



RAG-POT

*Kennebec River Sail & Power Squadron's monthly newsletter
Unit of the United States Power Squadrons*

OCTOBER 2016

COMMANDER'S MESSAGE

It's time to put the boat "on the hard." So many good memories linger from the lazy summer days on the water and times spent with good friends. But reality sets in with the crisp cool mornings and brings with it the acceptance that another boating season is coming to an end. *Mary Allison* will look forlorn and lonely until she once again touches the water in May, but the prospect of exciting Squadron opportunities will warm her captain's soul!

Our executive board is working hard to provide fun and interesting programs for the dinner meetings which occur on the second Friday of each month from October through April. Come and enjoy the good company and presentations with us. Our members are our strength!

In the education department, we have several ongoing courses and more to come throughout the year. Consider taking a course and encourage neighbors and friends to do the same. Fresh water boaters are especially welcome.

Gini Fiedler

KRSPS CALENDAR

Monday, October 3, 2016

Exec. Board Meeting
East Coast Mortgage
Center St. Auburn
7 pm

Friday, October 14, 2016

DINNER MEETING
Gardiner Lions' Club
Rt. 201, Gardiner
6 pm Social, 7 pm Dinner

Monday, Nov. 7, 2016

Exec. Board Meeting
Steve Hayes' Office
One Weston Ct.
Augusta
7 pm

Friday, Nov. 11, 2016

DINNER MEETING
Rolondeau's Restaurant
720 Washington St.
Auburn
6 pm Social, 7 pm dinner

October 21-23, 2016

FALL CONFERENCE
DISTRICT 19
The Margate Resort
Laconia, NH

MAINE INLAND FISHERIES SPEAKER-OCT 14



SAFETY NEWS:

NEVER BUY FLARES AGAIN!

Here is a new safety item that is approved by USCG for your boat. It can add to or replace your flares for day or night. If used for daytime, it will need to be used with the distress flag, which comes with the Distress Light C-1001.

Only one distress light is required per boat and it will last for years. This is safer to use than traditional flares because there are no burning flames to burn your hand or boat and no smoke to inhale. This distress light (LED) is readily available at Weems & Plath, Hamilton Marine, the United States Power Squadron Store (usps.org), and most other marine supply stores. The cost is about \$99 and it will last for five to ten years, powered by C cell batteries which will flash for 60 hours before replacement.

Features:

- One time purchase
- USCG approved
- Uses 3 C-cell batteries
- No smoke-no burning
- Floats or attaches to your boat
- Replaces both night and day type flares
- Visible up to 10 nautical miles
- Flashes the SOS sequence, per USCG regulations
- Floats lens up and is waterproof and submersible
- Made in the USA

Tell Santa to add this to your list.....I already told Mrs. Claus. I guess I will have to be good!!

Submitted by Lt/C Ed Jones, AP/INC
D-19 Safety Officer

ED'S DOCK BOX

By Ed Jones, AP/INC

PROTECT YOUR EYES

Pack a pair of safety glasses with your on-board safety equipment.



When using aerial flares (handheld or pistol fired), wearing safety glasses just makes sense. You have one set of eyes...**Protect them!**

WEAR YOUR LIFE JACKET



Being on the water to enjoy the last bit boating means you really need to wear your life jacket or vest. The temperatures outside have dropped and water temps are in the low 50s, How long could you last in the water at those temperatures? I know—**"It won't happen to me."** No one plans to fall in, but things happen quickly; be ready. Protect yourself.

ANOTHER WINTERIZING HINT

Don't forget to winterize your pilot tube speedometer, blowing air into the hose toward the pilot to discharge any water that may be trapped in the tubing on a stern drive or outboard. Leave the tubing disconnected to allow it to dry over the winter, but don't forget to reconnect it in the spring!



EDUCATION

By Phyllis Jones, AP/IN



Courses are underway for ABC3, Piloting & Advanced Piloting.

Classes for ABC3 in the Lewiston Auburn area and Farmington area are ready to go as soon as we have students. We are also offering the following seminars:

Emergencies on Board

Lakes, Rivers & Streams Boating

Partners in Command

Tell your friends!!

Our current instructors will not need recertification until October, 2017. There was an error in communication which was clarified and corrected.

Join me in welcoming John "Jack" Walsh as a transferred instructor for our Squadron.

If you have course requests for winter or spring, now is the time to call me.

Any instructor attending the conference in October is asked to bring a favorite teaching tool to share.

MURPHY'S LAW AT WORK

By John Sullivan

Reprinted from Boatsafe.com

This story goes under the “anything that can go wrong will go wrong” category. Some years ago, my brother and I set out for a routine spring ritual, moving the boat from the marina to our mooring. Sounds simple enough, but....

(At this time I want to make it clear that I do not mean to express or imply any negative comments toward any manufacturer of boats or relevant equipment.)

I was aboard my Columbia 26 sailboat, and my brother Pete was aboard his Catalina 25. I was alone on my boat and my brother had a friend John with him. Our task was simple, get my boat out of the marina, motor through a short channel, and sail it about four miles to the mooring. Once at the mooring, shackle the mooring ball and take the winter buoy with us back to the marina in Pete's boat.

The meeting before the trip was brief. I had an airhorn on board, and if I needed help with anything I would sound the horn. With everyone in agreement on our procedures, we set off at about 4 pm. This should take us about three hours (“....a three hour tour”).

The inboard engine on my boat was at best temperamental, at worst, not worth its weight in scrap metal. However, after some verbal abuse from me, she decided to start. I quickly released my dock lines and headed out. As I headed for the channel opening, I felt a 125 knot headwind. The 4 knot current was in my favor (thanks be to God). As I got right in the middle of the narrowest part of the channel the engine quit and would not start. The next two sounds were my airhorn and some more verbal abuse from me.. By the time Pete and John got to me I had drifted through the worst part of the channel and was heading for a mooring field. So we quickly updated my vessel's status from “not under command” to “vessel in tow,” and narrowly averted in insurance nightmare.

The outboard on my brother's boat faithfully got us out into the open waters of the bay. Once there I hoisted the sails and cast off. For about the next hour we had fun racing against each other up the bay until we got to the mooring.

The plan was to have John get in the dinghy and row over to the mooring, shackle the mooring ball on. Once the ball was secure, I could then hit the mooring where he and the dinghy would be waiting. Then Pete would pick us up under power. Not terribly complicated.....really.

First problem: my brother attempts to drop his main sail and the halyard jams. Won't go up, won't come down. He has to cut it down and breaks my friend's knife in the process. My brother's turn to exercise some verbal abuse. Meanwhile, I took my jib down and I'm circling with my main only (my motor still wasn't cooperating.)

Next, John gets in the dinghy, heads for the mooring only to find out that the shackle won't fit the mooring chain. His turn with the verbal abuse. I hit the mooring pretty well under sail, but almost knocked him out of the dinghy in the process. I tie a docking line directly to the chain as a temporary fix, and have to leave it like that overnight. If I didn't already have a reason to lose sleep, I did now.

Still a little hot about cutting his main halyard, Pete picks me up and we start back to the marina, jib alone. We get the great idea to put up a spinnaker to make better time. It works, however it's starting to get dark....and cloudy.

Once we got back to the channel, it was totally dark, and the wind was completely dead....did someone say rain? We tried to start the outboard, but....no go! This was the only time in this engine's history that it did not start. Fortunately, the current was in our favor again (gone so long the tide changed). We drifted through the half mile long channel in the dark, and pouring rain. None of us had foul weather gear. That took about an hour. The spinnaker was hanging like a wet dish rag.

We reached the end of the channel, a quarter mile from the marina, and got caught in a whirlpool. We realized we were slowly, gently moving in a circle. One more try on the motor....it starts! Under power we finish the “Sail from Hell” and arrive back at the marina sometime after 11 pm. We were broken men.

After we put the boat away, Pete returned to his car only to find the windows down and his foul weather gear inside!





Holiday season already?

A note from Bert Glines

Well it's coming up to that all important time of the year. You know.....with all the hustle, bustle and preparations. What will be your theme this year and how many to make, hot or cold? Yup, the **APPETIZER COOK OFF** is just around the corner. This year, any appetizer that you would like to make is open for judging. So start trying out recipes and bring your selection to the Holiday Dinner at the Gardiner Lions' Club on December 9th. We had a delicious time last year and the tradition continues!

**WE HOPE EVERYONE CAN COME TO
OUR**

DINNER-OCT. 14, 2016

**GARDINER LION'S CLUB
(Route 201, behind the armory)**



Social Hour 6-7

Dinner at 7

BYOB

\$15

A representative from Maine Fish & Wildlife will speak about their safe boating class

**Call Harold at 623-1926 or email:
hrwood@roadrunner.com for your reservation!**