



# RAG-POT

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

**MARCH 2017**

## COMMANDER'S MESSAGE

It's time for our change of watch and we all look forward to working with our new bridge to make our Squadron better than ever. My time as commander has been very rewarding, supported by my executive board in every way. Thank you, Paul Dupuis, Harold Wood, Wanda Sprague, Ed Plourde, Thom Hoffman, Phyllis Jones, Ed Jones, Bert Glines, Gary Bain, Steve Hayes, Lynn Mecham and John Horton. I couldn't have done it without you.

What a good group we have to keep our Squadron moving forward, some in their same positions and some who have stepped forward to take responsibility for our continuing success. A special thank you is extended to Lynn Mecham who has agreed to serve once again as Commander to help us reinstate our line of succession to the bridge, and to his Executive Officer Jack Walsh who will be learning the processes to move up to Commander.

Finally, thank you to all of my friends who have trusted me with this position for the past two years and offered advice and help whenever needed. It is that support that makes our squadron unique.

*Gini Fiedler*

## KRSPS CALENDAR

**Monday, March 6, 2017**  
Exec. Board Meeting  
Hayes Law Offices  
One Weston Ct. Augusta  
7 PM

**Friday, March 10, 2017**  
**DINNER MEETING**  
Rolandeau's Restaurant  
775 Washington St. N  
Auburn  
6 pm Social, 7 pm Dinner

**Monday, April 3, 2017**  
Exec. Board Meeting  
East Coast Mortgage  
Center St. Auburn  
7 PM

**Friday, April 14, 2017**  
**DINNER MEETING**  
Gardiner Lions' Club  
Rt. 201, Gardiner  
6 pm Social, 7 pm Dinner

**PORTLAND PUDGY REPS TO SPEAK MAR. 10**

# Relocating Nav Instruments

## Primary tabs

by Gary Bain

I have for most of my sailing life been a "Single Handler" meaning that most of my electronics etc. have to be located in the cockpit. Even if one is not single handling a boat I have been always amazed by boats where radar, loran, GPS, Chart plotters and radios being located below decks. Of course with an autopilot it will allow you to go below decks but that generally means you will be running up and down the companion way. Okay if you like the extra exercise. On my previous boat, a Catalina 30, I had managed to get the radio and radar accessible from the cockpit. I used the lower drop board as the mount for my radar. The radio was mounted to the cabin top near the opening of the companion way. I placed an external speaker so I could hear, and life was good! I had a portable GPS (Garmin) and I bought the cradle for it (for power) so I was also able to mount it up under the dodger. My vision is still somewhat good so I could actually read it from the helm.



When we purchased our Catalina 36 in July 2003 it had the radar mounted off the shelf adjacent to the chart table so that it was suspended out over the chart table. The VHF radio was mounted on this shelf adjacent to the chart table chair. (Long reach from the cockpit). I was able to turn the radar enough to be able to see it if I leaned over the port coming and looked down through the companion way. Of course I managed to get myself off course because I was holding on to the wheel while leaning over "duh". Needless

to say, I was not going to be able to put up with this for the long haul. I also was hesitant to make immediate changes until I became somewhat comfortable with the handling of the boat. I only wanted to rearrange and install once. On previous boats many changes were made on the fly leaving telltale holes, wiring, etc. After the first season I decided on what I was going to do with the instruments. I had the original knot meter and a replaced depth sounder mounted on the pedestal which is another phenomenon I find myself wondering about. (I have one friend with a Catalina 34 in which one needs a stepstool to see over the helm.) I found on my boat I had to lean back to see the instruments and if the sun were right I had to be sitting down to read either KM or DS.



Over the winter of 2004 I got busy and made several changes. I managed to design and make a wooden bracket that would hold a new GPS chart plotter, the Radar screen, and the radio near the companion way, so that I could swing the radar and chart plotter out and put it out of the way when not needed. I tucked the VHF radio into this bracket as well and I am pleased with the outcome. I also moved the KM and DS to the starboard bulkhead. My wife



wanted me to make sure that we did not have the usual rat's nest of wiring exposed. I managed to route all the wiring under the shelf on the starboard bulkhead and brought it up

alongside the companion way (kept the rats nest to a minimum.) She has approved this arrangement and it is respectfully neat. Operating this past summer has been a pleasure. I can see everything from the helm.

I also managed to straighten out the Nav station. I installed my portable GPS and a handheld compass approximately where the radar was mounted. I also managed to straighten out the Nav station. I installed my portable GPS and a handheld compass approximately where the radar was mounted. I moved the AM-FM radio into the panel adjacent to the Nav station, along with a Link 20 monitor (another article for another time). As I said earlier, my goal was to make these relocations and installations a onetime event. So far it looks like I will be able to stick to my goal.



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# ED'S DOCK BOX

By Ed Jones, AP/INC

What can you tell by looking at a spark plug?

Spark plugs can tell a lot about what is going on inside your engine. Color, gap and deposits found on the firing end of the plug can provide an indication of overall engine condition and aid in diagnosing problems. Professionals use illuminated magnifiers to examine the insulator firing nose: A **light tan/gray color** indicates the spark plug is operating at optimum temperature and the engine is in good condition. **Soft black sooty deposits** that appear dry indicate excessively rich fuel mixture. An **oily wet coating** on the plug nose can be caused by engine oil leaking past worn valve guides or piston rings and allowing the oil into the combustion chamber. Wet deposits can also be the result of a breached head gasket. A **chalky white insulator**, rapid electrode wear and absence of deposits indicate an overheated plug. Excessive electrode wear, misfire during acceleration and difficult starting are signs of a worn out plug. Tiny specs on the core nose of the spark plug and occasionally fractured insulator tips are a sign of detonation. An uncontrolled burning of fuel that can be catastrophic if left unchecked. Unfortunately, detonation in a marine engine often goes undetected due to exhaust and water noise. Water droplets and/or rust indicate water intrusion into the cylinder which could be caused by a bad head gasket or water in the fuel, On an inboard, it also can be an indicator of a bad exhaust manifold or riser.

# EDUCATION DEPARTMENT

Courses are up and running. We have two new Advanced Piloting graduates and a Seaman-ship graduate. ABC3 in Augusta is coming to a close and the ABC3 in Waterville has been canceled due to lack of enrollment. Our trailering seminar was also canceled.

ABC 3 is scheduled to start in Gardiner on March 22<sup>nd</sup> with P/C Hobie Ellis, SN, and Lt/C Paul Dupuis, S has scheduled a class at the Poland Rec Department beginning April 7.

Seminars offered are: Anchoring, March 15 at Cony Adult Ed in Augusta; Emergencies on Board, April 4 at Mid Maine Adult Ed in Waterville; Rules of the Road (Waterways), April 25<sup>th</sup> in Waterville. Members and general public are welcome—*encourage your friends to come!*

In October, we will provide Instructor Recertification as required by National for **ALL** instructors. Please let me know as soon as possible if you do not plan to recertify. I need a correct count to order updates and materials.

**CONTACT ME WITH QUESTIONS ABOUT SEMINARS OR COURSES:**

**EMAIL [PHYJONES@MYFAIRPOINT.NET](mailto:PHYJONES@MYFAIRPOINT.NET); PHONE 645-3109**

**LT/C PHYLLIS JONES, AP/IN**

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## Safety Department

by D/Lt Ed Jones, AP/INC

### CHECKING YOUR HULL

To detect delamination, cracks or separation of the hull core, tap the hull with a rubber or plastic hammer with a head of at least  $\frac{3}{4}$  inch diameter. By tapping on the hull surface with the proper hammer and listening to the sounds you'll get an indication of the hull's condition.

When "sounding" the hull, the most important areas are: around the through-hull fittings, strut bases, the keel and forward hull bottom. As a guide, I tap two or more taps every square foot, unless there is cause for concern.

A fiberglass hull should have a high-pitched ring when tapped. The same section that is delaminated would produce a much lower, hollow sound. If you hear a discrepancy, consider bringing in a professional. A core laminate should produce a lower pitched thud. Although these soundings are not scientific evaluations, the key is to listen for differences between areas and figure out and understand the reasons for them.

**Ed Jones is our squadron safety officer AND District 19 Safety Officer**



Our cruise schedule:

August 4- Christmas Cove  
August 5- Tenant's Harbor  
August 6- Pulpit Harbor (North Haven)  
August 7- Castine  
August 8- Fort Point (Penobscot River)  
August 9- Bucksport  
August 10- Cradle Cove (Isleboro)  
August 11- Rockland  
August 12- Home Port bound

Come for dinner at Christmas Cove  
or bring your boat and join us at  
any of these wonderful destinations

## ***DINNER - MARCH 10***



755 Washington St N Auburn

**SOCIAL HOUR 6 PM**

**DINNER 7 PM**

**COST \$20**

**Call or email for your reservation to enjoy  
dinner with friends and a great program:**

**[Hrwood@roadrunner.com](mailto:Hrwood@roadrunner.com) 623-1926**

(Before 7 pm Tuesday March 7)

**THE PORTLAND PUDGY**

