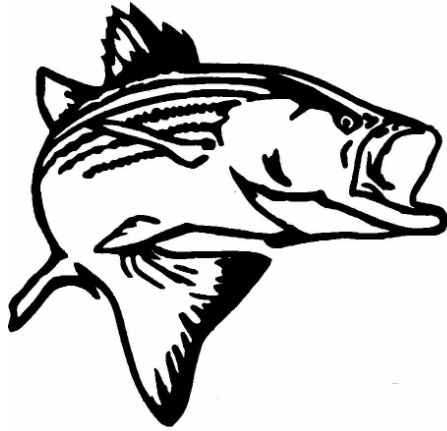


**Catch
The
Striper
Fever!**

T.S.B.A.



**Tennessee
Striped Bass
Association,
Inc.
Newsletter**

**January
2009**

***TSBA Annual
Kingston Tournament***

***Due to the current conditions at the
Kingston plant concerning the ash spill,
we will postpone the tournament
that was scheduled for February.***

President's Letter

I hope everyone had a great Christmas and a Happy New Year! I have been selected to be your President for 2009. For those of you who don't know me, I have been a member of TSBA for three years now and served on the Board of Directors for one year. I have a great passion for Striper fishing and will work hard to make sure the great fishery we enjoy now will be around for years to come.

I moved to Tennessee from Georgia in 2005 with very little knowledge of the great fishery we have in Tennessee. I joined the TSBA to learn new tricks, find places to fish, and meet new people who have the same incurable disease that I have called Striper fishing. Well, I can attest to the great members we have in our club, I am now familiar with most of the waters from Nashville East to Virginia, and I have gained a tremendous amount of knowledge thanks to the relationships I have developed through our club. I hope each of you will continue to reach out to new members and share your knowledge as you did with me.

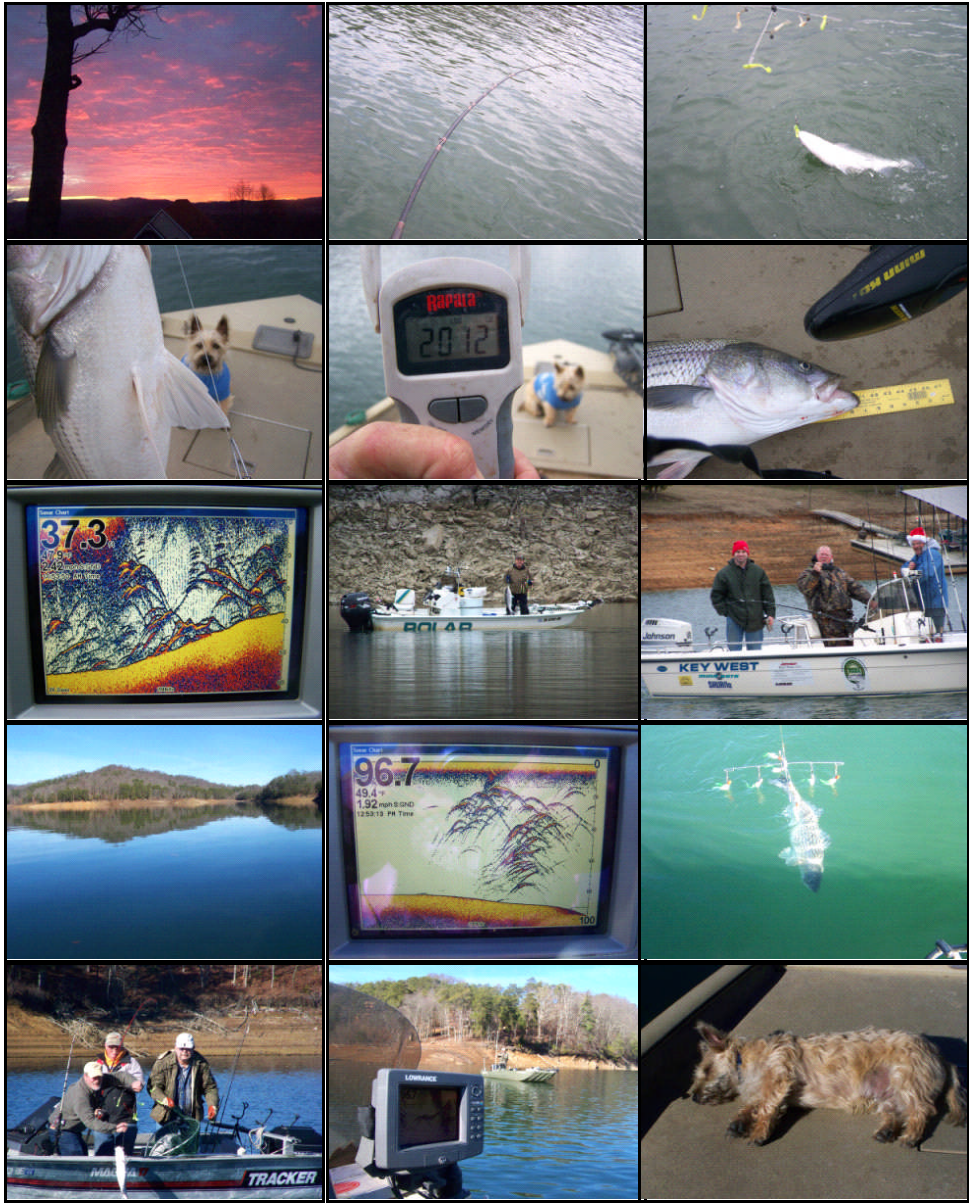
By the time you read this, we will have already had our Board of Directors meeting in December. We have quite an agenda scheduled. We will be discussing everything from how we can attract new members, community involvement, and how can we make our club better to how can we influence TWRA to continue to stock Stripers in Cherokee. In the February newsletter, I hope to have more specific info for everyone on how we will continue to grow our club and our plans for the up coming year. In the meantime, I ask for your participation and ideas for the future. Please try to attend as many meetings as possible to share your thoughts on our direction, and meet as many of your fellow club members as you can. If you can't make the meetings and have some ideas you want to share, please don't hesitate to call me. With everyone's participation, we will continue to grow our club and share our knowledge with as many people as possible and preserve the great fishery that we currently enjoy.

Tight Lines and hope to see you on the water.

Thanks,

Erik Engebretsen, TSBA President

Christmas week 2008 fishing!



Minutes of the November Meeting

Jim Blazier opened the meeting and introduced the guest speakers, Peter D. (Mac) McDermott and Wayne Schnell, from the U. S. Coast Guard Auxiliary. Boating safety classes are available. E-mail: auxcaptmac.net Phone 865-458-1959. A much shortened summary of topics was discussed on the Boating Safety classes. Anyone born after January 1, 1989 needs to complete a TWRA boater safety course to operate a boat. Boat preparation and what to do and not do like loading, running lights, life jackets, and fire extinguisher, waste and trash disposal, were discussed. After a break, there were enough door prizes for everyone. The 50/50 drawing was won by Betty Boshears. Additionally, Bill Ballou was nominated for Director.

Motions were made, seconded, and unanimously carried electing the new officers and directors for 2009, as follows:

President	Erik Engebretsen
Vice President	Jim Blazier
Secretary	Dick Vornehm
Treasurer	Doug Steffe
Assistant Treasurer	Allan Franklin
Director 3-year Term	Keith Shannon
Director 3-year Term	Bill Ballou
Director 1-year Term	John Butler
Director 1-year Term	Kyle Rutherford

Erik Engebretsen, Janine Johnson, and John Seiber will also continue as Directors.

Tim Adrian will be the guest speaker for the January 2009 TSBA meeting. He will have the highlights of his new Monster Stripers 2 video. Everyone is invited to the December 15th TSBA Board of Directors meeting. The Kingston Tournament is scheduled for February 21. The fishing reports were discussed and positive for most of the area lakes before Jim Blazier adjourned the meeting.

Ezell Cox, TSBA Secretary

Craig Blue with
Son Fletcher and Daughter Georgiana



Propeller Selection

One of the more important items required for a great striped-bass fishing boat is to select the optimum motor and propeller to power it. From my standpoint, selecting the best motor is fairly simple. Determine the maximum horsepower rating for your boat from the Coast Guard label attached to the inside of your boat. Then purchase the largest 4-stroke motor, up to the maximum-rated horsepower, that fits into your budget. I've yet to find a striper fisherman with this general setup that has been disappointed with their system.

Selecting the best propeller is not quite as simple as it takes a little experimentation to determine the one that best suits your needs. The reason for this is that it depends upon the design of your boat and how it's loaded and used. It's quite possible that two different fishermen could buy the same model boat and motor and then determine that they needed different propellers to obtain the optimum performance for the way they use their boats. For instance, a live-bait striper angler with a 50-gallon bait tank, a 250 pound partner, many batteries, on-board chargers, several casting nets, and lots of other heavy gear could easily need a lower-pitch propeller than a lone, bass fisherman with two rods and reels for flipping lures. The following outlines how I think the propeller selection should be done.

Diameter & Pitch: The two most important features of the propeller are its diameter and pitch. These will be stamped somewhere on the propeller - i.e., 13-1/4 x 17. The first number is the diameter in inches and the second number is the pitch. The pitch is the theoretical distance that the boat will advance during one revolution - assuming that there's no slippage. This is quite similar to the gear ratio on a car. Lowering the pitch means that you will have higher acceleration but less top-end speed while higher pitches will have the reverse effect. The next thing to do in the selection process is to determine the maximum rpm that the manufacturer of your motor recommends. Look in the owner's manual and there will be a recommended rpm range specified. Next, you'll need to have a tachometer for your motor mounted somewhere on your boat. Finally, have a GPS available so you can get accurate boat speed readings. Now that you have all of this, you are ready to go to the lake to run some tests. I would strongly suggest that you insist that the dealer who is selling you the motor go to the lake with you and bring along three propellers that fit your motor each with a different pitch. Before you start, try and load the boat with weight to simulate how much it will weigh after you've fully rigged it, as it's best to select the propeller with the boat loaded as you intend to use it. Now, install the highest-pitch propeller and see if you are satisfied with the acceleration. Next, measure the top-end rpm and boat speed in mph. Repeat the above process with all three propellers. Then, I would select the propeller which yields: 1 - high top-end speed, 2 - adequate acceleration, and 3 - an rpm reading under the

recommended maximum rpm. You may choose a propeller with a lower pitch if you want more acceleration out of the hole and you are willing to sacrifice a little top-end speed. It's up to you as to how you want your boat to perform, but you need to run the above tests so you can make an intelligent decision.

3 or 4 Blades: Most propeller manufacturers recommend 3-blade propellers for smaller fishing boats as they provide good acceleration and top-end performance. However, for boats with high-performance hulls powered by high-horsepower outboard motors, the 4-blade propeller appears to be propeller of choice. They provide better acceleration and less vibration at high speeds.

Aluminum vs. Stainless Steel: Practically all propellers for small pleasure boats are constructed from either aluminum or stainless steel. Aluminum propellers are relatively inexpensive and they are easier to repair. However, they are more easily damaged. Stainless steel propellers are much more durable, but they cost several times as much as their aluminum counterparts. However, they do provide better acceleration and top-end speed because they are more rigid and they flex less during operation. Buy the stainless steel version if your budget can stand it.

Construction: Most propellers are sold as a one-piece assembly whether they are aluminum or stainless steel. This includes the spline that slides over the output shaft of the motor. Other versions are designed and constructed from multiple pieces so that the hub does not have to be replaced if you damage the blades. You can buy a one-piece replacement blade assembly which will utilize the same hub system that you used on the propeller that you are replacing. This is much more economical than replacing the entire propeller. One such company that provides this type of system is the Michigan Wheel Corporation. I use their propeller system and I've never had a problem with it.

Internet vs. Retail Store: I've purchased most of my propellers via the Internet as I think it's a better way to go. First of all, you can get the same name-brand, quality propellers that you can obtain anywhere else and they cost less. You have to pay for shipping but there's no sales tax. Also, some of the Internet suppliers have programs where you can try out a specific propeller to see how it performs on your boat and then exchange it for a different propeller to try and optimize the performance. There's a very nominal exchange fee for this service, but it allows you to try another propeller if you aren't completely satisfied with your initial selection. Two companies that provide this service are www.propmd.com and www.iboats.com. I've purchased from both of them without any problems.

Determining the best propeller for your boat and motor is not an exact science. Hopefully, this information will help you with your selection.

Bob Leach

Fishing Hot Spots



Cherokee Lake

Condition: Good

Location: Spread out all over with a good number of fish near Hwy 25 Bridge. Fish are hitting top water baits. Birds are diving on the schools of shad driven up by the stripers.

Bait: Live Shad and Top Water

Norris Lake

Condition: Slow

Location: Stripers may be found farther upstream in the creeks. Use alewife and gizzard shad near the surface on drift lines or downriggers to 30 feet. Cast artificials into the breaking fish.

Notes: Fish are going back and there is some top water action. Bait, as always, is impossible to catch. Bring bait with you.

Watts Bar Lake

Condition: Fair

Notes: Fish near the Kingston Steam Plant in the warmer water. Remember to keep your boat within the buoys where designated in the Fishing Regulations. **Update:** There was an ash spill at the Kingston Steam Plant. Boating in this area is not recommended until further notice. Check the website or news for up-to-date info.

Melton Hill Lake

Condition: Fair

Location: Bull Run Steam plant or the Upper Clinch is the place to try with gizzard shad and cut-bait. Top water baits are definitely an option.

February Expectations

Wintertime patterns are expected in all reservoirs as long as the temperature remains well below 50 degrees. Slow catch rates will be on the mid lake and downstream sections. Winter kill off of small bait fish may start to develop as soon as the water temperature drops. The stripers and gulls may occasionally work the surface together. Normally the best fishing is near the large concentration of small baitfish in the main channels, 20 to 40 feet deep. The next few months is when the records have been and will be broken. The steam plants are the premium places to fish until the water warms up in the spring. Skipjack have been the choice bait for most of the past records and trophies; however, the most abundant forage fish will catch the most fish even if they are smaller bait. Planer boards, balloons, sinkers, bottom fishing and artificials all work at the steam plants while the high concentrations of baitfish and all types of game fish are there.

January 19th Meeting

**T.W.R.A. Jim Negus, Doug Peterson, Mike Smith
Cherokee Stocking**

February 16th Meeting

**Tim Adrian from Johnson City
Monster Stripers**

at Shoney's, Hwy. 61 - Norris/Clinton Exit

QUESTION OF THE MONTH

Have you had any motor problems that you think were caused by "BAD GAS?"

About 1/3 of the fishermen that responded reported that they had had motor problems that they attributed to "BAD GAS."

I thought that this would be a good subject for a short article when I read about "Ethanol Problems" in the September issue of the Midlands Striper Club newsletter. After a quick search of the Internet, I found several articles that addressed problems associated with using Ethanol enhanced gasoline for boating. The following is a summary of the articles.

We are currently buying gasoline for our cars and boats that is in the process of a major reformulation. Ethanol is a domestically produced product, primarily from corn, that is a renewable fuel. The gasoline that we usually purchase is E-10 (10% ethanol) and is being introduced across the country with some stations even offering E-85. The use of ethanol does present some problems for boaters that car and truck owners usually don't have to deal with. Most car and truck fuel tanks will be refilled weekly or biweekly so the fuel is much fresher when it is used by the engine than it would be in a lot of pleasure boats.

The problem with using alcohol/ethanol for boating is its hygroscopic nature. Hygroscopic means that it likes water and it attracts and couples with water in the air. This ethanol/water mixture will be heavier than gasoline causing it to settle in the bottom of the fuel tank. Over time the ethanol/water level (in a boat tank) will continue to grow larger than it would in a car tank since the average boater will not refill the tank as often as a car (truck) owner. This is called "phase separation," and over time the water/ethanol phase will reach a level that will be drawn into the fuel delivery system. If there is no fuel/water separator in the system the water will go to the carburetor or fuel injectors, and the engine will not run correctly. There is no quick fix for phase separation. Once it occurs, the only way to solve the problem is to pump out the gas/ethanol/water mixture from the tank.

There are other problems with using E-10 fuel due to its solvent properties. Since ethanol is a powerful solvent, it will break down the tars and organic sediment that is usually present in marine fuel tanks. The ethanol/water mix will also act as a stripping agent for old varnish and

gum accumulated from many years of gasoline being stored in the tank. If these organic contaminants are loosened from the fuel tank walls they can plug filters and injectors possibly disabling your engine. In cold weather the ethanol/water phase can also freeze or turn into a syrupy mix that will plug filters.

Now after telling this horror story about ethanol problems, let me stress that the majority of the fishermen in our club will not find it difficult to avoid the above listed problems. Most of the articles about ethanol problems were written about boats with large inboard tanks, and the boats usually went through long storage periods in the winter. Since it is not practical to completely drain your boats inboard fuel tank before it is stored for the winter, I will list some of the guidelines and tips I found that should help us avoid "BAD GAS" problems.

DO.....

Fill your tank to approximately 95% full to reduce the flow of air into the tank thereby reducing the amount of condensation.

Try to find a station that sells 100% gasoline instead of E-10 if possible. The internet says that they can still be found.

Use a fuel stabilizer such as STAR BRITE STAR TRON, which is advertised to help prevent water contamination in fuel tanks.

Use a good water separating fuel filter and carry a spare cartridge, such as Racor Filter.

DON'T....

Leave your tank partially full.

Let your boat sit idle for long periods.

If you have MTBE blended gas in your tank, do not add ethanol-blended gas until the tank is almost empty.

Jim Blazier

A Wonderful Winter Day of Fishing

Live bait fishing on Norris had been painfully slow for the last week or so. The days had been cold and windy, bait of all sizes just were not working.

A different approach was needed ...



The morning was cold, as we set out for a quest of the mighty striper. The first couple of spots produced a few marks on the finder but no hook ups. So we continued to search... as we rounded a big island we began to see white stuff in the air. It

looked like a **Winter blizzard!**



There had to be a reason for all this white stuff in the air, could there be a pressure causing the disturbance? A check of the

radar, showed us the culprit!!



We were headed in to the Perfect Storm, but how do we battle this disturbance? Live bait had not been working. 😞 😞



Well we thought, what we need to battle the storm are Umbrellas!



We fished on with great success. The white stuff kept blowing in all around us, and the finder kept arching out. Hook ups were predictable as we passed over schools, hits were induced by jigging the U-rigs. It was almost too much fun!



I personally have not had much success with the U-rigs, but this day has shown me what they are capable of doing in the right conditions. We caught fish of all sizes. The ones below 10 lbs. felt much larger with the drag of the rigs!!! The larger ones pulled like hogs!! I also discovered that day that even die hard live baiters can bait up with artificial.



He's (Ezell) out of the closet . . . he does go both ways!



In a couple hours we caught and released well over 25 fish. Our best fish weighed in at 19-5 and was 37.5". Several more were in the teens. I threw the towel in and ended the day with sore arms.

What a Wonderful Fishing Day!
Doug Steffe



Knots – Nautical Speed

A few years ago, I purchased a new Lowe 18' Jon boat and powered it with a 70 HP Suzuki, 4-stroke outboard motor. Based upon my observations with similarly-equipped boats owned by some of my fellow striper buddies, I expected this combination to have a top-end speed around 32 to 33 mph. The best that I could get out of this motor on my heavily-loaded boat was in the upper 20's. One day this summer, I was fishing with my fishing buddy and told her that I was really happy with my setup, but I did expect a little more speed. She looked at my GPS and immediately noticed that it was reporting the speed in knots and not mph. A knot, one nautical mile per hour, is about 15% faster than one regular mile per hour. Therefore, I have been achieving my desired speed all along. This triggered my curiosity as to the history of the nautical knot as a measurement for speed of a vessel on the water.

The history of the nautical knot dates back many centuries. As you can imagine, navigation then was much more difficult as they didn't have all of the electronic instrumentation that we enjoy today. Still, they really needed a way to determine how fast their ship was going. To accomplish this, they developed a simple system consisting of a long rope with a series of evenly-spaced knots tied into it. At the end of the rope, they attached a weighted, pie-shaped log chip which would float upright in the water. They would throw the log overboard and count the number of knots that passed through the hands of the sailor conducting the test in a specific period of time. If seven knots slipped through his hands in the allotted time period, then the ship's speed was 7 knots. After some experimentation, the length of rope between the knots was set at 47.25 feet and the time was set at 28 seconds. The time was measured with a special hourglass with 28 seconds of sand in it. The values might seem a bit odd, but they were set in an attempt to make one knot equal to one nautical mile per hour.

Actually, the articles that I got off the Internet really didn't know what came first - the definition of a knot or a nautical mile. It's sort of like, what came first - "The Chicken or the Egg." In any case, this was a clever technique that supplied the sailors with the best information available as to the speed of their ship, and I thought that you might find this bit of trivia interesting.

Bob Leach

YOUR 2009 TSBA OFFICERS, DIRECTORS AND STAFF

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jblazier@comcast.net

Treasurer:

Doug Steffe
865-278-2363, 865-335-3815

Secretary:

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Asst. Treasurer:

Allan Franklin
865-805-3120

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Kyle Rutherford, John Seiber, Keith Shannon

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Sponsor Coordinator: John Butler 865-207-7627

Kids' Fishing Day: Allan Franklin 865-805-3120

Tournament Coordinator: Allan Franklin 865-694-8888

Fish Hatchery Meetings (Pizza): Allan Franklin 865-694-8888

Door Prizes: Bob Leach 865-471-1365

Open Fishing Day Coordinators: John Butler & Dwayne Clark
865-207-7627, 865-964-9295

Fishing Trip Raffle: Jim Blazier 865-694-8014

The TSBA web site offers up-to-date fishin' reports to all
TSBA members. Visit the web at: **www.**

TNStripedBass.com

The current password is:

Username: "bait" Password: "fish"

2009 TSBA Calendar

Please attend TSBA events and join us at the meetings.
Monthly meetings will be held at Shoney's Restaurant, 2405 Andersonville Highway. Get off I-75 at Exit 122 (Hwy. 61 - Clinton/Norris), head east. Shoney's will be on the left.

January 19	Monthly Meeting, Dinner 6 PM, Meeting 7 PM
February 16	Monthly Meeting, Dinner 6 PM, Meeting 7 PM
March 16	Monthly Meeting, Dinner 6 PM, Meeting 7 PM
April 20	Monthly Meeting, Dinner 6 PM, Meeting 7 PM
April	StriperBowl
May	Norris Lake Advisory Committee Meeting
May 18	Monthly Meeting, Dinner 6 PM, Meeting 7 PM at Eagle Bend Fish Hatchery
June	Kids' Fishing Day - Grainger County Park-Cherokee
June 15	Monthly Meeting, Dinner 6 PM, Meeting 7 PM
July 20	Monthly Meeting, Dinner 6 PM, Meeting 7 PM at Eagle Bend Fish Hatchery
August 17	Monthly Meeting, Dinner 6 PM, Meeting 7 PM
September	TSBA Fish Fry - Grainger County Park-Cherokee
October 19	Monthly Meeting, Dinner 6 PM, Meeting 7 PM - Nominations for Directors and Officers
November 16	Monthly Meeting, Dinner 6 PM, Meeting 7 PM - Election of Directors and Officers
December 21	Board of Directors Meeting - Dinner 6 PM, Meeting 7PM

Membership Dues are due by January 31, 2009.

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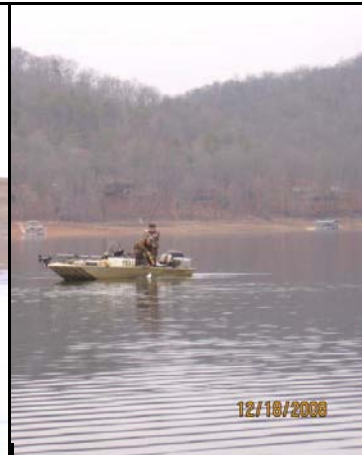
Dennis Bryant

Dennis was back on the water after a long down time due to a serious illness. Several of his fellow TSBA members were in the area to share in his excitement of catching the striper once again. We all could see and hear his radio chatter joy, as he put a hurting on the striper.

Ezell and his four legged partner accompany Dennis on a trip using one of his (Dennis) favorite winter fishing techniques, the U-rig. It had been a while since he fought a fish, but he remembered how!

Way to Go Dennis... we all had a great day!

Doug Steffe



Welcome
back,
Dennis!

T.S.B.A. 2009 MEMBERSHIP APPLICATION

As a member: *You'll receive a monthly newsletter.

- * You'll help support Striped Bass Fisheries & Wildlife Agencies.
- * You'll be informed of new regulations & information that affect Striper fishing.
- * You'll develop a network of "Striper friends."
- * You'll learn new methods to improve your Striped Bass fishing effectiveness.
- * You'll be able to call officers for fishing reports.
- * You'll be able to attend monthly meetings with informative programs.
- * You'll have access to all areas of the TSBA web page.

Is this a renewal ____ or a New Membership ____

Your Name _____

Spouse's Name _____

Address _____

City _____ State _____ Zip _____

Phone(_____) _____ # of minor children in family _____

E-Mail address _____

Referred By: _____

I have read and agree to abide by and be bound by the Tennessee Striped Bass Association, Inc. (TSBA) Bylaws*.

* A copy of the Bylaws can be found on the TSBA website at www.TNStripedBass.com or at the offices of the corporation.

(Signature)

(Date)

Enclose a check for \$20.00
Mail to: Tennessee Striped Bass Association, Inc
P. O. Box 163
Sharps Chapel, TN 37866

Note: All members must sign and submit this membership application with the 2009 dues. Yearly dues are due in January each year. New members that sign up in Oct., Nov., or Dec. will get credit for the remainder of that year and the following year.



The TSBA is a non-profit corporation that supports TW/RA & its Striped Bass & Cherokee Bass programs. We come together to provide a unified voice for the Striped Bass & the Cherokee Bass programs in the State of Tennessee. We educate the public & share our knowledge with fellow Striped Bass anglers.

**Tennessee Striped Bass Association, Inc.
P.O. Box 163
Sharps Chapel, TN 37866**



Thank you to all of you who have already renewed your TSBA membership. The deadline is January 31, 2009 for renewal. Your expiration date is on your mailing label. TSBA has a new mailing address. See above.