



# RAG-POT

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

**NOVEMBER 2016**

## COMMANDER'S MESSAGE

What a nice turnout we had at our October dinner meeting in Gardiner! It was great to meet Dana Andrews, Bob Thompson and Mark Johnston and welcome back our own "Bucky" Ward and Bob and Heather Remillard, whom we hadn't seen for awhile. New faces certainly perk up the gathering.

This month we have a real treat in store: Kim and Lynda Redmond's presentation of their sailing trip to Maritime Canada. Whenever we have members who are lucky enough (and work hard at the planning and execution) to travel to exciting destinations, we love to hear about their experiences. Mark your calendar and plan on attending our delicious dinner at Rolandeau's Restaurant to hear all about their trip.

On October 22, Gary Bain, Phyllis and Ed Jones and I attended the fall conference for District 19 in Laconia, NH. The programs about the On the Water Training class, Marine Patrol and Disaster Management were informative and interesting and good discussions were had at the business meeting. All members are welcome at the district meetings, so consider attending the spring conference this year to see what it is all about.

Think about taking a course or attending a seminar. We have several offerings coming up that might peak your interest!

*Gini Fiedler*

## KRSPS CALENDAR

### Monday, Nov. 7, 2016

Exec. Board Meeting  
Hayes Law Offices  
One Weston Ct. Augusta  
7 PM

### Friday, Nov 11, 2016

**DINNER MEETING**  
Rolandeau's Restaurant  
755 Washington St..  
Auburn  
6 pm Social, 7 pm Dinner

### Monday, Dec. 5, 2016

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

### Friday, Dec. 9, 2016

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



**SAILING ADVENTURES PROGRAM-NOV. 11**

# WHAT'S NEW in EDUCATION?

**We have more changes in the Educational Dept. At the Fall Conference, it was announced that any Non-Member student of an Elective or Advanced Course will have a charge of \$20 for registration and certificates. This is an increase of \$10. The fee is only for Non-Members that pass the exam. This will be effective as of Dec. 1, 2016. We will have to consider this in our course costs.**

**Seamanship is under revision currently and will be offered as 8 separate Seminars. In order to earn Seamanship credit, a student must complete all 8. This is an effort to attract individuals who can not commit to taking an 8 week course. Costs have not been determined at this time.**

**ABC 3 Online Students are no longer required to take a Proctored Exam for squadrons in Maine.**

**Two new Seminars are being released this Fall. They are: Propane Safety and Automatic Identification System (AIS).**

**As of this writing, ABC 3 Course in Augusta has been completed successfully and the Piloting and Advanced Piloting will be wrapping up within a week or two.**

**We are completing the Spring Schedules. Anyone who has comments or course requests, please let me know.**

**Submitted by,**

**Lt/C Phyllis Jones, AP/IN  
Educational Officer, KRSPS**



## **ED'S DOCK BOX**

Now is the time to take all batteries out of your equipment. If you have smoke detectors, CO monitors, handheld GPS, flashlights, etc. remove the batteries for lay up time. In the spring, install new batteries and be ready to go with fully charged equipment.. If the batteries are left in, corrosion occurs faster and the batteries won't hold a full charge.

Thieves are lurking. I am not making it easy for them this year. They will steal an outboard or stern drive for "quick cash." I suggest installing an engine lock that runs about \$35.

Thieves will also go after your propellers, especially if they are brass. Remove your propeller, clean it up and store it in a safe place. There have been a lot of thefts reported in the past year. PROTECT YOUR ASSETS.

## WHY I CHANGED MY MAINTENANCE

### SCHEDULE

by P/C John Horton, AP

A few years back I was doing my spring maintenance on my boat, getting it all ready to go for launch when I noticed I had a small crack in my propeller. Several years before on the August cruise in 120 feet of water, I hit a bag of rock salt just below the surface that broke a chunk off the propeller. I had the propeller fixed by H&H Propeller, where they bronze welded on a piece and did a great job of fixing it all up. So I pulled the propeller and had them send it off to fix it up again. A couple weeks later, they call me up and tell me it is too porous to weld, and I went and picked the propeller up and what I got back was a mess, as every time they tried to repair it, it just blew apart.

So at that point, I started the effort to get a new propeller, only to discover that the propeller is an odd size, as the boat is a French built DuFour. So I could order one from France, and it would be here in 16 weeks! Ok, not what I wanted, as the entire season would be gone. So I called all over the US, and I mean everywhere, to talk to people and try to get a resolution. Finally, I had 3 different people pointing me to this old guy in Massachusetts. So after a few tries, I finally get him, and yep, he was crystal clear in telling me he was the only one who could help me and anyone else would be a waste of my time. Even though I disliked the attitude I got from him, I had

been told pretty much what he was saying. So I moved forward, and he and I agreed to a plan that should have me a new propeller in a couple weeks.



I sent the old propeller down to him and we chatted once he had it. He decided to machine a bronze coupling to attach to my shaft and then install a new standard propeller that was a slightly different length and a slightly different pitch that he felt would give the same result. Ok, I'm good to try it.

At three weeks later, I am calling. On the fourth week, I finally reach someone, and it is the old guy's son. The old man had suffered a heart attack and been out of work, but would be back next week. So I started in April, and it was now approaching the end of May. Finally in the second week of June, I get the propeller and the adapter and go to install it. Low and behold, the adapter is not even close! So I call the old man and he says I will have to pull the drive shaft and send it all to him. UGH!!! This was not, what I was hoping for.

So I read up on how to pull the shaft and watched several videos online, as I had never done it and I was not looking forward to it. Finally I went out and used what I knew from my mechanics background and what I saw on video and after a fair amount of work, got the shaft out and sent everything down. I got it all back 4 weeks later, after the guy had basically, completely redone the adapter. It was now the middle of July, and I had written off the season.

So ever since I lost that season, I now do all of my maintenance in the fall once the boat is out of the water. That way if I do find an issue like this again, hopefully I can address it thru the winter and have it all set to go come spring. Maybe it is a lesson we all can learn from.

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## COMPUTER TIDBITS.....

BY P/D/C JOHN LITTLE, SN

Have you've heard of the GEEK Squad? Now let me tell you of another benefit of your membership in USPS. This is the **TECHSOUP** program but Just what is it? It's a Non-profit organization that partners with other companies, such as Adobe, Microsoft, & Symantic (Norton) to provide their products to other qualified Non-profit organizations at a reduced cost.

How about getting Adobe Photoshop for just \$29, or Microsoft Office 2016 Standard for \$29, or Pro for \$40, Sound interesting? Kennebec River Sail & Power Squadron has been designated as a qualified Non-profit organization authorized to receive these benefits. In order for YOU to participate you must register as a member of Kennebec River squadron and register as a USER.

You can buy more than one copy of a program if you have more than one computer. It's just the item cost x number of computers.

Go to [www.TechSoup.org](http://www.TechSoup.org) to begin your benefit. You can call me at 524-5212 or e-mail me at [jonlit@fairpoint.net](mailto:jonlit@fairpoint.net) for assistance or FYI.





# SAFETY

By Ed Jones, AP/INC

**While conducting Vessel Safety Checks, we discovered a high percentage of auto-inflatable PFDs that were not “powered up.” Inside the vest of the PFD is a cartridge and a tablet (pill). The tablet needs to be inserted and the cartridge screwed in place. The directions are in the manual that is attached to the PFD when you purchase it. The vest will not inflate to keep you afloat unless you have a working cartridge and viable tablet.**



**Manual inflatables only have a cartridge to screw in. Most come with the cartridges, however the cheaper ones do not! Check to see before you make your purchase.**

**Make sure your inflatable life jackets are in good working condition. It may mean the difference between life and death.**



## **COMING SOON.....**

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 9<sup>th</sup>. We had a delicious time last year and the tradition continues! (Or just come for the tasting)



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# DINNER-NOV. 11



**SOCIAL HOUR-6 PM**

**DINNER-7 PM**

N Washington St, Auburn



## Sailing to Nova Scotia and Newfoundland

By Kim and Lynda Redmond

**MAKE YOUR RESERVATION BY TUES. NOV. 8**

**HRWOOD@ROADRUNNER.COM OR 623-1926**