. You can estimate the number of gallons consumed per hour by multiplying horsepower used by 0.055.

Gasoline four stroke inboard engines need about 1 gallon per hour for every 10 hp used. The number of gallons consumed per hour can be estimated by multiplying horsepower used by 0.100.

Outboards might use considerably more since two stroke motors seem to have a greater thirst than four stroke motors.



My friend, Tony, was driving home from a fishing trip in northern Michigan with his boat in tow, when he had engine trouble a few miles inland from Lake Huron. He didn't have a CB radio in his car, so he decided to use his marine radio to get help. Climbing into his boat, he broadcast his call letters and asked for assistance.

A Coast Guard officer responded, "Please give me your location."

Tony answered, "I'm on Interstate-75, two miles south of Standish."

The officer paused, "Could you repeat that?"

Again Tony answered, "I-75, two miles south of Standish."

There was a longer pause.. .

Then an incredulous voice asked, “How fast were you going when you hit shore?”

### ANSWERS TO “SAILING” QUIZ

- |      |      |
|------|------|
| 1. D | 4. B |
| 2. C | 5. C |
| 3. D | 6. D |



### COUNTRY TECHNOLOGY

Modern technology, is of course, simply wonderful. Where would we be if computers had not yet arrived on the scene? Right! We would be licking tons of postage stamps and waiting six days for a reply!

But sometimes, I think we take ourselves too seriously. Once in a while, we need to stand back and take a good look at ourselves. And then have a great laugh!

For example, a friend sent several cartoons this week. The collection was entitled, “Technology for Country Folk”.

I grew up in the hills of Tennessee. BIG hills of Tennessee! I only left those hills to attend nursing school and when I arrived in the Big City, I learned a lot of things! So when I saw these definitions, I thought, “Well, that makes sense to ME!” Growing up in a small rural area, we had the tendency to interpret situations in a literal sense. And sure, we pronounced “fire” as “far”. (Have you never heard about the wise men that traveled from a “far”? They were firemen!)



#### Floppy Disk

Whutch a git from tryin ta tote too much farwood



#### Hard Drive

Gitten home in the winter time

So, pardon me. I feel right at home with this Country Technology stuff. I might even share one or two more with you, except I'm not sure if you would understand “our” language!



### U S P S Media Release

(Note- I just pulled this Media Release from the psml. It is a bio of our new C/C Les Johnson. I thought you might enjoy using this information in your newsletters, getting our members acquainted with our new boss. And by the way, “psml” equates to Power Squadron Mailing List. To subscribe is easy and simple and better yet, subscription is free. If you are interested in subscribing, let me know.)

The Squadron Elects A New Chief Commander

17 January, Orlando, Florida

During the National Membership Meeting in Orlando, Florida, the United States Power Squadrons elected Northern California resident G. Leslie Johnson, SN, to the organization's highest office, "Chief Commander".

C/C Johnson will head the international membership of 60 thousand boating education volunteers located throughout America, offshore in Puerto Rico, U. S. Virgin Island, Hawaii and Japan. He noted, "United States Power Squadrons will continue to grow with a tradition of teaching, training, and informing the boating public about safe boating". (continued next page)

### USPS Media Release

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The first of what are now 450 squadrons was established 90 years ago in 1914. This group was named the Power Boat Squadron of the Boston Yacht Club. Historically, C/C Johnson is only the fifth USPS member from California to serve as Chief Commander. He will succeed Chief Commander Theodore Smith, a resident of Macomb, Michigan.

Residing in Martinez, California, Chief Commander Johnson became a member of Diablo Sail and Power Squadron and is recognized as a Life Member, having earned 28 Merit Marks – the squadron service award.

During his USPS career, he has served in leadership and teaching roles as well as serving on many National Committees and National Bridge assignments. C/C Johnson was elected as National Treasurer in 1997 and has served in various bridge positions since that date. The new Chief Commander has successfully completed every advanced and elective course of instruction currently offered by the United States Power Squadrons and is recognized with the grade of Senior Navigator.

### POLAR ICE CAP MELTING

According to the February issue of the Natural Resources Defense Council newsletter, NASA scientists have released satellite photos showing that

the Arctic polar ice cap has shrunk nearly 20 percent over the past 20 years due to warmer temperatures. The area of lost ice is larger than . 



California, Texas, and Maryland combined.

As we know, global warming is caused by a thickening layer of carbon dioxide pollution, mostly from power plants and automobiles that trap heat in the atmosphere. Scientists say that unless global warming emissions are reduced, average U.S. temperatures could be 3 to 9 degrees higher by the end of the century. The United States produces 25 percent of the world's carbon dioxide pollution.



### The Future for Our "Files and Profiles"

This little publication I send out to you each month is a fun project to me. This is one way I can ensure my steady communication to you and hope in some way I can make your life as squadron editor a bit easier. If you find a sudden need to use a filler or a small article about safety or some related concern in boating safety, I like to think you might reach for a copy of your "Files"!

I will be leaving the district secretary's office at the Change of Watch in Columbus, GA. These past two years working as your district secretary has been a joy. I have encountered nothing but good will and cooperation among our squadron editors. Thank you for all your help.

Fred Thompson, a Past Commander from the Montgomery Squadron will be your new secretary and I will be going into the job of treasurer. I spoke with Fred a few weeks ago and he said it would certainly be agreeable with him if I wanted to continue publishing the "Files" for you. It will be fun to be in contact with all of you another year!

I look forward to the New Year for our district. You have an incoming commander who is sensitive to the needs of our squadrons and is a most caring and approachable leader. All of us on your bridge anticipate a great year and wish to be available to you for whatever your needs and comments may be. I hope I see you in Columbus, and until next month's issue, "Stay well and happy!" - - Janis 