



RAG-POT

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

MAY 2017

COMMANDER'S MESSAGE

Sunday morning, sitting here with a cup of coffee going, breakfast with my wife (first time in weeks), I realize how busy life is for us..how many things we juggle in our lives that need to be done. Our children are grown, we work but have some time to ourselves. But still it takes all of our energy and time to just keep up.

So here I am, sitting in the sunshine having just returned from the District 19 council meeting. They have finally realized that the current USPS business plan is not flourishing in a manner that we would all like it to, so they are thinking along some new lines. I consider it a baby step while the organization actually needs to be tasered into action, some re-branding has been proposed. The slogan:

UNITED STATES POWER AND SAIL SQUADRONS
AMERICAS BOATING CLUB

is the latest offering from national with a new push to bring in an additional group of boaters. There is a large group of people that have been mostly ignored to date and I think our organization has noticed where boating as a whole is going.

"Paddlers" is the label being used for kayaks, canoes, paddle-boards etc. By and large I agree with this notion. We as an organization and individuals need to reach out and invite and welcome some diversity into our club. Reach out, shake a hand and introduce us to the world seems to be the new goal at national but I think as a group we do that already.

So back to my original rant. What can we do as an organization to convince people to spend some of their time and join us in our activities? It came to me on the drive home that perhaps we could approach our goals from a different angle. What if instead of them joining us, we join them? Ultimately we are an educational organization; what if we reach out to some groups in the schools, scouting, trekking or whatever you can think of and invite ourselves in to share our time and passion with them?

Yours truly in safe boating,
CDR Lynn Mecham AP

P.S. Ask me about my bucket list boating trip!

KRSPS CALENDAR

Monday, May 1, 2017

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

Monday, June 5, 2017

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

Saturday in July

Lobster Picnic
Details to follow next
month!

Friday, August 4, 2017

**SUMMER CRUISE
KICKOFF DINNER**
Christmas Cove
6 PM

August 5-12

SUMMER CRUISE
(See April Ragpot for
schedule)



SUMMER CRUISE - AUGUST 5-12

From the Ship's Log

Or.....Experiences we want to remember!!

Perhaps it seems pretentious—*Mary Allison* is not really a “ship.” However, she has been my home on the water for eighteen years and served me well. A tale of an overnight crossing to Nova Scotia comes to mind whenever I think of moments to share.

To set the background, I must first describe our float plan and purpose. My husband, Bill, and I made a plan with Bob and Ursula Withrow on their 37 ft. sailboat, *Daybreak*, to cross the Bay of Fundy from Northeast Harbor, round Cape Sable and anchor at Negro Island near Shelburne. From there, we planned to explore the Nova Scotia coast and Bras d’Or Lakes. It was to take approximately twenty hours and in order that we would always be within radio contact distance, we planned it so that *Daybreak* would leave a few hours earlier and *Mary Allison* would follow, meeting up about halfway through the trip. Our cruising speeds were not equal.

As planned, we left Northeast Harbor at different times and *Mary Allison* overtook *Daybreak* about 2200, just after dark. Oh, and was it ever dark that night! Bill was at the helm until 2300 hours, and then it was my turn at the wheel.

Although I am completely comfortable navigating in dense fog, somehow the “dark of night” is ever so much more unnerving. I was steaming along at 7.2 knots as always and moving forward into the black depths, with my computer chart plotter and radar to guide me. Suddenly, I saw a target on the radar on my starboard at a bearing of about 100 degrees, and I initially thought it might be *Daybreak*. Soon, it became evident that it was moving much faster than our friends and as I turned my head to the right, I saw a Canadian fishing boat bearing down on me on a collision course. It was so close that I just flung the wheel to port hard and it steamed right across in front as I did.

I was so undone, that I couldn’t remember the course that I had been on, and I woke Bill to ask him. Fortunately, he did remember and we were soon back on course, but he never saw the fishing boat because it had disappeared before he stood up to look out! He was convinced that I had fallen asleep and dreamed the whole thing!

After we reached Negro Island and met *Daybreak*, I was vindicated when Bob and Ursula corroborated my story. To this day, I do not enjoy night crossings unless there is a bright moon! (Gini Fiedler)



New post on Resolute

Scott Miller is a member of Penobscot Bay Power Squadron who is traveling across the Atlantic to participate In the Ostar Race. Follow his blog!!

All reefed down

by Scott

The forecast for the next three days is pretty straightforward—30 kts from the north. Should be good for speed; bad for crew comfort. Not as bad as going closehauled into such winds, but the seas are likely to get quite big over three days. I would have considered sailing around this weather, but it's basically everywhere.

So, grin (or grimace) and bear it. The storm jib went up yesterday; the second reef will go in as soon as I post this note (I'm likely to get a bit wet on deck, so I decided to do this first).

Had a close encounter with another sailboat around 2am today. Tamarind's AIS was only visible for 4 nm, so we came within a mile or so of each other (she didn't show up on radar). We spoke on VHF but didn't make much progress beyond confirming that we're both sailboats. The watch captain's English was only marginally better than my awful Spanish.

Well, enough procrastinating. Time to get on deck and put in that second reef.

I may not post for a while. Imagine typing away on an iPad while being tossed around in a washing machine. Not pleasant!

Scott | April 18, 2017 at 5:05 pm | Categories: [OSTAR 2017](#) | URL: <http://wp.me/p8sw48-38>

[See all comments](#)

<http://resolute.ustiger.net/2017/04/18/all-reefed-down/>

YOUR KENNEBEC RIVER BRIDGE OFFICERS

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EDUCATION...IT'S OUR BUSINESS!

Educational Officer-Lt/C Phyllis Jones, AP/IN

KRSPS started Fall, Winter and Spring with a full schedule of courses and seminars. We had ample instructors ready to teach the Basic and Advanced Courses. This year we canceled more classes than ever. Maybe we had one student register and many of the seminars had nobody registered. One of the school's policy was to have 6-8 students per class offered or they canceled the class. This happened in three different classes.

We did have one ABC3 class and we had three students take an advanced course. These students were successful in completing the courses. I believe that costs and travel was a deterring factor for many. Lack of student commitment was another.

I did receive about a dozen inquiries for ABC3 after our schedules were finished. Most of these calls have been taken care of in some way. Each got individual attention. Other arrangements were made for some.

I want to thank KRSPS Instructors who helped insure that students got the instruction they required. These instructors went "Above and Beyond" to provide Boating Education. Thank You!

The Dock Box

by Lt/C Ed Jones AP/INC

You wintered your boat with the fuel tanks nearly empty. You are ready to fill the tanks for the 2017 Boating Season. Do you know when the best time to change your fuel & water separator??? It is recommended that you let the "old" separator collect any "junk" and water from the winter condensation, then install a new separator.

Corrosion Prevention: The 1st place corrosion collects, is at the fuse connections and breaker terminals. Inspect these areas while you are "Spring Commissioning". Inspect mid season as well. Sanding the fuse ends will remove the protective coating. The best way to clean them is to clean with mineral spirits on a coarse rag and wipe clean. Apply "dielectric grease" to all terminals.

SAFETY PART 2: Continued from April's Rag Pot

"Why Boats Sink"

By Lt/C Ed Jones, AP/INC

Your boat is sinking, you have found the leak(s); what are you going to use to plug the hole??? Do you know that an average 30 ft. boat has a dozen holes in the hull (by design)? Know where the holes are. A 2 inch diameter hole 6 inches below the water line lets in about 55 gallons of water per minute. The same hole, 2 feet below the water line lets in 110 gallons of water per minute.

I hope that you and all passengers are wearing their life jackets!! If not, that is the first safety task. If you have a plug kit of wooden, plastic or foam tapered pegs, you are ahead of the leaking problem. If these are not aboard---what can you use????

Grab an unused life jacket and stuff it in the hole; brace it in place with something stiff, (a cupboard door would work) to hold in place. A boat cushion, mattress foam, pillow, folded or rolled beach towel will help slow the leaks. Pack them in tight! If you should have a Nerf ball, football or a swim "noodle", shove them into the hole to slow the water coming in. The "noodle" can be cut with a steak knife to fit the hole, use more than one piece if necessary. A Sea Tow Captain recommended a medium tub of "Stay A Float" Marine Paste be kept on your boat. It is easy to apply to holes and cracks and is easy to store aboard. Oil pads, sprayed with WD40 will block water coming in. Pack it really tightly. Gorilla Tape will work as a barrier for small holes and cracks. I know a person who grabbed a plastic bowl and then braced it with an oar to hold it in place.

If you don't have items to stop a leak, you might want to see what is available and store them onboard. The tapered wedges or pegs are the most popular. Be sure to get a variety of sizes. There is a spray foam, called Great Stuff that works well. These are temporary fixes and may get you to shore.

Make sure you and your boat are ready for "Splash Day". Double check your safety gear. Get a Vessel Safety Check from one of our members; the VSCs are free!

Northern America's Boat Safety Week is May 20th to May 26th. Please help us Promote Safe Boating and Encourage other Boaters to WEAR THEIR LIFE JACKETS!

DON'T JUST PACK IT! WEAR YOUR JACKET!! WEAR IT!!

Mark your calendar and make it a point to join your friends for dinner at Christmas Cove on August 4th at 6 pm.