

THE 45TH PARALLEL

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Grand Traverse Bay Sail and Power Squadron, Traverse City, MI
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Sail and Power Boating

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Articles for publication must be received by **the 20th** of the month. Articles may be submitted by e-mail, computer disk or hard copy to:

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General Membership meetings are held the first Thursday of the month at the Elks Club, Traverse City. Executive meetings are held the third Thursday of the month at Traverse City. Anyone interested may attend.

Photography

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www.gtbayboating.org

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Grand Traverse Bay Sail and Power Squadron 2015 Activities Calendar

March 5	Chris Doyal, Photographer	Elks Club
March 12	Commander's Lunch	The Cottage
March 19	Executive Meeting (Note Change of Day to Thursday)	The Cottage
April 24-26	D9 Spring Conference	Shanty Creek

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MARCH

2015

Chris Doyal

Come feel the warmth with pictures from
Fiji and the Philippines'



1800 Social Hour

1900 Dinner

2 Entrees

Salads, Vegetables, Rolls, Dessert

18.00/person

(note price increase)

If your telephone caller does not reach you by Sunday, Mar 1 please call Donna Daciuk at
231-223-7140 or email daisy.d1569@gmail.com by Monday, Mar 2



COMMANDER'S MESSAGE

Cdr Jan Hartesvelt, S

Think spring everyone! Our past member, Chris Doyle will be our program in March sharing his photos of warmer climates from Fiji and the Philippines. If you are still here in the snow like I am, please attend.

I'm working on new ideas for the squadron everyday. Thank you for this opportunity. The Ron Getz trio has been moved to the April meeting.

News! The Tipp of the Mitt squadron will have a hospitality room at the spring conference and they've chosen South Pacific to be their theme musical. This is going to be a fun conference so please attend that as well. Stay warm folks, see you March 5th.

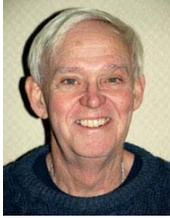
Happy St Patrick's Day



EXECUTIVE OFFICER

Lt/C Tom Stone, P

The Executive Committee has been working on ways of promoting the Squadron through outside media. We has decided to have The Village Press review our current approach and to help develop a marketing program to promote both our educational classes, and our boating activities. The goal of this program is to inform the public about who we are and what we do. The bottom line is to increase attendance in our classes and eventually add new members, especially younger boaters. If you have any questions feel free to contact any Bridge Member. I have posted the last seminars to our Facebook Page. If you visit the page please check the Like icon under each posting. That way I can measure how many people are looking at the info. Have a great week. See you at the March General Meeting March 5, 2015.



EDUCATIONAL OFFICER
Lt/C Dave Terrell, AP

1. The Electronic Navigation class being held at Grand Traverse Yacht Club on Monday nights is winding down. The fourteen students will take the exam for the course on March 9th.
2. The marine radar seminar will be held on March 3rd at West Marine from 7 to 9 pm. Jerry William will teach seminar. Please come and tell your friends about it. The event is free. The seminar gives a good overview introduction to all aspects of marine radar use.
3. The Bridge is looking for our proposal to purchase a new computer and projector so that our equipment will be up to date and usable in all circumstances. The older unit does not work easily with the new software. The problems we had in hooking up the March program was caused by the use of the old equipment.
4. The Bridge is also looking to purchase a 32 inch television which can be used to play squadron videos and show photos at events where the general public will be present. As an example of its use, this unit will be used at the Fresh Water Festival on June 7th. Many of the local water interests will be represented at this event and we hope that many members of the public will get to know about us.
5. We are setting up our process for communicating with the local print and electronic media. Our goal is to bring more people to our events like the marine radar seminar.

MARCH BIRTHDAYS—

- | | | | |
|------|----------------|------|-------------------|
| 3/05 | Ann DeBoer | 3/13 | Carol Bocskay |
| 3/05 | Marti McIntyre | 3/14 | Dave Daciuk |
| 3/05 | Anne Welburn | 3/16 | Ron Hurd |
| 3/07 | Frank Burdick | 3/21 | Jan Carter |
| 3/08 | Bob Nolan | 3/24 | Madonna Williams |
| 3/10 | Bob Cruse | 3/25 | Reinder Zonderman |
| 3/12 | Ann Conway | 3/27 | Jack Klang |





Safety Officer's Report

Lt Brian Nelson, AP

Marine Engines – How Old Is Too Old?

Many of us have boats that are twenty-five or more years old, thanks mostly to the amazing durability of fiberglass hulls and faithful user maintenance. But what about the engine? How long can it be reliable and safe to depend on? It depends. To help answer this important safety-related question, **boatsafe.com** offers the following perspective:

The Life Expectancy of the Marine Engine

The average marine gasoline engine runs for 1,500 hours before needing a major overhaul. The average marine diesel engine will run for more than three times that long and log an average 5,000 hours under the same conditions. The number of hours that a marine engine runs is very dependent on the amount and quality of maintenance over the years.

The typical gasoline marine engine will run fine for the first 1,000 hours. It is at this juncture that the engine starts to exhibit small problems. If these small problems aren't addressed, they can turn into major problems which may make the last 500 hours of life difficult to reach. Interestingly, an automobile engine may run almost twice as long (3,000 hours) as your marine gasoline engine. The reason is that marine engines normally work harder and under worse conditions than automobile engines. A well-maintained gasoline engine run under the best conditions may well run for more than the 1,500 hours without major overhaul. However, many that operate under the most atrocious conditions of salt air, damp bilges, intermittent operation and pure neglect will certainly die early.

Diesel engines are built to finer tolerances than are gasoline engines. They will accept much more abuse and often deliver, if well maintained, 8,000 hours of hard work before need a major overhaul. Theoretically, a well-maintained diesel may last the life of your boat. Since the average recreational boater logs only about 200 hours per year, the 8,000 hour diesel would last 40 years. Although diesels can add considerable cost to a boat, they should be seriously considered because of their durability, economy of operation and safety concerns. Diesel fuel has a much higher flash point than gasoline and does not present the same threat of explosion that gasoline fumes carry.

Engines like to run long and steady. The shorter the running time between stops, and the longer the idle time between runs, the fewer the hours they will deliver before needing major repairs. The adverse conditions under which marine engines operate have a great deal to do with their longevity. What they really need is rarely what they get. Naval architects recommend that engine compartments should be supplied with lots of dry, cool (50 degrees F), clean air. The very minimum fresh air vent area (in square inches) for natural ventilation without blowers is found by dividing engine horsepower by 3.3. Two of the most important rules of thumb for engine compartment blowers on gasoline engines are that they should always be set to exhaust, not to blow air in, and they should be run for a minimum of 5 minutes before starting the engine.

(Continued on the next page)

Two indicators that can alert you to potential trouble are the **color of exhaust smoke** and **changes in the appearance of your oil** when you check it.

Exhaust gases from marine engines should be clear. Any color of smoke can warn you of potential trouble.

- Black smoke is the result of engine overload, a restricted air supply, or a malfunctioning fuel injector in the case of a diesel engine. Improperly burned particles of excess fuel are blown out the exhaust.

- Blue smoke is formed by combustion of the engine's own lubricating oil. This can be the result of worn piston rings, valve guides, or oil seals. The oil can come from an overfilled air filter in the case of a diesel engine or excess oil in the crankcase.

White smoke indicates either water vapor from dirty fuel, a water leak into the cylinder or atomized, but completely unburned, fuel. Air in the fuel can also cause white smoke.

You cannot check the level and condition of your oil in your engine too often. You should check it at least once a day and preferably before every start. Weekend boaters checking the oil before starting should be suspicious of oil levels that are too high or too low.

- Too high a level might be a clue that water has found its way into the oil sump. The oil with water in it will also look "milky" if the engine has been run before checking.

Too low a level could indicate an oil leak that could lead to engine seizure. Look in the bilge to see if there is any oil residue. Many marine engines sit very low in the bilge and water is consistently in contact with the oil pan. Over the years this can corrode and cause pinhole leaks in the pan.

Whenever there is a large deviation from normal, take that as an urgent warning. Start looking for more clues or seek the advice of an expert.

February Invocation

No matter what the weather was like, it changes when Feb. appears
This month mother nature puts all her nasty's together and kicks them into high gear

The cold get colder and the wind blows harder, how can this be?
It almost seems she is mad at you and me

Even the evergreen trees seem to lose some of their color
And the overall landscape gets duller and duller

God we know you need things like the wind and cold to make our earth function from day to
day

So for love, peace, hope and lots of patience, to you we pray

P/C Bill Klein, AP

FEBRUARY MEETING—



P/C Jerry Stephan, AP
Kate Stephan, AP
Bob Cruse, S



May Trudgen
D/Lt Bruce Trudgen, AP



Mary Norris
Janet Ward, P
Madonna Williams, P
Patrick Kernaghan



Bob and Julie Krist



Chuck Watson, AP
Carol Watson, AP
Elaine Young



Speakers
Katie Smith (Port)
Jessie Zevalkink (Starboard)
and pictures from their talk





Linda Taddia
P/C Jean Schmidt, AP
P/C Bill Young, AP



Pat Musson, JN
Bobbie Schott, AP
Mary Woessner
Ed Woessner, SN



P/C Joel
Lockwood, AP



P/Lt/C Ken Musson, SN
George Kobernus
Bob Cruse, S



Lyn Salathiel, P
Pat Salathiel, P



P/C Harvey Norris, AP
P/C Joe Schott, SN



Madonna Williams, P
Bill Rottman, AP



Tom Kelly
P/Lt/C Ken Musson, SN



Tom Lyon, AP
Barb Lyon, AP



Cdr Jan Hartesvelt, S
Guy Leslie

Correction: Conference date are April 24-26.



U. S. Power Squadron (232783)

April 23 – 25, 2015

1479

Reservations Must Be Received By: March 23, 2015

Reservation requests received after this date will still be accepted provided rooms are available.

PLEASE RETURN THIS FORM BY MAIL OR FAX TO:

Reservations Department • Shanty Creek Resorts

5780 Shanty Creek Road • Bellaire, MI 49615

Fax: 231.533.7004

Check-in begins at 5pm, Check-out is 12 Noon.

Name: _____

Address: _____ Home Phone: _____

City: _____ State: _____ Zip: _____ Business Phone: _____

Confirmation Email: _____ Fax: _____

You are welcome to arrive early or extend your stay following this scheduled event. At times specified accommodations are not available prior to or following your event. If the room type requested is not available, we reserve the right to assign the next available room type and rate.

Arrival Date: _____ Departure Date: _____ # Adults: _____ # Children: _____

Quantity	Room Type	1 Adult	2 Adults	3 Adults	4 Adults
	Guest Room (2 Beds)	\$99	\$99	\$114	\$129
	Parlor Studio (King Bed)	\$109	\$109		

Additional guest fee is \$15.00 per person, per night. Children under 18 may stay free in their parents' room using existing bedding. The above rates are per room, per day, plus 6% state tax, 9% resort fee and 5% TCCVB fee.

THIS FORM MUST BE MAILED OR FAXED IN TO RECEIVE THE GROUP DISCOUNTED RATES.

Deposit Policy: You must guarantee your room reservation with a major credit card or a check for deposit of 1st nights lodging. Credit card WILL BE charged for the above deposit. Use of Debit cards at the resort for lodging or deposits may cause your financial institution to put a hold on your account for the total amount of the stay plus a \$50.00 per night incidental charge. The resort is not responsible for returned check fees resulting from this practice by your financial institution. Refund of your deposit will be made if cancellation occurs at least 5 days prior to arrival, less a \$10 handling fee.

Card Number: _____ Expiration Date: _____

If Mailing a Check, Please Note on the Line Above. Your reservation will be held for 10 days pending receipt of the check. If credit card deposit is made and organization pays in full by check refunds of credit card are subject to a \$10.00 handling fee.

Signature (Required): _____ Printed Name _____

Do you have any special lodging requests? Barrier Free: _____ Other (Please Indicate): _____

We do our best to honor special requests, however we cannot guarantee them.

FOR QUESTIONS OR FOR MORE INFORMATION, PLEASE CALL 800.678.4111

REPORT ON THE 2015 ANNUAL MEETING JACKSONVILLE—

Shirley and I were your delegates to the Annual meeting. Although there are several meetings on Wednesday, most of the meetings for general members start on Thursday.

A good share of the meetings on Thursday are committee meetings. I am the Team Leader for Liaison in the Government and Partner Relations Committee, Shirley is on the Safety Committee and also a member of the Sub-Com Nom Committee. This committee was formed after we went from three meetings a year to two meetings. There was not enough time to interview prospective officers in the regular committee so four previous committee members have been selected to do some screening. During the noon hour each department has a luncheon and speaker. Members pay for all meals including the C/C. A few non-member VIP's are comped. Starting at 1800 there is a reception and awards for new life members. At 1900 we have an awards dinner. There are so many awards that it was moved to an evening function rather than at the General Session on Saturday like we used to do. Too much time was taken up at the Saturday meeting. Of course Ships Store is also open for the rest of the week where neat clothing with USPS insignia is available along with a lot on boating related items also for sale.

Friday starts out with a breakfast and a keynote speaker. Expo also starts with the various committees having booths to let members know what they do. We also have a number of boating related companies and organizations with booths. Friday afternoon has many seminars and informative lectures on many boating related topics. In the evening we have many hospitality rooms sponsored by various districts. Because of a small number of adequate rooms for hospitality, D/9 decided to go out for dinner at a restaurant nearby. We had a good turnout and a good time.

Saturday morning started the Annual Meeting. We have a lot of guests who are introduced by R/C Mary Ann Jenson, SN, Chair of the GPRC. Some are just introduced but many also get to speak. This takes a lot of time. Then there are more awards to be presented. The actual meeting did not take place until about 1130 where many year end reports are given including from the V/C's. We approved the budget for the coming year. There was a mix-up on dates for the next meeting in San Diego. We approved an alternate date which saved us a lot of penalty money. The Rules Committee proposed some changes regarding representation of unattached members which passed. Election of officers took place in the afternoon. The bridge members stayed the same. Some of the Rear Commanders served their three years and were replaced. The meeting adjourned at about 1600. Saturday night was the usual dinner dance.

Going to Jacksonville is a nice trip for us as we stay in the Panhandle in the winter .

P/R/C Gene Van Rhee, SN



D-9 at the Annual meeting