



# America's Boating Club® - Knoxville

For Boaters, By Boaters™



## Now Hear This!

A Unit of District 17 of the United States Power Squadrons, Inc. ®

Newsletter Vol 37 No 5

May 2025

### Executive Committee 2025

**Commander:**

Cdr Don Perrine, AP  
(865) 963-9550

**Executive Officer:**  
Vacant

**Administrative Officer:**

D/Lt/C John Farmer, SN-IN  
(865) 765-3407

**Education Officer:**

Lt/C Jeff Schmitt, S  
(410) 493-4395

**Secretary:**

Lt/C Walt Hanson, AP IN  
(865) 803-5842

**Treasurer:**

Lt/C Tom Dietrich, SN-CN  
(865) 567-3555

### Bridge Assistants 2025

**Asst Education Officer:**

1st/Lt Steve Brumit, AP-IN  
(423) 737-9922

**Asst Admin Officer:**

1st/Lt Beth Fendley, S  
(865) 384-1233

### Commander's Report 4/26/2025



There are some changes to your squadron that are important. First, your bridge has tried its best to discover the needs of prospective members in the boating community, and we've tried new things based on what we learned from our members, past members, the sampling of the boating community and any other sources that were available. The unfortunate conclusion is that we are getting few new members and losing more than we have gained – which is the same situation at the national level.

As a consequence, which has been discussed many times with our members, we have just a few folks who currently serve in leadership and other positions. These limited officers and committee chairs and supporters are ageing out and burning out, yet we don't have replacements for them.

In addition, national lost its insurance carrier, Chubb, late last year. They have worked to find an insurance carrier that would cover our squadron and officer's liabilities in case of a claim. They have found a solution that offers coverage, but no reinforcing data on their claims history. On the contrary, what limited claims and customer service information is available is not encouraging. Hence, this development exacerbates the leadership issue we face, because we now are required to do more administrative work for every event, are limited in what we can teach and do by insurance restrictions, and we are not confident that if an incident occurred requiring us to file a claim, that the insurer would honor the claim without a fight.

Therefore, we are doing the following:

1. All boating, social and on-the-water training events, including the lock-through scheduled for May, are cancelled. Boating and social events will become private, invitational events (see item #5).
2. Education events will proceed as in-class or virtual events, as needed.
3. Vessel safety checks should not be done at this time, but we will address that with the insurer in late May.

Continued on the bottom of the next page



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## Organization

### GENERAL COMMITTEES – 2025

**Audit**

Chair: Lt/C Walt Hanson, AP-IN  
 2-Year: 1<sup>st</sup>/Lt Beth Fendley, S  
 3-Year: **Vacant**

**Nominating**

Chair: **Vacant**  
 2-Year: Ed Fendley, S  
 3-Year: **Vacant**

**Rules**

Chair: Wayne Baker, S  
 2-Year: **Vacant**  
 3-Year: **Vacant**

### APPOINTED COMMITTEE CHAIRS AND OFFICERS – 2025

**Chaplain****Vacant****Historian**

P/Lt/C Jeanette Farmer, P

**IT / Facebook Administrator**D/Lt/C John Farmer, SN (**interim**)**IT / Website Administrator**Lt/C Tom Dietrich, SN (**interim**)**Law Officer**

P/C Jim Barkley, SN

**Legislative Liaison****Vacant****Membership:**

Lt Bonnie Fried, P

**Merit Mark**

P/C Dave Kimball, S

**Newsletter Editor**Lt/C Walt Hanson, ~~AP~~-IN**Port Captain - Fort Loudoun**

D/Lt/C John Farmer, SN

**Port Captain - Lower Norris**

Lt Bonnie Fried, P

**Port Captain - Tellico**Dan Johnson, ~~JN~~**Port Captain - Watts Bar**

Ed Fendley, S

**Public Relations Chair****Vacant****Roster & Calling Committee**

Lt Robin Hanson, S

**Vessel Safety Check**

Lt Joel Stern

## Commander's Report (continued)

4. We will explore merging with Chattanooga, another squadron or other options at the end of May.
5. We will establish a list of people interested to stay informed about upcoming private boating and social events. If you are interested, please submit your email address to Robin Hanson (our Roster & Calling Committee Chair) at [Robin.C.Hanson@gmail.com](mailto:Robin.C.Hanson@gmail.com).

Your bridge hopes you understand the reasons for these actions, and we hope that through the more limited education and private social and boating events, you will continue to enjoy activities and the personal growth you've experienced with your squadron. I'll be out of the country until late May; if you have any questions related to the above, please direct them to Tom Dietrich (our Treasurer) at [tdietrich1@aol.com](mailto:tdietrich1@aol.com).

I still hope to see you on the water,

*Don Perrine*

Commander

## Mission Statement

**"Join for the joy of boating and grow with knowledge, experience, skill and confidence"**



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### Last Port of Call – Rossini Festival – April 11-13

The Rossini Festival offered lots of entertainment during a chilly, rain-threatening weekend. Of the six boating couples, two made the trek and tied up at the Vol Navy boat dock on Friday, 4/11. Don & Brigitte Perrine in MAGIC (with her new hull paint) and Tom & Marbeth Dietrich in SOUL MATES had the waterfront much to themselves.



They and three other couples squeezed aboard MAGIC for “docktails” Friday: Ed & Beth Fendley, Walt & Robin Hanson and Dan & Chris Johnson. The Fendleys had a massive tree fall across their dock; it crashed through the roof taking out the slip but not NEXT CHAPTER (she was safe in a trailer). The Hansons had a safety interlock that prevented the engine compartment to open on TIME AFTER TIME. And the Johnsons had a generator fuel leak on LONG GONE 2. Fortunately, no one and no boat was damaged.



Friday night everyone dined together at Calhoun's On The River, which was a short walk down the waterfront. The food, service and camaraderie were great.



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## Last Port of Call – Rossini Festival (continued)



On Saturday Rand & Cheryl Henke joined us. Couples ventured out, some together, some on their own and over time reconnected at the various music venues. Several wandered down to the new Knoxville Smokies stadium that was being readied for its opening day and then dined in the Old City before returning to the Rossini Festival crowds. By Sunday it was a wrap and all departed based on their own schedule.



## NEXT &gt; Fort Loudoun Dam Lock-through Canceled / Invite-only Picnic Offered – 5/24

As noted in the Commander's Report, the annual lock-through training on May 24 that has been sponsored by ABC-K is canceled because of insurance issues.

However, the annual picnic (potluck) will be held, but only as a private event; the picnic is not sponsored by ABC-K.



Should you desire an invitation to this private event, please email your request to Robin Hanson ([robin.c.hanson@gmail.com](mailto:robin.c.hanson@gmail.com)) by May 15. Please indicate the number desiring to attend and what you are willing to bring. An invitation and more details will be provided by Jeff Schmitt.



The invite-only picnic will be Saturday May 24, starting at noon, at the Lenoir City Park Pavilion 1, 6707 City Park Drive, Lenoir City, TN 37772.



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**National Safe Boating Week is  
May 17 through 23**

**An ECOS matters - use it**



**In-person proctoring eliminated  
by General Assembly**

**The Tennessee General Assembly approved legislation that makes getting a boat safety certificate easier for Tennesseans.** HB 530, sponsored by Rep. Rick Eldridge (R-Morristown), eliminates the requirement for in-person, proctored exams and allows the test to be taken online. The bill is meant to expand access to boating safety education, particularly for rural residents and those who have difficulty attending in-person testing.

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## Bringing TENASI Home by Will Knappek



After two years of searching for a boat we finally found the one for us. We were looking for a boat that would serve as a good boat to do America's Great Loop and also be a good boat for the lake before and after the Loop. Features we were looking for were twin engine diesels, fairly modern navigation electronics with autopilot, a bow thruster, aft cabin, larger refrigerator/freezer, dinghy, and in the 40-foot range. We had surveyed five boats and had to walk away due to various issues. We found our boat in January in Carrabelle, Florida. Not the best location to purchase a boat to bring to Knoxville, but better than the East Coast.

Our boat is a 2003 Cruiser Yacht 4050. It has the features we were looking for.

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## Six Causes of Boat Fires by Boat US

You can help prevent boat fires by checking these six trouble spots on and off your boat.

1. **Off-the-boat sources.** Sometimes a boat burns when something else goes up in flames—the boat next to theirs, the marina, their garage or even a neighbor's house. It's every boater's responsibility to prevent fires, but when all else fails, having a good boat insurance policy is key.
2. **Engine electrical.** For boats older than 25 years, old wiring harnesses take a disproportionate chunk of the blame. A good electrical technician can put one together for you as most boats of this age have relatively simple electrical systems.
3. **Other DC electrical.** The most common cause of battery-related fires is faulty installation—reversing the positive and negative cables or misconnecting them in series (when they should be in parallel). So take a picture. Label the cables. Use red fingernail polish to mark the positive lug. Do everything to hook it up right the first time.
4. **AC electrical.** Most AC electrical fires start between the shore power pedestal and the boat's shore power inlet. Inspect the shore power cord routinely (connector ends especially) and, for boats older than 10 years, inspect or replace the boat's shore power inlet.
5. **Other engine.** Fire can start when an engine overheats due to a blocked raw-water intake or mangled impeller; the latter can result from a grounding or running in mucky waters. Be sure to check the engine compartment after getting underway and replace the impeller every other year.
6. **Batteries.** On older outboards, the most common cause of fires by far is the voltage regulator. At 10 years of age, failure rates on these important electrical components begin to climb. Once a regulator hits 15 years old, it's time to replace it.



## Bringing TENASI Home (continued)

The previous owner purchased the boat in Carrabelle, did the loop in 9 months and sold it to us in Carrabelle. They pulled the boat and had the boat painted and new zincs installed in December 2024. The hard until we were ready to bring it home. We made a trip by car to Carrabelle in February to take supplies and items to prep for our trip back to Knoxville.

Our schedule and the weather finally allowed us to start our journey home in March 2025. Since this was the largest vessel we have owned, we contracted to have a training captain accompany us for a few days to teach us how to handle and operate a boat of this size. Capt. Sam Crouse was our training captain. He has completed the Loop 2.5 times. After a great deal of coordination, we set off on our adventure on March 15<sup>th</sup>. Jackie and I flew to Tallahassee, Florida, where we met up with Sam. We arranged to be picked up by a car service operated by a sweet lady, Cher, from Carrabelle. We had pre-ordered groceries to be picked up at a Walmart in Crawfordville, FL on our way to Carrabelle. Carrabelle is a very small town and about a 1.5 hr drive from Tallahassee. We arrived late afternoon and found our boat, previously named Paradise Bound, in the water at the boat yard.

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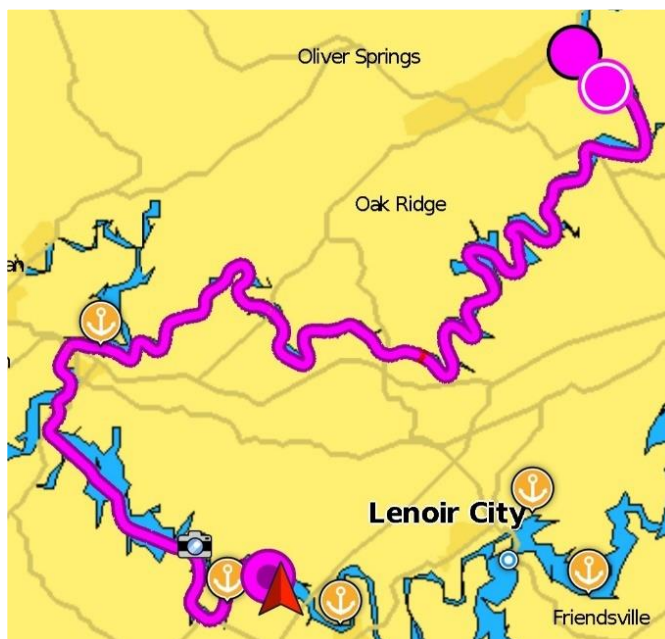
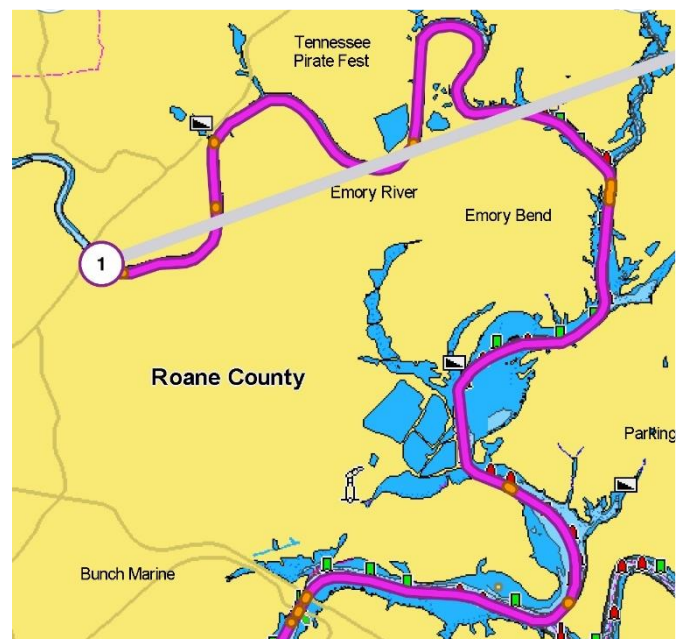
## Tennessee National Lakeside Concerts Restart – May 24

MAY 24th at Tennessee National

# One Vision Of Queen Featuring Marc Martel

On shore the gates open at 7 PM on May 24. Given the popularity of this tribute band, anchoring mid-afternoon may get you close enough to hear. A chartered houseboat typically ties up at the marina's fuel pier and big cruisers are known to raft up about 100-150 feet off the fuel pier. Please stay alert to the shoals downstream of the island.

## Over The Horizon – Clinch &amp; Emory River Cruising – June 20-27

CLINCH RIVER CRUISINGEMORY RIVER CRUISING

Cruising the Clinch (to Oak Ridge) and Emory (to Harriman) Rivers is tentatively planned for June 20-27. **This outing will be held, but only as a private event; the outing is not sponsored by ABC-K.**

Should you desire an invitation to this private event, please email your request to Robin Hanson ([robin.c.hanson@gmail.com](mailto:robin.c.hanson@gmail.com)) by May 20. An invitation and more details will be provided by Jeff Schmitt.



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## Possible BVI Charter Cruise – researched by John Farmer

**This is the Suggested Travel Plan for a cruise promoted across District 17 squadrons that would be from a Thursday to a Monday (12 days). Least expensive periods are Jul 15-Oct 31 and Nov 30-Dec 18.**

Thursday Fly Knoxville to USVI

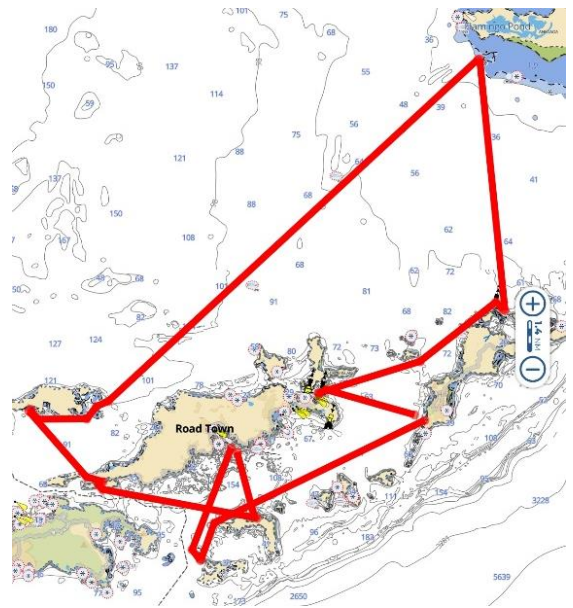
- Carrier is American Airlines
- Flight is TYS (ETD 9:05 am) to Charlotte to STT (ETA 3:20 pm) \$624 ea. round trip economy

Thursday one-night lodging at the Green Iguana Hotel near St Thomas; \$144 per room plus \$66 taxes

Friday take Fast ferry from St Thomas to BVI; \$103 each plus \$20 per bag (ferry doesn't run on Monday or Thursday)

Friday evening stay either at the Moorings Hotel for \$240 w/4 people or for \$500 sleep aboard the charter and depart before noon.

Charter is a Moorings 4200 is a 3 cabin, 3 shower Leopard Catamaran; the rate is \$5,757 for Saturday to Saturday.



## Suggested Sailing Itinerary:

Day	Day	Track	Dist	Arrival and Activities
Saturday	1	The Bight at Norman Island and Willie Tees	7 nm	1:30 / has beach bar and food
Sunday	2	Norman to The Baths	15 nm	1:30 / has beach bar and food
Monday	3	Trellis Bay to North Sound	12 nm	3:00 / has beach bar and food
Tuesday	4	North Sound to Anagada	15 nm	3:00 / has beach bar and food
Wednesday	5	Anagada to Josh Van Dyle and Soggy Dollar Bar, etc.	30 nm	6:00 / has beach bar and food
Thursday	6	Jost to Sopers Hole	5 nm	1:00
Friday	7	Sopers to Peter Island	8 nm	2:00
Saturday	8	Peter Island back to Tortola	3 nm	1:00 and turn in

Saturday lodging is at Moorings Hotel; \$240 w/4 people

Sunday take the Fast ferry to St Thomas; \$103 each plus \$20 per bag

Sunday one-night lodging at the Green Iguana Hotel near St Thomas; \$144 per room plus \$66 taxes

Monday Fly SST to TYS on American ETD 11:25 am from SST; ETA 5:40 pm at TYS

Comments, suggestions, and questions welcomed. There is a lot to do in the BVI and people with a good sailing resume can bareboat charter. John Farmer suggests that two inexperienced people partner with two experienced people to do as many bareboat charters as possible.



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## Possible BVI Charter Cruise (continued)

- **General information:** English is spoken; credit cards are accepted; US dollars are the currency; 110V AC is the standard for wall outlets. You can use an AT&T International Day Pass \$12 per day or similar service for cell phone use. Taxis are expensive, as are food and fuel. See also John's YouTube at <https://youtu.be/CdLQ1NEVoJY>; skip over the COVID part.
- **What to bring (pack light in a soft-sided bag or a backpack):**  
**SUNSCREEN!** Hat with a wide brim or Balaclava, DARK GLASSES, 4-Rash Guard sun protection long sleeve shirts, 4-Shorts, waterproof shoes like Keens, underwear, bathing suit(s), facemask and snorkel (many offer flippers to your size), Khakis W/ shirt and socks/shoes or similar for flying, GoPro or similar waterproof camera, if adventuresome bring your drone.  
**What not to bring:** TOO MANY CLOTHES or heavy items! You are not moving in. You are just vacationing, and storage space aboard is limited!
- **Groceries aboard:** You can preorder groceries from several stores that will deliver them to the boat, saving valuable time. Most boats have 12V refrigerators and some small freezers. They typically provide the first bag of ice. Some boats now have water-makers, and you can purchase water if they quit.
- **Navigation:** Many boats have Ray Marine instruments. Some companies/boats have B&G, which is John's preference. John likes to do route planning on his 10" tablet with Aqua Map and then he transfers the route as a file with a micro SD card or, in the case of B&G, with WiFi.
- **Returning the boat:** You will need to return the boat full of diesel and outboard fuel or they will fill for an extra charge. The black water tank needs to be empty, and in most places except marinas, waste is dumped overboard after going through a macerator. Boats are Med Moored in tight slips. If you are not comfortable with docking, they can handle that for you.
- **Insurance:** Most companies provide high-deductible insurance. John always purchases "Damage Waiver" insurance. Most companies dive the boat after you return it to check for damage.
- **Other companies:**
  - 12Knots\* - BVI Yacht Charter Co <https://12knots.com/en/yacht-charter/destinations/caribbean/bvi/>
  - BVI Yacht Charters <https://www.bviyachtcharters.com/>
  - Conch Charters <https://conchcharters.com/>
  - Horizon Yacht Charters <https://horizonyachtcharters.com/>
  - Navigare Yachting BVI <https://navigare-yachting.com/en/destinations/british-virgin-islands>
  - The Catamaran Company <https://www.catamarans.com/bvi-yacht-charters>



**Considerations in choosing the Moorings:** John has chartered with 12 Knots in Nanny Cay and the Moorings in Road Town. Nanny Cay has a resort hotel, but it is a longer taxi ride. John also chartered out of Martinique, but that is more difficult.

**THOSE INTERESTED, PLEASE CONTACT JOHN FARMER (captfarmer@gmail.com).**



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## Bringing TENASI Home (continued)

We had arranged to have it splashed on Friday since the boat yard was closed on the weekend. We had arranged to move the boat about a half mile to a marina dock nearby, but the weather changed our plans. The boat yard had no electricity and a below optimal docking situation. There was a storm predicted to move across the area that night with 50 mile per hour winds. We prepped the boat with extra lines and bedded down for the night. We survived the night with the storm passing us without damage. We did discover that we had to find and seal several leaks.

The next morning, we set off. But first stopped for a pump-out. Didn't know the status of the tanks and the accuracy of the gauges. Then to the fuel dock to top off the tanks for the trip ahead. We departed Carrabelle around noon and headed for Apalachicola. We arrived around 4pm and tied up to marina. Two more issues popped up. Couldn't get the generator to start and the batteries were not charging correctly. Found the generator issue was the emergency start switch is labeled On and Off. You want the switch in the ON position. The battery issue was found to be a loose connection on a terminal strip.

Our second day was short one as we did not leave the marina till afternoon waiting for tide and wind to become favorable. We had nice ride up the ICW to an anchorage which was in the East Bay just north of Tyndall AFB. Capt. Sam taught us how to drop anchor and use the bridal. Slept well on anchor for the first time. We used Anchor Pro as an anchor alarm. In the morning, we pulled the anchor and found it covered in muck from the bay. Our boat does not have a bow washdown hose so Jackie and Sam used a bucket to wash the rode and anchor off. Need to find a better way.



As we left the anchorage Sam instructed me on use of Navionics and routing. We were headed to Panama City for a night's stay at a marina. When we arrived, Sam had me practice docking. Must have done it about a dozen times. We arrived at our slip and I backed in the boat for the first time. Got it on my third try. Sam left us that evening and my sister Margie joined us for the rest our journey. Margie completed the Loop in 2013 with her husband on a Mainship. She brought experience to our novice crew. The weather turned on us and Jackie and I were exhausted from the intense first days with Capt. Sam so we stayed 2 extra days. Sam had put us through scenarios that stressed us. This was good so that we could learn to react to constant changing situations. We took the time to provision and clean the boat. I purchased a battery-operated pressure washer to use as anchor washdown. This proved to be inadequate as it kept losing its prime. Back to the drawing board on that issue.

We set off for Destin, FL on March 21<sup>st</sup>. Our first day on the water without Capt. Sam. A smooth day cruising to Two George's Marina. We arrived and stopped at the fuel dock. Topped off the tanks and backed into the slip for the night. In the morning, we set off to Pensacola. It was a windy day but a good trip overall. We arrived at our marina for the night. We made a bad choice with this marina. First, they did not have a VHF radio to communicate our arrival. I was told to call a cell phone. Of course, no answer. I made the mistake of pulling into the marina without confirmation. It went bad from there. The wind was high and the current was strong; not good for a novice Captain. After several attempts, we docked in a slip. The dockhand did not put us in the slip we had reserved. It did not have power available so we had to run the generator all night. On top of that, the entrance was shallow and we had to get up and going at a high tide so we could get out. Not an enjoyable stay.



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## Bringing TENASI Home (continued)

We made it out of there and proceeded to Orange Beach, AL. Goodbye Florida. We stayed at Homeport Marina for 2 nights waiting out another storm to pass. We enjoyed the stay across from Lulu's restaurant with the music and food. We departed on Tuesday morning to bright sunshine. We were into Mobile Bay about ready to turn north when we hit a wall of fog. For the next hour I had to navigate with only radar and chartplotters, not being able to see more than about the bow of the boat. We made it through that and the fog lifted as we turned north up through Mobile Bay. We passed the retired SS United States in the harbor. What a magnificent site.



Goodbye to saltwater. We were up the Mobile River to our first freshwater anchorage. We found a cutoff from the main channel and dropped anchor for the night. We began to gain confidence that we could do this. I was drawing off my training I received from classes I took through the Boat Club. Thanks Walt and Tom.

The next challenge was our first of 19 locks. We called ahead by phone to lockmaster. He said come on up. When we arrived, an unplanned maintenance event was in progress and we had to hold downstream of the chamber for about 2 hours before we could lock through. On the other side was a fuel stop at Bobby's Fish Camp. From my research, this used to be a great place to stop. Now it's just a place to fuel up.

The next few days were uneventful. We anchored two more times then stopped in Demopolis at Kingfisher Marina for the night. We topped off our fuel and had a pump-out. This is a very nice marina with very nice shower and laundry facilities. We used the courtesy car and went to eat in town and stopped by Walmart to re-stock. We left Demopolis and had another night at anchor then a stop at Columbus Marina.

Columbus Marina is a well-protected marina; however, you must be careful coming in. There is shallow water in many places. The harbormaster is very informative and will talk you in and out on the radio. We refueled again and used the courtesy car to go to town to eat and of course Walmart for supplies. The next morning we were off. The exit of this marina is tricky. The main channel is a hard right, but you can see ATON's directly ahead of you when you exit. Don't follow the

ATON's! It is a side channel and is shallow going that way. After our course correction we headed north again.

Now came one of our biggest challenges of the trip. The Tenn-Tom was closed at mile marker 410 due to shoaling caused by the same storm that passed through on our first night on the boat. The channel had emergency dredging to



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## Bringing TENASI Home (continued)

open a 120 ft passage, but was closed to traffic except from 7pm to 7am daily. There is a lock before and after the blockage. We were in contact with other boats that had passed and came up with a plan. We stopped at Midway Marina for the night and stayed there until 2pm the next day. We moved up to an anchorage about 3 miles short of Montgomery Lock. There we waited until the next morning, wanting to get through the locks and blockage before the 7am closure. We pulled anchor at 5am, in the dark. We made our way into the main channel and ran right into a tow coming around a bend. This was also a narrow part of the river. A very tense moment. We entered the lock in time and passed the dredging site as the sun was coming up. Then we had the Whitten Lock, the last lock on the Tenn-Tom.

The rest of the day was a nice cruise to Grand Harbor Marina. We planned a 2 day stop there for weather. So glad we did. The first night there, a tornado hit Selmer, TN, just 20 miles north of us. The second day, we were hit with another passing storm and a tornado warning. We could not make it off the dock in time so we watched the storm pass harmlessly from the cockpit. Another tense moment.

When we left Grand Harbor we were on the Tennessee River. We felt like we were almost home, but it would take us another week. We were averaging about 9 mph against the current since leaving Mobile Bay. We learned a new game to play along the way. I call it "Dodge-A-Log". The storms had put a great deal of debris in the water. The good news there was very little man-made garbage in the water.



Our next obstacle was the Wilson Lock. The main chamber is under construction and recreational vessels are only locked thru twice a day. We planned to go through at the 4pm window. We arrived at the Florence Harbor Marina and topped off fuel. We waited about an hour and got caught at the end of a fishing tournament. There is a boat ramp right across from the fuel dock and about 30 fishing boats jockeying for a place on the ramp. We made it out and up the channel to the Wilson Lock. We had to wait for a barge to finish locking before we could make it. Wilson Lock Auxiliary is a two-stage lock. You enter, go up, then move to the second chamber to complete the lockage. This put us behind the time I had allowed to get to our next stop at Joe Wheeler State Park. We had one more lock to get through and another 3 miles before dark. We made it just at twilight.

Off again in the morning for a 2 night stay due to passing storms at Ditto Landing south of Huntsville, AL. Got to get home and do some caulking! We were off for the home stretch. We had planned about 6-hour days, but as we got closer, extended the day to over 8 hours. We made it to South Pittsburgh, TN at Battery Hill #2 anchorage. We were finally in Tennessee! The next day we stopped in Chattanooga for fuel and to enjoy a great dinner at Hennen's. Two locks the next day and our final stop was at Palmer Light anchorage.

Final day we were up and going early. We had not seen much debris since leaving the Ten-Tom, but were met with quite a bit of drift from our anchorage to the mouth of the Clinch. Also experienced rain today, but were glad to be on our last day. As we passed by Tennessee National, we were greeted by Walt and Robin Hanson. They got some great pictures as we passed. We arrived at Fort Loudoun Lock about 1:30pm. The last of 19 locks and 811 feet of elevation gain. We were met there by our friend Butch and Cheryl who also got some great pictures.

Well, most accidents happen less than 5 miles from home. So true. As we were backing into our slip, the measurements I was given for air draft on the dock were incorrect. I have 17-foot air draft. The slip is 16 ft and change. Needless to say, the mast light hit. We were guided to a transient slip and started looking for alternatives. We were able to find someone to swap slips with and got TENASI into its home. And so ended our 1100-mile trip from Carabelle to Knoxville. We look forward to seeing you out on the water.



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## Bringing TENASI Home (continued)



Above, passing Mile Marker 584 of the Tennessee in Watts Bar.  
Below, thankful to be home.



Above, the new boat graphics are in place. We named our boat, TENASI. This is a play on the Cherokee word, "Tanasi," which is what Tennessee is derived from.



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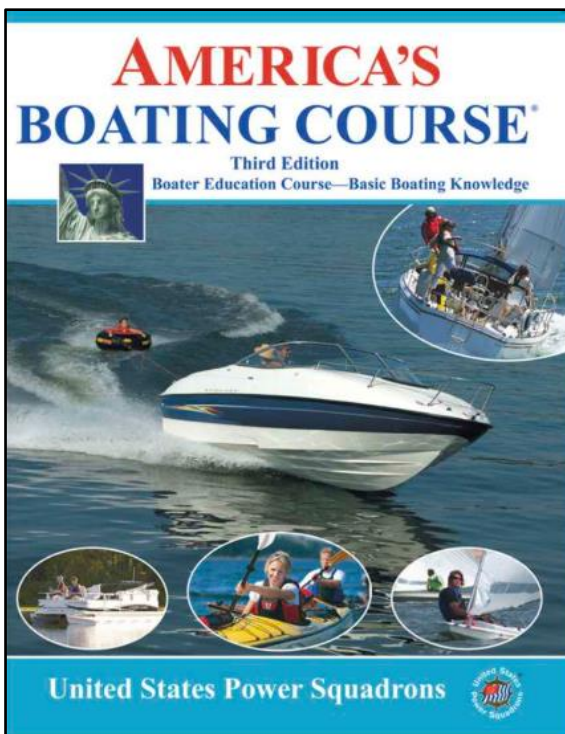
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America's Boating Course, 3<sup>rd</sup> Edition, Class Offerings

“Americas Boating Course” is the comprehensive NASBLA-approved public boating safety course that is produced by the United States Power Squadrons, Inc.

**Four classes will be held at Grace Lutheran**

**Church** (using the rear entrance), 131 West Gettysburg Ave., Oak Ridge, TN 37830. **Each class consists of three 2-hour sessions that are from 6:30 pm to 9:00 pm**, including the final examination during the last session. The dates of the sessions for each class are listed below. For questions, or to register, contact our SEO, Jeff Schmitt, by email at: [tiavare@outlook.com](mailto:tiavare@outlook.com) or by telephone at 410-493-4395.

- Class 1: March offering completed
- Class 2: April offering completed
- Class 3: Sessions are April 25, May 2 and, 9
- Class 4: Sessions are May 16, 23 and 30

Students needing the TWRA wallet card must present their TWRA Form 600 at the exam. Form 600 can be purchased for \$10 at stores or online with the TWRA application. The course is free of charge, but the student must purchase the 287-pg PDF textbook for \$35 online at: <https://course.americasboatingcourse.com/ssl/enroll.cfm>.



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## Boating on Rivers, Locks and Lakes Seminar Offerings

Confidently boat by developing the special skills you need to deal with currents and shallows, knowing how to maneuver through locks, and learning the correct ways to maneuver in the presence of commercial vessels on major inland waterways.

What's included?

- Special navigation rules for rivers
- The Western Rivers System of buoys and marks
- River currents
- "Reading" a river
- Jetties and wing dams
- Intricacies of locking through
- Communicating with lockmasters and bridge tenders



This one-lesson seminar is offered in three hours of instruction. It will be offered twice:

- **Saturday May 10 - 9:00-Noon; Lenoir City Park, Pavilion #1**, 6707 City Park Drive, Lenoir City, TN 37772
- **Saturday May 17 - 9:00-Noon; Grace Lutheran Church** (rear entrance), 131 W Gettysburg Ave, Oak Ridge, TN 37830

To register, contact Jeff Schmitt ( [tiavare@outlook.com](mailto:tiavare@outlook.com) / 410-493-4395). Course tuition is free. Online course materials are available online for \$24.95 (25% discount for our members!) Go to:

<https://uspsonline.enrolmart.com/courses/boating-on-rivers-locks-and-lakes>

## Virtual Classes Offered within District 17

**The Atlanta Squadron is offering four virtual seminars, which are open to all D17.** The squadron is preparing for a charter cruise in the US Pacific Northwest.

- The seminars are instructor-led, online for 90 minutes. They will be team taught by P/C Eric Ringwall, SN-CN and Meredith Randall, SN-CN. Both have taught for years and have cruised thousands of miles in coastal and offshore waters.
- Please register at <https://americasboatingclubatlanta.org/public-classes/upcoming-classes>.
- **Price for each seminar is \$15.** Payment can be by Zelle to [treasurer@americasboatingclubatlanta.org](mailto:treasurer@americasboatingclubatlanta.org) or by check payable to ABCA and mailed to Treasurer John Reichmann, 3990 Donegal Ct, Tucker, GA 30084-2525. Please include in the payment memo for which seminar you have registered. If you have questions email [seo@americasboatingclubatlanta.org](mailto:seo@americasboatingclubatlanta.org).
- **Schedule: Each seminar is from 9 – 10:30 a.m. ONLINE on the following Saturdays.**
  - **Anchoring with Assurance** – May 31, 2025
  - **VHF** – June 21, 2025
  - **Tides and Currents** – July 19, 2025
  - **AIS Electronics for Boaters** – August 16, 2025

The **Cruising under Power and Sail** course will also be offered virtually **Tuesday evenings beginning on June 17 for about 8 weeks from 7pm until 9pm.** The **price for USPS members is \$88.** Register following the guidance provided above for the seminars.



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## Event Calendar - 2025 Watch Year

Date	Time	Location	Event	Leader	Comments
February 25	6:00pm - 9:00pm	Bluetick Tavern in Maryville	Dinner, Election, Change of Watch, "Lessons Learned" Presentation by Schmitts	John Farmer	15 attended
March 1	9:30am - 12:00pm	Perrine's home	2025 Event Planning, Special Bridge Meeting	Don Perrine	12 attended
March 10	6:00pm -	Mimi's Café Turkey Creek	Dinner & "Our Caribbean Charters" Presentation by Farmers	John Farmer	Canceled
April 4-11	Weekend Outing	Knoxville Volunteer Landing	Rossini Festival, FRI docktails, SAT festival then docktails & dinner	Don Perrine	12 attended
May 24	Weekend Outing	Lenoir City Park Pavilion 1	Pot-luck Picnic	Jeff Schmitt	Private Event, not sponsored by ABC-K
June 20-27	Week-long Outing	Clinch & Emory River Cruise	Destinations might include Oak Ridge & Harriman	Jeff & Barbie Schmitt	Private Event, not sponsored by ABC-K
July 3-5	Holiday overnight	Jackson Bend & Knoxville downtown	7/3 pool party @ Perrine's home, then fireworks at Jackson Bend on 7/3 & at Knoxville on 7/4	Don Perrine	Private Event, not sponsored by ABC-K
August 13-15	Weekday overnight	Lake Cumberland	Stay at cliff resort overlooking the lake & either trailer or rent boat(s)	Tom Dietrich	Private Event, not sponsored by ABC-K
September 24-29	Weeklong overnight	Watts Bar Lake & Hiwassee River Cruise	Explore tributaries taking advantage of cooler weather, fewer boats	Walt Hanson & Ed Fendley	Private Event, not sponsored by ABC-K
October 13-14	Weekday overnight	Ish Creek	Star Anchor	John Farmer & Tom Dietrich	Private Event, not sponsored by ABC-K
November					Nothing scheduled
Early December	Gathering	Hanson's home (Loudon)	Social and catered dinner	Walt & Robin Hanson	Private Event, not sponsored by ABC-K
January '26			Planning Meeting		To be determined
February '26			Change of Watch		To be determined



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