

The SouthWind

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Eighty Four, PA 15330-2547



P/C Hank Marzina and Lt/C Dan Marino at the September Meeting

October 2006

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The SouthWind

Publication of the South Hills Power Squadron
A Division of the United States Power Squadrons®

Coming Events

- **October SHPS Meeting** 11 October - The Roxy Cafe
South Hills Village
- **United States Sailboat Show** 5—9 October -
Annapolis, Maryland
- **United States Sailboat Show** 12—15 October -
Annapolis, Maryland
- **Fall Conference** 3—5 November, 2006
Akron, Ohio Crowne Point Plaza



**South Hills
Power Squadron
October Meeting
11 October 2006
Roxy Café
South Hills Village
Mall**

**Program: P/R/C Mac
McDonald - Summer Cruise
on the Brig Niagara**

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**South Hills Power
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the Web at
www.SH-PS.org**



Thanks to P/C Dorothy Meloy, AP for
the photographs of the September
meeting in this issue of the SouthWind.

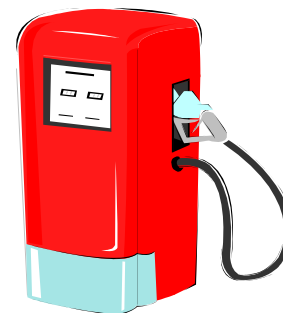
**The deadline for the next
SouthWind is 18 October.**



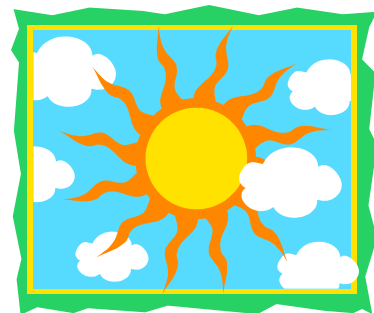
Check with your engine manufacturer concerning ethanol use. Most marine engine manufacturers recommend that ethanol not be used. Some say not to use anything higher than 10% ethanol. You can check the website for Iowa Corn, an ethanol advisory group for a list of fuel recommendations at www.iowacorn.org/forms/marine.pdf. If you would like a copy of their report, I would be happy to email you this file or provide you with a printed copy. The following manufacturers recommend against using any alcohol based fuels: Bombardier, Mercury Marine, and Pleasurecraft Engine Group (PCM). The following manufacturers advise not using any fuel higher than 10% ethanol, 15% MTBE, or 5% Methanol: Honda, Indmar Marine (Manufacturers of Mastercraft Ski Boats), Nissan, Outboard Marine (OMC), Suzuki, and Yamaha.

It is suggested that if you are switching from an MTBE fuel to one with ethanol, that you run the tank completely dry. It is also recommended that all water be removed from fuel tanks. There is currently no additive that will prevent phase separation. Use a fuel stabilizer if you don't use your boat often. Be sure to run the engine after adding stabilizers so that the fuel throughout the fuel system is stable. When you store your boat, either leave the tank full or completely empty.

This is a problem that isn't going to go away soon. It has already cost some boaters thousands of dollars in repairs. Some have even converted to diesel. It is going to require that each of us carefully monitor our boat's performance and diligently service the fuel systems. Most of us haven't given much thought to what we put in our tank, assuming that the fuel is safe to use. Before you fill up the next time, ask about the fuel.



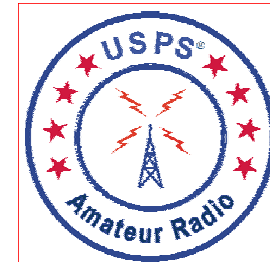
P/Stf/C Donald Stark, JN



***Sunshine
and Best Wishes to
P/C T. Blake Parker, AP***



Congratulations to
P/C Robert
Timmins, AP on his
recent upgrade of
his amateur radio
license to Extra
Class (the highest
class of license).
Bob's ham radio call is KB3MQC.
Nice job, Bob.



Ethanol Leads to Big Problems For Boaters

With the increase in use of ethanol in gasoline, boaters need to be concerned about the effects that this fuel has on their boats. There have been numerous newspaper and magazine articles about this issue.

Gasoline refineries are phasing out the use of MTBE, a toxic additive that oxygenates gasoline and reduces emissions. Currently, about 40% of all fuel stations are selling a reformulated blend called E10. This means that the fuel is 10% ethanol and 90% gasoline. Ethanol is alcohol made from sugar or from corn. It burns cleaner than gasoline. E10 is likely not to cause any problem for your car. However, your boat is another story.

Ethanol has been linked to the weakening of fiberglass gas tanks. This has been especially true for Bertram boats built from 1972 to 1995. Newer tanks are usually made with vinylester or reformulated resins. This has caused many boaters to rebuild their engines and replace their fiberglass tanks. Use of ethanol also tends to clog fuel filters, carburetors and fuel injectors. Ethanol has a shorter shelf life than gasoline. It has also hygroscopic (it has an attraction for water) and will mix with water more easily than gasoline. It also tends to loosen rust and deposits in fuel tanks. Mixing ethanol with even a small amount of water reduces the octane level of the fuel. Ethanol, it should be noted, doesn't give the same fuel economy as gasoline.

Boaters should change fuel filters more frequently this season. It is recommended that boaters keep spare filters aboard or risk being stranded with a clogged filter. There is concern that boaters in warm, highly humid areas of the country will suffer corrosion of metal fuel tanks. Unlike on cars that have a closed fuel system, fuel tanks on boats are vented to the outside and will continuously absorb moisture from the air. Boaters with two stroke outboards also should be especially concerned about ethanol/water absorption causing the lack of proper lubrication for the cylinders.

As our nation faces the energy crisis by looking for alternatives to gasoline, let's hope that the effects of these changes are not ignored in a blind rush for a quick solution to our energy dependence on foreign oil. There is a push from the ethanol lobby, especially in the corn belt of our country, to mandate the use of even more ethanol. E20 with 20% Ethanol has shown to cause engines to run lean causing engine temperatures to rise. This causes burnt valves and head gaskets and loss of engine compression. A higher level of ethanol has shown a tendency to attack rubber gaskets and seals. It will dissolve butyl rubber fuel hoses.

The National Marine Manufacturers Association (NMMA) opposes the use of marine fuels that contain greater than 10% ethanol. At higher levels, aluminum fuel tanks will have the protective oxide coatings attacked by corrosion both because of moisture and galvanic action. Leaking hoses and fuel tanks certainly are a major safety issue on any boat.

Happy 35th, SHPS



Many thanks to P/C Dorothy Meloy, AP for providing the cake in recognition of the 35th Anniversary of the Chartering of South Hills Power Squadron. Think of the thousands of boaters whose lives we have made better through all the courses that have been taught. Congratulations to all the members of SHPS for their commitment, dedication, and hard work. SHPS is an outstanding team. Keep up the great work!

SUPPORTERS OF THE SOUTH WIND 2006

Warren & Liz Bell
Selden & Jacqueline Campen
Bob & Lu Colteryahn
Vi & Lew Doughton
Dan Marino
Hank & Mary Lou Marzina
Dorothy Meloy
Tom & Dory Merritt

Audrey Rice
Blake, Linda, & Mitchell
Parker
Art & Emily Schock
Don & Marjie Stark
Jim Stark, SEO
Ted Taylor
Dick & Nancy Toler

*Join the effort by contributing in any amount that you can.
Thank You!*

Commander's Corner

by Cdr Selden Campen, JN



I was sorry to have missed the New Eagle picnic. My father-in-law, who many of you met at the 2005 Change of Watch, was hospitalized the day before in a series of such hospitalizations related to his weakening heart. Jackie and I went to visit and offer support, and fortunately were able to help him return home that evening.

SHPS' first Engine Maintenance class met in New Eagle on 26 September. The next session is on Tuesday, 3 October at Jim Stark's home in Washington. If you are interested in this course, please contact SEO Jim Stark or P/C Dorothy Meloy who is course chairman. This being the educational topic of the fall for our Squadron, I wish to share with you an engine maintenance tip sheet I saved from a boating magazine this summer:

- **Keep it clean.** A clean engine runs cooler and more efficiently. Greasy grime is a fire hazard; rust not only destroys, it eats into bolts and accessories until they can't be removed for repair without damaging the metal parts.
- **Choose the right propeller.** A different pitch might give you less wearing and higher fuel efficiency. You're aiming to get the engine to turn its maximum RPM at full throttle.
- **Keep it dry.** Most electrical problems throughout the boat start out in a wet engine room. Condensing water vapor as the engine cools settles into the distributor, carburetor, and other parts adversely affected by moisture.
- **Optimize the exhaust.** Water intruding through an improperly designed exhaust system can destroy your engine, rusting valves, getting into the oil, and causing immediate failure if entering the combustion chamber in amounts exceeding its compressed volume.
- **Lubricate to the max.** Meet or exceed the oil change frequency suggested in the engine manual. Install an hour meter. Keep necessary supplies on hand.
- **Correct any misalignment.** If your transmission bearings and seals seem to be wearing out too often, it could be that the engine is not properly aligned.
- **Install more gauges.** By reading and interpreting temperature, pressure, and flow rate, etc., you're often able to correct a problem or shut down the engine before serious damage occurs.
- **Coddle the water pump.** Maintain the water pump scrupulously according to the manufacturer's directions, greasing it when and if it's called for, and replacing impellers regularly.



South Hills Power Squadron mourns the passing of Lu Colteryahn., wife of P/Stf/C Bob Colteryahn. Tributes have been received from throughout USPS and D7.

Lu was a very talented person. She had the gift of bringing joy and humor to those around her. She was the life of many a party.

She will be greatly missed. We extend to Bob our deepest sympathy.

Administrative Department

Lt/C Dan Marino, S

Everyone who braved the elements had a good time at the September Picnic Meeting at the Beach Club Marina in New Eagle. Fortunately, the marina let us use their restaurant/bar building, so we were able to have the meeting inside and it was very nice.

A little wind and rain outside didn't dampen Tom Merritt's efforts to grill up some good hot dogs. We had a couple highlights at the meeting. Everyone was very happy to see Bob Coulteryahn attend, and we were able to celebrate the 35th anniversary of the Squadron with a cake made by Dorothy Meloy.

Our next meeting will be back at the Roxy on 11 October Our program will be a presentation about the Erie excursion aboard the US Brig Niagara in July and a little bit about the interesting Sail Day picnic at Dorothy Meloy's house.

Lastly, for anyone interested in going to the D7 Fall Conference in Akron, I believe the sign-up deadline is **15 October**. The hotel registration deadline is **4 October**.

See you at the Roxy Café.

Scenes from the September Meeting at Beach Club Marina, New Eagle, PA



Mary Lou Marzina
and P/Stf/C Bob
Colteryahn enjoy
the facility of the
restaurant building
at the Beach Club
Marina.



P/D/Lt/C Neil
Cook, SN and
Dorothy Cook
enjoy the hot
dogs and
hospitality at the
September
meeting.

- **Add freshwater cooling.** Although this is a necessity in saltwater boating, it's a plus too for freshwater sailors because so many inland waters contain suspended solids or damaging chemicals.
- **Clean up the fuel system.** A cranky carburetor or fuel filter that is frequently fouled indicates problems somewhere in the fuel system. Never put any fuel into your boat except through a fuel filtering funnel (built into the pump at a good marina). If problems persist suspect the fuel tank, which may be rusting, delaminating, or corroding.

Now that the boating season is drawing to a close, keep an eye out for the Boat Show of your choice. Combining a boat show near your holiday destination can be a great way to keep the excitement of our sport alive during the off season. It's obvious from the lead into this paragraph that I intend to follow my own advice. The Annapolis Sailboat Show is the weekend of October 7th & 8th, followed one week later by the Power Boat Show. I'll be attending the Sailboat show with P/R/C Mac McDonald, where I'm hoping to learn about cruising ships, not only thru the voices of all the boat salespersons looking at my wallet, but through the wisdom accumulated by one of our own over many years. I'm really looking forward to this trip. Search on the web for the show that might best work its way into your schedule (Ft Lauderdale, New York, Sandusky, etc.) and keep the boating flame alive.

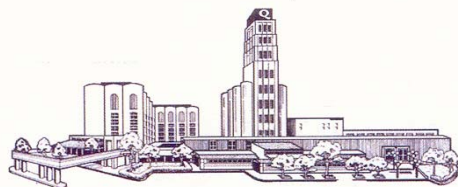
A special thanks this month to Thomas Merritt for organizing the New Eagle picnic, to Dorothy Meloy for organizing the Engine Maintenance class, and to Don and Marjie Stark for their continuing efforts to get out our newsletter.

We will resume our monthly meetings at The Roxy Cafe 11 October. Hope to see you all there.

Executive Department Lt/C Christine T. Orie, S

Congratulations to P/C Ken Campbell, JN and his crew. Ken has completed 115 vessel safety checks of 194 that have been performed thus far. Bill Macko, Tom Merritt, Don and Marjie Stark and Dorothy Meloy were responsible for the remainder. Thanks to all of you for all of your hard work and dedication. If anyone has evaluations that you haven't submitted to Ken, please forward them to him as soon as possible.

I can't believe that it's the end of the boating season and time to store our boats. It's a sad experience for me because I know it's going to be a very long while before I can set sail again. At least when I am feeling home bound over this winter, I can recall some exquisite days on the water with the sun high in the sky and the wind in my face. Hopefully those pleasant thoughts will carry me through the months ahead.



Sleep in a silo
Shop in a factory
Dine in a mill

Crowne Plaza in Historic Quaker Square
135 S. Broadway
Akron, Ohio 44308
330-253-5970

Celebrate Homecoming Akron Power Squadron Hosts D7 Fall Conference

Standard Room with 2 Double Beds	\$89 / Night
Standard Room with 1 King Size	\$89 / Night
Executive Room with 2 Double Beds	\$119 / Night
Executive Room with 1 King Size Bed	\$119 / Night
Suite contains 1 sitting Room & 1 Bedroom	\$189 / Night
Cost for Hotel to remove bed from Sleeping Room \$50	

Hotel reservations must be made before **4 October 2006** to receive these special room rates.

Don't be a **SQUARE!** If you weren't **BORN IN A BARN** this is your opportunity to sleep in a silo!

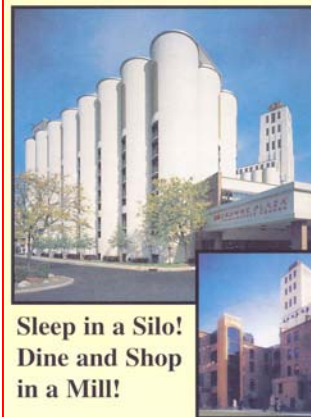
Attend the D7 USPS Fall Conference in the unique atmosphere of the Historic Quaker Oats Silos. Restored as the beautiful Crown Plaza hotel, Quaker Square is the perfect place to come and experience history in downtown Akron, Ohio.

Free admittance to the ice breaker, so wear your school colors & cheer on your squadron's team at the sock hop. While our DJ spins 50's & 60's tunes, cast your vote for Homecoming King & Queen.

Your registration fee also gives you a raffle chance at a big prize (a free hotel weekend, plus much more).

Saturday free "Muffin & Slipper" brunch in Akron's hospitality room for those not attending Bridge breakfasts.

Crowne Plaza® Quaker Square



Sleep in a Silo!
Dine and Shop
in a Mill!

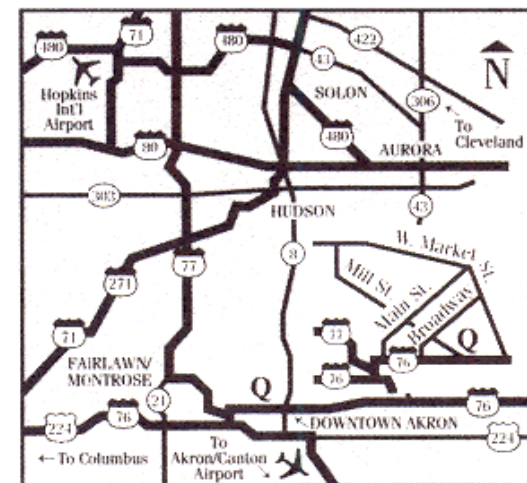


135 S. Broadway Street
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COME TO JOIN THE FUN.

SOUTH HILL'S THEME FOR
HOMECOMING AT THE D7 CONFERENCE ICE
BREAKER AND HOSPITALITY ROOM IS

DUQUESNE UNIVERSITY.



Minutes from the September SHPS Meeting Lt/C Vi Doughton

The meeting was held at the Beach Club Marina in New Eagle, PA. A picnic supper preceded the meeting. Lt/C Dan Marino called the meeting to order at 7:30pm. He expressed condolences to P/Stf/C Bob Colteryahn.

There was a discussion about sharing a hospitality room with Ten Mile Power Squadron or Pittsburgh Power Squadron at the D/7 Conference. The vote was to share with Ten Mile.

National is raising the initiation fee to \$25.00 per family for new members.

The Vessel Safety Checks are great at 167.

The Engine Maintenance Class will begin on 9-26-06 at the Beach Club. The Basic Boating will also be at the Beach Club in about 3 weeks. (10/1/06)

The squadron voted to make a donation of \$25.00 to the Education Fund in memory of Lu Colteryahn.

Our instructors need to be recertified. This will be done by Bob Colteryahn and Neil Cook. Thanks to P/C Dorothy Meloy for taking notes.