

Bos'n's Pipe



Phoenix Sail and Power Squadron
A unit of U.S. Power Squadrons®
Safe Boating since 1960
Phoenix, Arizona
September 2013

Calendar

September
1-8 USPS Fall
Governing
Board
11 Executive
Committee
Meeting
21 Potluck-
General Mem-
bership Meet-
ing
25-29 Lake
Powell Ren-
dezvous

Membership year kicks off with fall potluck dinner

Our annual September meeting and potluck dinner will once again be hosted by John and Barb Lusson at their Paradise Valley home. It's an annual outdoor event to celebrate another sunset. It's also the time after the summer hiatus that members have the chance to exchange what has happened over the summer.

Here are the specifics.

When: 21 September 2013
Attitude adjustment 1730
Dinner: 1830
Meeting: 2000

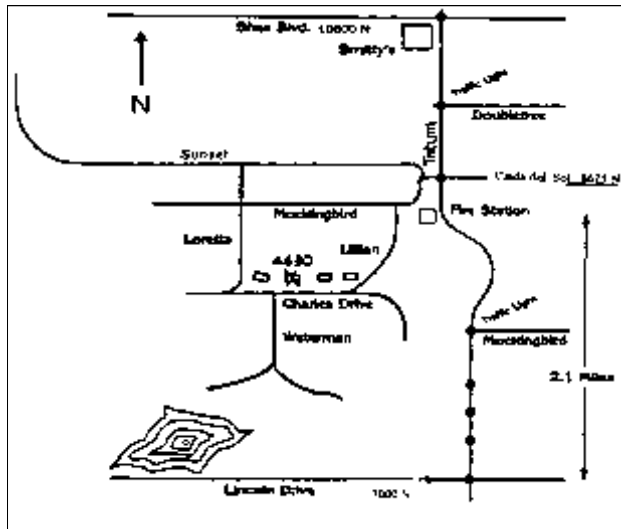
Where: 4630 E Charles Drive, Paradise Valley. The Lusson's home is west of Tatum Blvd, just north of the curve but south of Shea Blvd. Turn west at Sunset/Mockingbird about 8500 north.

If you park on the street, be sure to have two wheels off the road to enable trucks and others to use the street. Bring: A covered dish to share, BYOB, chairs and your own dish and silverware. There are plenty of outlets for crock pots and chafing dishes. There should be plenty of tables, but remember: bring your own chair! If you have a favorite mixer, bring a two-liter bottle of it to share.

Don't bring: tables, ice, setups or coffee.

With a little bit of luck, the monsoon season will have ended, the air will be drier and there might be a welcome ration of autumn breezes.

The potluck will also serve as the squadron's September General Membership Meeting. It will be brief.



Stripers galore—P/D/C Chuck Peterson, SN, displays one of the stripers caught on the annual Lake Powell cruise in 2011. The 2013 version of the cruise is spotlighted in this issue on page four. It kicks off on September 25, and although a rock slide has closed route 89, a temporary bypass has been paved, and it should be smooth sailing for the rendezvous.

Squadron Happenings

A quick look at what's coming up...

2013

September

- 1-8 USPS Fall Governing Board
- 11 Executive Committee Meeting
- 21 Potluck-General Membership Meeting
- 25-29 Lake Powell Rendezvous

October

- 4-8 D/28 Fall Conference, San Diego
- 10 Executive committee Meeting
- 25-27 Halloween Rendezvous-General Membership meeting

November

- 1-3 South of the Border Rendezvous, Rocky Point, Mexico
- 7 Executive Committee Meeting
- 15-17 Turkey Fry/General Membership Meeting

October

- 4-5 D/28 Fall Conference, San Diego
- 10 Executive Committee Meeting
- 25-27 Halloween Rendezvous, general meeting

November

- 1-3 South of the Border Rendezvous
- 7 Executive Committee Meeting
- 15-17 Thanksgiving Turkey Fry/General Membership Meeting

December

- 7 D/28 Winter Council, San Diego
- 13 Executive Committee Meeting
- 14 Christmas Party and general membership meeting

2013

January

- 9 Executive Committee Meeting
- 16 Phoenix Sail and Power Squadron Annual Meeting
- 18 Snow Cruise, Lake Pleasant

Note: Some dates are proposed and subject to change. All Executive Committee meetings begin at System-Aire Office, 7136 W. Frier Dr., Glendale. General Membership Meetings are at various locations. Attitude adjustment, 1730; dinner, 1830; meeting and program, 1930. Locations are subject to change

The calendar has been updated with this issue. Be sure to check new entries and put them on your calendar. There have been several changes in dates for events and activities.

Commander's Report

By Cdr Dan Sheen, P

This summer has been a bus one. During the long drive to Lake Powell in June, Kim noticed our trailer brakes were pretty weak (actually quite non-existent as subsequent testing would show). To stay safe we slowed to crawl and limped the rest of the way there and back. To preserve my marriage I swore to give the brakes my top priority.

Upon returning home, I tore into them and promptly discovered the drums and shoes looked completely shot and the hubs with the drums didn't look that good either. I then started to research brakes sitting in front of my laptop, swilling cool beers over a couple of weeks or so, while the summer grew steadily hotter.

The horrible experience with the old brakes and their condition motivated me to buy a pair of new hubs that had disks instead of drums.



This then required switching the master cylinder in the coupler to one that was set up for disks. The final change

(continued on next page)

See this month's **Bos'n's Pipe** in color on the Squadron's web site at

www.sailangle.com (That's all one word, no spaces.)

There's a year's worth of "Pipes" there in case you missed something earlier. Remember, there are two additional pages of photos in full color in the online edition of the publi-

Check the squadron's web site for the latest schedule of public boating classes. They are conveniently located on both the east and west sides of the metropolitan area. And volunteer to proctor. You'll sharpen your boating skills with some very nice

was that drum brakes use a rigid line for the line to backer plate that houses the brake shoes while disk brakes need flexible lines because the disk calipers float/move when applied. All this seemed rather straight forward on the internet videos I watched, and I ordered all the parts and waited for them to arrive.



After receiving the new parts I easily completed disassembly in the morning. I then started installing new parts as things warmed up. It all went smoothly although eventually the sun got the wrench handles too hot to hold and I started to lose my enthusiasm. At this point I had it mostly together but needed to drill and tap some holes in the axle so I could mount some support brackets for the axle side of the flexible brake lines. I adjourned to wait for temperatures to subside to a crisp low 90s to complete the job.

The next morning I drilled the first two holes and started tapping the holes. I broke off the tap in the second hole ran to hardware store and bought another tap. Despite oiling, babying, and pleading I broke that tap off too. I ran to hardware store again and switched to a larger tap. That worked OK, and four hours later I had successfully tapped two

holes and secured the brake lines. Now I called on Kim to help me bleed the brakes.

This took another hour or so and Kim held up well as I yelled detailed guidance to her on what to do with the master cylinder and coupler while I ran the bleed screws. Next came the pressure test and the discovery of one leak in the system. I tightened the brake line fitting a bit. It still leaked. I took a few minutes to pray and then tightened it a bit more. That worked and at this point Kim and I both retreated to the AC inside the house.

The final step was to document the triumph! Kim took two photos of me with the project. One of me with the old brake parts after removal and one with the new stuff. Another fun boating project concluded, or was it?

How could my old Expedition with 190,000 miles on it ever properly achieve the speeds necessary to test the new brakes. This was easily solved by running out and buying the new diesel pickup.



With the new truck and the new brakes, Kim and I are really excited to head to Lake Powell in September.

(continued on next page)

Happy Birthday

The following members are celebrating birthdays this month.



Diane Ashton, Tom Bles, Carolyn Bohannon, Arnold Bucksbaum, Fred Drawert, Frances Fortin, Terry Gray, Lori Greenstein, Barbara Lusson, David Palumbo, Lorraine Peoples, Jane Peterson, Carol Stam

Many Happy Returns



(continued from previous page)

Of course now the weak link is the tires so we will still have to keep it slow. **I'm back to the internet** in search of better trailer tires that are rated to **Kim's** top speed instead of mine.

I hope to see you all at **Lusson's Potluck** and trade more stories.

Lake Powell Adventure planned

By Art Ashton

It almost time for our semi-annual Lake Powell adventure September 25-30, 2013. Some boaters go earlier and some arrive latter in the week. Some boaters sleep on their boats and some camp out. Some fish and others ski. Some hike and others relax and some do all of the above.

Last June, we had a fishing bonanza, Chuck Peterson and his crew filled several coolers with fresh filets. We discovered a hidden cove that protected our boats from lake waves and provided a scenic site within Last Chance Bay. This allowed exploration of a number of interesting nearby bays like Rock Creek.

We plan to revisit this part of the Lake September 25-27 to be able to visit some of the nearby slot canyons. The water level will be about



Emily Sheen and her friend enjoying this year's summer soak.

3590 feet. a little lower than June which will provide additional beach front property.

Route 89 to Page has a major detour marked 89T. It is the former Indian highway 20. It was completely paved within the past few weeks. Until construction and fencing is completed, however, the roadway will be open only during daylight hours, (except for local residents) and there is a 25 mph speed limit. Please contact Art Ashton if you are interested in attending at art.ashton@gmail.com or 480 313-3905.



Kim Sheen at the helm on a recent visit to Lake Powell—a visit that led to a complete brake job on the commander's boat.

A trip to Santa Catalina Island

By Dave Brickner

My son Mike and I just arrived back in Glendale following a spectacular trip to Catalina on *Gypsea Dream*. The somewhat random "flotilla" included Joe and Randy on *Saguaro Dream* and Perry and Wayne on *Felicity*.

The sail across included motor-sailing but a good bit of time, powered by the wind alone. At one point we were making 6.5-to-7 knots under wind alone and made the trip in a bit over 6 hours.

The trip to Emerald Bay followed by motor sailing to Two Harbors and then Avalon consumed right at six gallons of fuel. Coming back from Avalon to MdR is a good deal farther at about 40 nautical miles. This also took six hours but we kicked the rpm up to 4000 and consumed eight gallons motor sailing into a small head wind all the way back.

As an aside, Mike and I bought fishing licenses for two days and never got a bite. We did see dolphins and seals along the way.



Skippers and crew on the Catalina Island summer cruise

The scenery on the island is both inviting and spectacular. It was crowded with tourists but not the least bit rowdy. All the food and drink we consumed was of excellent quality including the evening in Emerald Bay aboard *Felicity*. Thanks

to Perry for hosting the party and Wayne for doing the dishes.

All in all a very successful trip. Much thanks to all of those who offered good advice for the trip. Special thanks to Joe Warren and David Allocco for their valuable and useful information.



Water, water everywhere...—Life in the desert in the summer can be so trying we are told, but with an abundance of lakes surrounding the Phoenix area, there's no reason to suffer. This photo, provided by Jackie Wanta, is of the annual soak and sweat cruise on Lake Pleasant. This is the 2013 version.

P/Lt/C Graydon Peoples reaches milestone

Graydon Peoples, a long-time member of the Phoenix Sail and Power Squadron, has attained 50-year-membership status. Graydon, formerly a member of the Des Moines Power Squadron, also served on the Phoenix bridge. He is expected to be honored by the Chief Commander's representative at the D/28 Fall Conference.

Paper or Online?



Phoenix Power Squadron
2013-2014 Bridge

Commander
Cdr Dan Sheen, P
623-572-6914
sheen@ieee.org

Executive Officer
(vacant)

Educational Officer
Lt/C Ron McNeil, AP
623-566-0688
ronaldmcneil@yahoo.com

Administrative Officer
Lt/C John Schmelzeis,
602-377-2738
jschmelzeis@live.com

Secretary
Lt/C Dave Brickner, JN
602-509-7900
dave@brickner.com

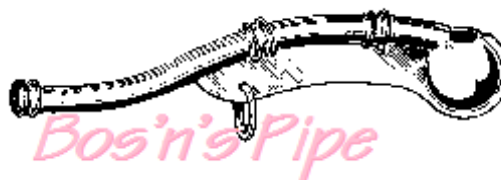
Treasurer
Lt/C Jackie Wanta, S
480-860-9582
jmwanta@cox.net

Over the past few years, many members have opted to receive the publication by computer instead of "snail mail." Increasing the number of online-only readers has a significant influence on the squadron's budget. Postage accounts for 46¢ per copy. The summer 2013 edition was typical, so it cost about 68¢ per copy. The number of mailed copies has been reduced by more than 70 households last year, saving postage and printing of about \$45 a month.

Most, including the current editor of the publication, believe the *Bos'n's Pipe* is an easily justifiable expense. There are members, however, who would rather have the *Pipe* delivered each month exclusively online. Online distribution saves the squadron money, and the publication is available for use two or three days before it is delivered by mail. And, of course, the online edition is in full color usually with one or two extra pages that the printed version does not contain.

The form below must be used to end receipt of the *Bos'n's Pipe* by mail, if you wish. If you want to continue receiving the monthly newsletter each month by mail, do nothing.

If at some later time you wish to reconsider and resume receiving a paper copy, just let us know, and we'll restore your address to the mailing list.



Official Publication of the Phoenix
Sail and Power Squadron
A unit of US Power Squadrons®
Promoting Safe Boating for 50 Years



September 2013

Address all correspondence to
P/D/C Lee Whitehead, SN
5917 E Beryl Avenue
Paradise Valley, AZ 85253-1105
E-mail: bosnspipe@aol.com
www.sailangle.com
E-mail bosnspipe@aol.com

Deadline for articles for the
October 2013 issue is

Monday, 23 September 2013

I do not wish to receive the *Bos'n's Pipe* each month by mail, and I prefer to read the publication online only.

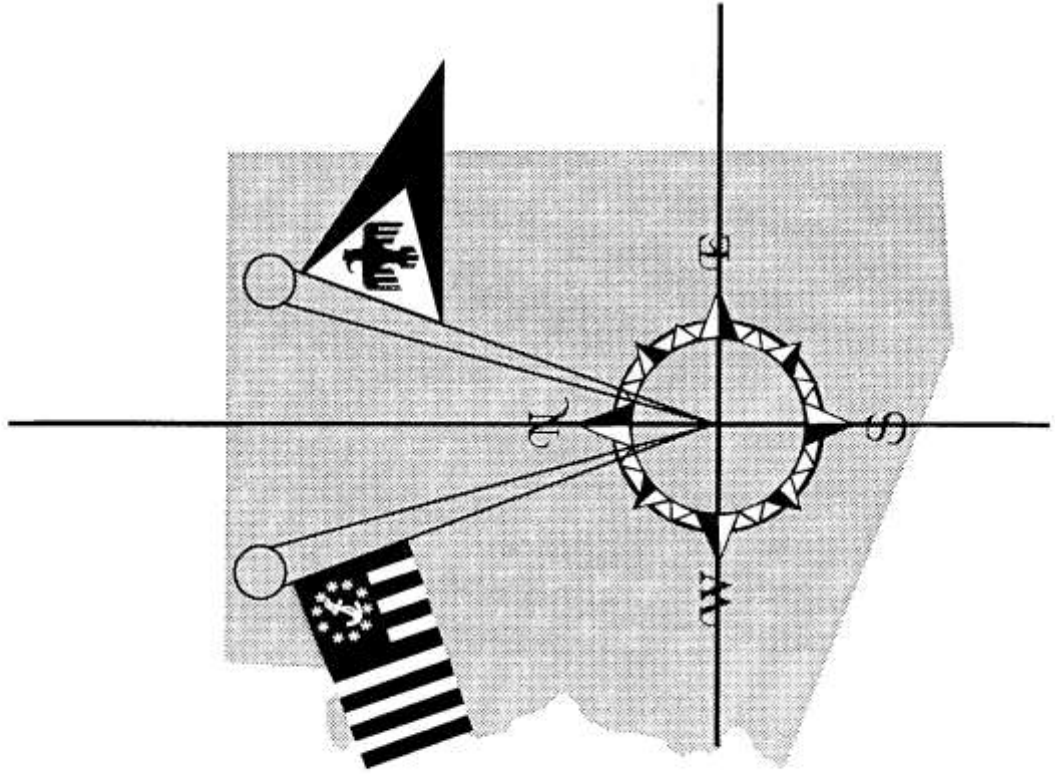
Name:

Signature:

Please mail this notice to
Lee Whitehead
5917 E. Beryl Avenue
Paradise Valley, AZ 85253-1105

BOS'N'S PIPE

Phoenix Power Squadron
A UNIT OF THE UNITED STATES POWER SQUADRONS
SAIL AND POWER BOATING



Now Hear This . . .

Bos'n's Pipe

5917 E. Beryl Avenue
Paradise Valley, AZ 85253-1105



First Class