



RAG-POT



AMERICA'S BOATING CLUB

For Boaters, By Boaters™



*Kennebec River Sail & Power Squadron's Monthly Newsletter
A Unit of the United States Power Squadrons*

Fellow Mariners:

Despite our best efforts, normal activity that your bridge is striving for is proving difficult. We were looking as possibilities in getting the members together to renew friendships as the pandemic is worsening. We will try to get something going for a Christmas social but don't keep your hopes too high.

The D19 council met last Saturday via zoom. Seventeen attended, which is good. DC Bill Wood has been in the hospital for some time and was not able to attend. Here is some news about what's happening:

The district budget was adjusted by \$900 to allow attending the national meeting on Feb 18-21 in Florida if not canceled.

A new virtual background for video presentations we may choose to create is available on the USPS.org website.

Membership and retention is still Job 1. I learned about cyber members, those who have used on-line educational resources. They make up half of all course takers and Google Classroom is becoming popular.

USPS currently has 23,000 members nationally; D19 has 336 members in 6 squadrons.

The quarterly Ensign is now available **only** online.

You can download a new ABC phone app which has many new bells and whistles.

The required VSC inspections for re-certification has been waived. Virtual VSCs can be done (mainly for safety) but no sticker is issued.

I will continue to consult the bridge as to where we go from here. That's it for now. Stay safe.

Cdr Ed Plourde AP

NOVEMBER 2020

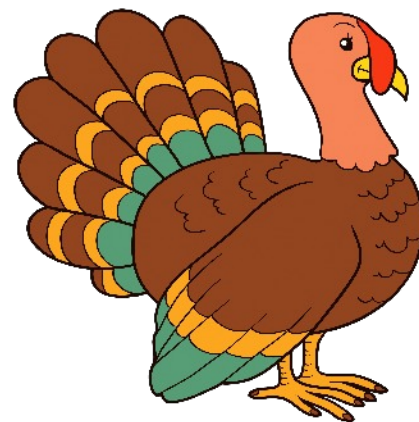
KRPS CALENDAR

DECEMBER

**Christmas Gathering
Time and place to be
announced.**

HAPPY THANKSGIVING

**Celebrate safely and
ENJOY!!**



Education Corner

By Phyllis Jones, AP

207-645-3109

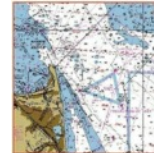
In the midst of this COVID 19, we are once again put on hold with the Fall Courses and Seminars. There will be NO Face to Face Classes this Fall. You are welcome to go online at your leisure. Visit USPS.ORG.

We will plan to hold Courses & Seminars during the Winter (2020) and the Spring (2021) provided the Covid 19 is under control.

Recertification for Instructors was held on Sept. 11th on line through USPS. All Instructors for Kennebec River are current.

I have made contact with 3 more potential new members. I will send them invitations to join us, when we meet again.

Take a browse on line for new courses and Seminars. If you are interested in any, PLEASE let me know.



ED'S DOCK BOX

By Ed Jones, AP/Inc

How many of you have tried to fix something on your boat where there is limited space and low lighting? It can be a real pain in the "stern". Most places have barely room for your fingers, let alone a wrench. Buy a head lamp to help with the lighting and put it in your tool box. They are worthwhile.

One of the inevitables of boating is hitting a rock, something in the water, or a ledge and bending your prop or spinning its hub. If you have to do an "on-the-water" change; you will appreciate a "Floating Prop Wrench". You will be very glad to have this tool in your on board tool box. Most Marine stores carry this item for your motor. Oh! YES, you should carry a spare prop on board.

Stay Safe out there!

SAFETY is NO. 1

By Ed Jones, AP/IN

STORING YOUR PFDs

Boating Season is coming to a close and some of us still have work to do for the winter. With that, we know what needs to be done to winterize and what needs to be taken off the boat.

What about your PFD's????PLEASE check each and every one you have.

- **Be sure they are completely dry before storing.**
- **Check for tears, black mold, torn zippers, non-working zippers, torn seams, straps and buckles, and soiled areas.**
- **DO NOT store your PFD's in plastic bags that are not ventilated. If the PFD is damp, moisture forms on a sealed bag, creating mold and rot.**
- **You can check for any soiled areas. Clean with Dawn dish liquid and warm water with a soft cloth. Fully dry before storing.**
- **Store in a dry place in PFD Bag with ventilation. You can add 1 or 2 Fabric dryer sheets to keep spiders and etc. out.**

CARING for INFLATABLE PFDs

- **Check straps and buckles.**
- **Check the Velcro, if debris is stuck in the hook & loop, use a brush with spaced plastic bristles, or a wire pet brush to clean.**
- **Blow your PFD up manually. Check for any leaks or damage to inside seams. Deflate.**
- **Unscrew your activation cylinder and clean around the valve. Check the activation tablet. If it does not look fresh and circular, remove it. Either replace the tablet now or put it in a small ziplock bag with the cylinder and keep with the jacket, so you will get a new tablets when you shop.**
- **You can clean the Inflatable PFD as you would clean you other PFD's.**
- **Dry fully before storing.**
- **Be SAFE anytime on the boat, on the water or on the hard!**

Your club's summer cruise WE HAD A BALL!!



SEE YOU ON THE WATER IN 2021!

DOCK LINES (FROM SEATOW)

Tying up to a bulkhead or a dock can become confusing, but simply knowing the names and purpose of the various lines on your vessel can smooth the entire process.

BOW LINES originate from a cleat at the front of your boat, run through a cleat on the forward gunwhale, and attach to a cleat or other tying fixture on the dock or bulkhead. Secure this line so the boat cleat is even with or slightly ahead of the tying fixture. Secure bow lines first when possible.

STERN LINES originate from cleats or chocks on opposite sides of the transom. Use the line closest to the tying fixture first when securing to a dock or bulkhead. For slips or berths use both stern lines.

SPRING LINES keep the wind blowing parallel to the dock from pushing your boat away from the secured position. Forward springs originate from the stern and run one-third or more of the vessel's length toward the bow. Aft springs originate at the bow and run toward the stern. Pull on the forward spring to bring the stern closer to the dock, Pull the aft spring to bring in the bow.

CHECK YOUR SURROUNDINGS to take into consideration wind direction/speed, tide and current. Spring lines should be tight at **LOW TIDE**.

MANY BOATERS NEED THIS LESSON! (ED)