

# RAG-POT

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

**MAY 2013**

## **COMMANDER'S MESSAGE**

It's May! Memorial Day is not far away and preparations to splash are well underway, if not close to completion. While my target date is closer to Father's Day than Memorial Day, my process is no different than any other boater: identify/remember things that need to be fixed, plan the steps required, acquire the materials (and help from friends), and then execute with blood, sweat and tears (I am not the most adept handyman). Sure, it's possible to just launch, but I know that time spent in goal setting and planning pays dividends and makes the summer safer, more efficient and far more enjoyable.

This same process is true of almost every part of our lives, whether work, housekeeping & maintenance and even play — unless you set goals and plan, you may never accomplish what you want; indeed, you will likely fail.

I had the opportunity to attend the District Council and Conference on the last weekend of April. It was good to meet the commanders and others who volunteer their time to make our District possible. But one thing was missing — there was no discussion of goals, projects, planning or even where we want to be as an organization next year at this time. Instead, I heard of squadrons that are barely holding on and who may not be in existence next year because their membership has “aged out,” left boating or otherwise lost interest. They are not growing — they are dying.

KRSPS is in far better shape than perhaps any other squadron in our District. We still hold regular dinner meetings, regular Xcom meetings, and actually have an annual cruise (we may well be the last squadron in District 19 that does). But we are also losing far more members each year than we add.

Our goals must rest on the three pillars of USPS: Fellowship, Education and Public Service. People want to belong to organizations that meet their needs; one or more of these elements is important to each of our members. We need to work harder to identify why people belong, what activities and services are important to them and most importantly, what is it about KRSPS that would motivate them to invite their friends, children and others to join. We need to work to engage those who come to us for their Boater Safety or other classes to expand their involvement in public service and fellowship. We need to improve our “customer service.”

Neither I nor the Xcom know what makes the KRSPS important to you nor how we can make your membership more meaningful and fulfilling. We will therefore be asking for your help in setting our own goals, making our own plans and then joining together to succeed. Please help, because without your involvement the next organizational obituary may be ours.

## **KRSPS CALENDAR**

### **Monday, June 3, 2013**

Exec. Com. Meeting  
Hayes Law Offices  
One Weston Court, Augusta

### **July Xcom meeting by e-mail**

### **July 12-15, 2013**

**Daily Practical On The Water sessions (limited to 6 students each) for Boat Operator Certificate**

Contact John McMullen  
Cathance River,  
Bowdoinham, ME  
207-433-7848 (home)  
postms@comcast.net  
Enroll at USPS.ORG

### **June-July-August**

### **Ad Hoc Flash Rendezvous**

### **August 2-10, 2013**

### **KRSPS Annual Cruise**

**Tenants Harbor to Mt. Desert and back (see last page)**

### **Saturday, Sept. 14, 2013**

### **Annual Lobster Dinner**

**Gini Fiedler home  
Messalonskee Lake  
Oakland, Maine**

## DISTRICT 19 SPRING COUNCIL & CONFERENCE MEETING

In a common sense departure from tradition, District 19 held its Spring Council Meeting and District Conference on the same weekend (April 26-28) in the same locale, the North Conway Grand Hotel. Before it ended we were informed that tradition has won and in the future, the Council will be held “well in advance” of the conference and in Arundel (also known for hosting the York County Jail).

Attendees from Kennebec River included Cdr. Steve Hayes, P/Cdr. Gary Bain (in his capacity as District Rules Committee Chair), SEO Phyllis Jones and Safety Chair Ed Jones.

The business of the Council meeting and the Conference meeting was primarily the giving of reports, the adoption of the revised bylaws and adoption of the new budget. We also re-elected the bridge and other committee posts for another year. This modest amount of business was generally secondary to the renewal and creation of new relationships, and the informal exchange of ideas and thoughts on how to run our squadrons and the USPS District 19.



Gary Bain completed the work of several years and presented the new District Bylaws. They are fundamentally based upon the National model bylaws for Districts and took an amazing amount of adaptation and various approvals before they could be presented to our District for adoption (which itself is subject to further review and approval by National). Even after this review, people reading the model language discovered places where it was misworded, in that the words did not parallel the

intent. Alternate, clearer language was adopted and hopefully National will not find the deviations objectionable. Each squadron was also encouraged to update its own bylaws using the National model.



The District is financially sound. The Conference is its primary financial driver – if it makes a modest amount of money, the District meets its modest ( $\pm$ \$3200) budget; if it loses money, the District dips into its reserve ( $\pm$ \$9,000). Last year the reserve grew by \$1,000, primarily because the Bridge lowered its expenses. The new budget is functionally identical to the last.

The major new program of the year for District 19 will be the Boat Operators Certificate Program, which will be addressed in a separate article. John McMullen is doing a great job leading this effort, with able assistance from Ed Jones (the only other certifier in District 19).

The Conference on Saturday started with a report from National Representative Tom Roscoe. Tom is a former member of Amoskeag SPS and was familiar to many of the current leadership. [Having a reasonably local national representative will be common in the future, as National will no longer fund a visit by the USPS Commander's representative]. Tom is now a Rear Admiral in the national USPS, with four departments under his purview: Safety, CPR/First Aid, the Vessel Safety Check program (P/D/C Lee Chasse is lead staff person) and the Recreational Boating Safety Visitation Program.

The big changes at the National level are that many of our courses are going to be offered online to the public. The first class will be Seamanship, which is currently being adapted for online participation by a Florida college and is expected to

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debut at the end of the 2013. Other courses are being adapted with funding from USPS (\$100,000) and BoatUS. There are six seminars targeted for online participation, starting with "Partner in Command," a new version of the "Skipper Saver" seminar, which focuses on training those who will need to step up if something happens to the Skipper. What will this do to Squadron education efforts? Squadrons are expected to receive some of the money and participants will be referred to squadrons within 100 miles of their location.

We can also expect that the USPS website will be changing. The redesign is in process, with a goal of making it easier to find information. Most of the work

only 33 districts need be kept happy). I think that the opportunity to serve in a more meaningful way in an area in which you have a passion was a more compelling reason.

There are modest changes anticipated for the VSC program – we will be encouraged to seek replacement decals from our district rather than locally, and Lee Chasse will be closely monitoring to see that vessel inspection reports are filed. NH is facing new challenges because marine patrol no longer has a budget to monitor lakes, meaning that local volunteers (including USPS members) now patrol and call for help as needed. There was some discussion of inspecting canoes and kayaks (not encouraged nor prohibited) and publicly owned boats (they are exempt under Coast Guard regulations).

The Recreational Boating Safety Visitation Program is primarily one of boater education through the aid of local businesses, offices and marine dealerships. There is a downloadable guide at USPS.org. The Coast Guard and Coast Guard Auxiliary have produced a wealth of material for distribution. John McMullen of Wawenock SPS has much of this in storage because of his other capacity as materials officer for his CGA. We will have the opportunity to access that material and distribute it as we deem appropriate.

The next conference will be held next fall in Bath, hosted by Wawenock. This should be an excellent program and you should seriously consider attending. Among the known highlights is the ability to visit the



is expected to be done in time for the 2014 national convention in Jacksonville.

The USPS is also warming up for its 2014 Centennial celebration. Already planned are cruises that will initiate from the national convention site in Jacksonville at the end of the national convention. National meetings are also being reconfigured – instead of lasting a week, the meetings, expo and national meeting will be compressed into Thursday through Saturday.

Lastly Tom encouraged everyone to complete a resume of our USPS experience online with USPS. It is constantly looking for good people with local and district experience to participate in national committees. His pitch to squadron commanders is that we get to move from a situation where we keep all members happy, to district leadership (where we keep only 10 squadrons happy) to national (where



Maine Marine Museum and the famous Maine author Nigel Calder coming to speak on reading charts and the risk associated with navigating by GPS. You probably have several of his books on marine systems (particularly his electrical book) on your shelf, so consider hearing him in person.

## DISTRICT 19 OFFICERS 2013 - 2014

BRIDGE	Rank	Name	GD	Address	City	ST	Zip	Phone	E-Mail Address
Commander	D/C	Ronald G. Adams	SN	10 Rockforest Drive	Hooksett	NH	03106	(603) 668-4993	radamz@juno.com
Executive Officer	D/Lt/C	Carl N. Johnson	SN	17 Village Drive	Atkinson	NH	03811	(603) 362-9710	carljnsn@aol.com
Educational Officer	D/Lt/C	John E. Knapp	SN	25 Oyster Creek Lane	Nobelboro	ME	04555	(207) 563-5327	jeKnapp@tidewater.net
Administrative Officer	D/Lt/C	George B. Apgar	SN	1031 Biscay Rd	Bremen	ME	04551	(207) 529-6307	gbapgar@yahoo.com
Secretary	D/Lt/C	Charles F. Meany, III	AP	78 Massasecum Ave	Bradford	NH	03221-3402	(603) 938-5208	curmgn@gmail.com
Treasurer	D/Lt/C	Jean A. Johnson	P	17 Village Drive	Atkinson	NH	03811	(603) 362-9710	jeanjnsn2@aol.com
<b>EXECUTIVE DEPARTMENT</b>									
Ch/Coop Charting Com	D/Lt/C	John E. Knapp	SN	25 Oyster Creek Lane	Nobelboro	ME	04555	(207) 563-5327	jeKnapp@tidewater.net
Ch/Safety Com	D/Lt	John McMullen	AP	36 Teal St	Bowdoinham	ME	04008	(207) 433-7848	postms@comcast.net
Ch/Liaison Com		Vacant							
Ch/Legislative Com (VT)	P/D/C	James W. Spencer, Jr.	SN	100 Lamoille Bluff, Unit 6	Colchester	VT	05446	(802) 893-8689	vtspencers@comcast.net
Member, Legis/Com (ME)	R/C	Artemas M. Pickard	SN	15 Abigail Way	Scarborough	ME	04074	(207) 396-5683	apick@maine.rr.com
Member Legis/Com (NH)	P/R/C	Augustine R. Stratoti	SN	16 Birch Hill Drive	Nashua	NH	03063	(603) 889-1073	augrs@juno.com
Ch/Public Relations Com	P/D/C	John H. Little	SN	125 Route 219	Leeds	ME	04263	(207) 524-5212	jonlit@fairpoint.net
Ch/Homeland Security		Vacant							
Ch/Radio Technical Com		Vacant							
Ch/VSC Com	D/Lt	John McMullen	AP	36 Teal St	Bowdoinham	ME	04008	(207) 433-7848	postms@comcast.net
Ch/New Squadron Dev	R/C	Artemas M. Pickard	SN	15 Abigail Way	Scarborough	ME	04074	(207) 396-5683	apick@maine.rr.com
<b>EDUCATIONAL DEPARTMENT</b>									
Ass't Educational Officer	D/1st/Lt	Daniel J. Gingras	SN	203 Rosegate Farm Rd	Manchester	NH	03109	(603) 624-7830	dan@dangingras.com
Ch/Teaching Aids Com		Vacant							
<b>ADMINISTRATIVE DEPARTMENT</b>									
Ch/Membership Com	P/D/1st/Lt	Frederick H. Rice	AP	2 Canterbury Lane	Cape Elizabeth	ME	04107	(207) 767-1637	ricenhowe@maine.rr.com
Member, Membership Com		Vacant							
Ch/Member Involvement Com		Vacant							
Ch/Operations Training Com	P/D/C	Lee R. Chasse	AP	1541 Tredegar Dr	Ft. Myers	FL	33919	(603) 973-2556	chasselr@comcast.net
Ch/Boating Activities Com		Vacant							
Member, Boating Activities		Vacant							
Ch/Meetings and Pgms/Com	D/Lt	George B. Apgar	SN	1031 Biscay Rd	Bremen	ME	04551	(207) 529-6307	gbapgar@yahoo.com
Ch/Rendezvous		Vacant							
<b>SECRETARY'S DEPARTMENT</b>									
Assistant Secretary	D/1st/Lt	Deborah L. Rhome	P	PO Box 252	Limestone	ME	04750	(207) 325-4019	crhome@myfairpoint.net
Historian	D/1st/Lt	Malcolm H. Cook	AP	164 Black Point Rd	Alton Bay	NH	03810	(603) 875-7535	malcolmcook@metrocast.net
Ch/Publications Com		Vacant							
Editor, District Publication		Vacant							
THE ENSIGN Correspondent	D/Lt/C	Jean A. Johnson	P	17 Village Drive	Atkinson	NH	03811	(603) 362-9710	jeanjnsn2@aol.com
Ch/Roster/Com	D/Lt	Stuart W. Thro	N	P.O. Box 215	Owls Head	ME	04854	(207) 594-8611	sthro@myfairpoint.net
Ch/Computer Sys Com	P/D/C	Lee R. Chasse	AP	1541 Tredegar Dr	Ft. Myers	FL	33919	(603) 973-2556	chasselr@comcast.net
<b>TREASURER'S DEPARTMENT</b>									
Assistant Treasurer	D/1st/Lt	Malcolm H. Cook	AP	164 Black Point Rd	Alton Bay	NH	03810	(603) 875-7535	malcolmcook@metrocast.net
<b>GENERAL COMMITTEES</b>									

## *Boater Activities*

### **FLASH RENDEZVOUS**

Historically KRSPS has planned rendezvous in addition to our annual cruise. Historically, sometimes they worked, sometimes they didn't and always they were challenging because our membership is so scattered along the coast and inland waterways. Yet we still have members that would welcome the opportunity to spend an evening or weekend in each other's company. We would like to improve what is now a haphazard informal process and create opportunities that are open to all.

Borrowing from the "flash mob" social phenomenon, we offer a couple of ways that you can create your own rendezvous. If you are planning to spend a night or weekend someplace, consider inviting others to join you for boating during the day and socializing during the evening.

The easiest way to create your own rendezvous is to use our current RagPot e-mail list. Find the e-mail that sent you the RagPot and which shows the e-mail addresses of others (such as this one). Hit "Reply to

All," change the subject line to the date and location of your rendezvous, delete the existing content of the message and provide your own message. Hit send and all of our members that get the RagPot by e-mail will receive your invitation. Edit the e-mail addresses as you please.

A second way to communicate on the water is by using our group MMSI. If you have a DSC-enabled VHF (and you should for your own safety), you can program group numbers and initiate VHF calls that go only to other boats that have that group number entered in their call list. The KRSPS group number is **036751161** for use by our members and friends. Program it, call it and find out who is within range. Perhaps you can gather together and have a good time.

We are exploring additional ways to share our experiences and issue invitations to boat together. One option under consideration is a private Facebook group. In addition to public news, we can also share posts and invitations that are available only to members. We haven't made our decision on the utility of a Facebook group, and the Xcom would welcome your thoughts.

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## *Boating Apps*

### **BOATUS TOWING APP**

In 2007 on my first voyage on my "new to me" boat, it broke down at sunset at the southerly entrance to Muscle Ridge. The wind died, the engine died and I quickly (and fortunately) got hung up on a string of lobster traps, keeping me from drifting into harm.

A VHF call to the Coast Guard elicited the response "Got any friends who can help?" and numerous follow-up calls to complete its paperwork.

A call to BoatUS proved far more effective. Early the next morning, its towboat left Boothbay Harbor and before long, had me under tow to my mooring in Rockland. If I had not had insurance, the cost of the tow would have been almost \$1400. In the many years since my annual premiums for towing insurance have never cumulatively exceeded the savings on that first tow. I also learned some valuable lessons.

BoatUS has continued to improve its services and recently issued an app for Apple and Android

devices. As you might expect, the app allows you to call for a tow by pressing one virtual button. You are connected to its dispatch, which is automatically given your identification information. Nonmembers can use the app as well to obtain help.

If your device supports GPS, the app will give you your position in Lat & Long with the option to show you your position on a map (appears to be a Google map). You can also share your location by e-mail, text or share it on Facebook. A BoatUS directory is included as well as a "digital membership card" which proves your membership to the towboat and other facilities that offer BoatUS benefits.

The app is free and uses very little space on your phone; it is the next-to-least greedy on my phone. And, as mentioned, all of the services are available to members and nonmembers alike. You do have to be in cell phone range to use location services, to contact others or use the other features, but that's not likely to cause many of us any angst. Meanwhile, you have added to your safety afloat.

## **BOAT OPERATOR CERTIFICATION**

### **Background and Overview**

With the Boat Operator's Certification Program, USPS will certify USPS members at various levels of recreational boating proficiency. We expect that these certifications will be recognized across the boating community, both domestically and internationally. In the United States, The United States Coast Guard (USCG) has asked congress to authorize the Transportation Secretary to establish requirements for standards of proficiency for recreational boaters. We intend to have USPS certification accepted as the above proof and be accepted as the national certificate for the USA.

Regarding international recognition, we plan to have USPS certifications meet the requirements of UN Resolution 40, International Certificate for the Operation of Pleasure Craft with the additional knowledge and testing of the CEVNI (European code for inland waterways) navigation rules.

USPS currently plans four levels of Boat Operator Certification:

- ◇ Inland Navigator
- ◇ Coastal Navigator
- ◇ Advanced Coastal Navigator
- ◇ Offshore Navigator

### **Advantages for Members**

A certificate of operator proficiency will be of value to USPS members when:

- ◇ Renting, chartering or leasing a boat, especially in another country
- ◇ Obtaining insurance
- ◇ Engaging in competition
- ◇ Speaking in public
- ◇ Testifying as an expert witness
- ◇ Lobbying
- ◇ Serving on an advisory panel
- ◇ Being quoted in the media
- ◇ Being introduced in a public setting
- ◇ Publishing articles or books
- ◇ Building confidence in your own abilities
- ◇ Learning to teach others OTW

### **Requirements**

Certification at any level requires successful completion of all prescribed elements including:

- ◇ USPS courses - completions are tracked at

USPS Headquarters

- ◇ USPS and/or non-USPS seminars - signed off by instructor and tracked at Headquarters
- ◇ Skill demonstrations on the water or, in some cases, ashore - signed-off by trained certifier and
- ◇ tracked at headquarters (some may be US Sailing programs)

To be certified, a member must be at least 16 years of age, be mentally and physically capable of operating a boat, and have sufficient visual and auditory sensory ability to do so. Holding a driver's license will suffice to certify meeting these requirements.

This summer, USPS and KRSPS will offer the introductory level of Inland Navigator (IN) certification. Those with the IN certification will be eligible for the Coastal Navigator (CN) certification. Those with IN and CN certification may graduate to Advanced Coastal Navigation (ACN) certification. The Offshore Navigator course is still being developed.

Inland Navigator requires the following:

#### ◆ Courses

- \* NASBLA approved safe boating course
- \* Seamanship (or S 101 and S 102)
- \* Engine Maintenance (EM)
- \* Marine Electronics or Marine Electrical Systems or ME 101

#### ◆ Seminars

- \* How to Use a Chart (CHT) (or Piloting, Chart Smart, or Boating courses)
- \* Basic Weather and Forecasting (BWF) or Onboard Weather Forecasting (OBWF) (or
- \* Weather course or Weather Modules)
- \* Using GPS (GPS) (or the new P or AP course)
- \* VHF Radio and VHF/DSC Marine Radio (or ME 102 or Marine Communications Systems)

#### ◆ Skills

- \* BPH - Basic Powerboat Handling skill demonstration or US Sailing Safe Powerboat
- \* Handling on-the-water program
- \* FE - Use of Fire Extinguishers

#### ◆ Optional Endorsements

- \* IW - Inland Waterways (Navigating Rivers, Dams and Locks seminar)

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- \* PAD - Paddle craft (canoes and kayaks) - Paddle Smart seminar
- \* SA - Sail boating (or Sail or Sail Modules)

As part of this process, this summer John McMullen of Wawenock SPS will be running a Practical On The Water course which will allow members an opportunity to learn and prove their skills for the Inland Certificate. This program combines elements of the USPS Advanced Powerboat Handling Seminar with the on water program adapted from US Sailing into one-day, introductory training. These are the skills needed for Inland Navigator certification and satisfactory demonstration of these skills in POTW will suffice for that skill demonstration. The intention of POTW is to instruct both on land and on the water new, slightly experienced, and experienced boaters proper ways to handle a powerboat.

The course will be held at John's home on the Cathance River in Bowdoinham, with limited class sizes of six participants. Day long classes (8 a.m. to end) will be held on July 12, 13, 14 & 15 (Friday through Monday), enabling up to 24 members to be certified. John will be ably assisted by our Ed Jones, the only other OTW certifier qualified in District 19.

### **How do you sign up?**

First, review your history of completed classes and seminars. If you have lost count, go to [www.USPS.org](http://www.USPS.org), log in with your membership number and password (or get a password with the membership number). On the first page achieved after you log in, you will find toward the bottom on the left-hand column a choice named "Manage Your Own Profile." Select it. Take the opportunity to fill in any empty fields. At the bottom of that webpage you will find a list of your courses and other training, including a link that will allow you to create a page with your training history. Print it off for your records.

Then go to the USPS website and download the sixteen page Inland Navigator Guide ([http://www.usps.org/eddept/boc/files/boc\\_material/in\\_guide.pdf](http://www.usps.org/eddept/boc/files/boc_material/in_guide.pdf)), which gives you the necessary information about what is required and what will be tested. If you find that this is a challenge you are willing to accept, register for the P OTW course at:

[www.usps.org/owt](http://www.usps.org/owt). There is a \$200 fee, which covers all course materials & lunch.

Very shortly after you register, you receive from USPS the POTW package. Included is *Powerboat Handling Illustrated* by Bob Sweet, the *Practical On the Water Training* manual, which includes all of the PowerPoint slides and notes for the course (for advance study), the *Practical on the Water Training* DVD (which includes 13 handling vignettes of Closing Quarters Handling and Open Water Handling, as well as the class PowerPoint presentation. The last enclosure is your Release of Liability form (no kidding).

So why should experienced power boaters or sailors seek Boat Operator Certification and attend the Practical On the Water course? Ask Ed Jones, Phyllis Jones or Gary Bains. Ed has completed his certification and now is a certifier; Phyllis and Gary are but a couple of courses away.

I just signed up, and none of USPS's bulleted advantages influenced my decision. More important was the opportunity to refresh my skills and fill in holes in my experience. Like most, I have taken courses that fit my fancy; this is a way to complete my education. Lynn Mecham (who owns both a sailboat and a powerboat) likes to joke that sailboats are powerboats with a seldom-used vertical stick. While I laugh at his fuel bill, there are many times when I need to be under power and handle my less-friendly sailboat under power. I may even condescend to ride in a powerboat ☺ and need to know what I'm doing.

There are also Sail modules that will augment the IN certification. The class work is met by the USPS sail course, with its own P-OTW skill test. Developing that test is still a work-in-progress locally, but I am confident that we will surmount that challenge before the end of the summer.

As well, the Inland Navigator certification is a prerequisite to Coastal and Advanced Coastal certifications, my real goal. I may never have enough sea hours to qualify as a Captain, but proving that I have what it takes for this objective and nationally recognized rating has value. Am I sufficiently knowledgeable and skilled? Are you?

## On-the-Water Training

### A New and Unique Program

USPS, the leader in boating safety and education for nearly a century, has an exciting program for new boaters. Developed under a grant from the U. S. Coast Guard, our Practical On-the-Water Training breaks new ground by providing high quality, affordable training for those who want to develop or improve their boat handling skills.



### Program Benefits

Whether you are brand new to boating, or have previous boating experience, this training can provide a number of benefits:

- Learn the right techniques from the start!
- Improve your current boating skills!
- Learn proper safety techniques!
- Develop your confidence at the helm!
- Get more out of your boating investment!
- Have more fun!

## Here's What's Included

### The Training

This program is a one-day, 8-hour seminar. It includes 4 hours of classroom training and 4 hours of training and practice behind the wheel of a boat. We recommend that you first complete a boating safety class, but previous on-the-water experience is not required.

The price of the course covers the cost of materials, operations, and facilities. Instruction is provided free as a public service.

The boats and training facilities are provided through our local member squadrons. Boats are all well-maintained and have passed safety inspection.



### What You Will Learn

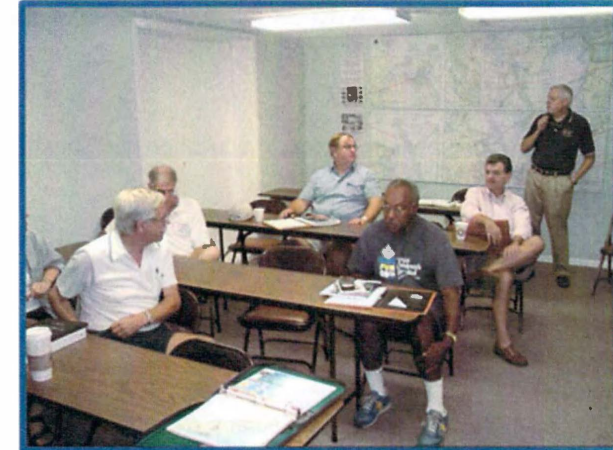
Here are the skills covered in the training:

- Basic boat controls and operation
- Low-speed maneuvering
- High-speed maneuvering
- Emergency maneuvers
- Avoiding collisions
- Docking
- Anchoring
- Line handling and knot tying
- ... And much, much more!

## Our Faculty

### Classroom Instructors

Our classroom instructors are among the best available. Each has taken instructor training and been certified by the USPS. An ongoing program of recertification ensures that teaching skills are maintained at a high level.



### On-the-Water Instructors

Our on-the-water instructors have years of experience in boating and are among the safest and most knowledgeable skippers around. Each has been certified for on-the-water operation and has received specialized training to teach these skills to others.





## What is USPS?

USPS is a non-profit, educational organization dedicated to making boating safer and more enjoyable. Our members are boating families who contribute to their communities by promoting safe boating through education. We enjoy participating with our fellow members on the water and in the classroom. Organized in 1914, USPS has nearly 40,000 members organized into over 400 squadrons across the country and in some US territories.

### Self Education

The most comprehensive boating education curriculum:

- Advanced Grade Courses
- Elective Courses
- USPS University Seminars
- Practical On-the-Water Training
- Boat Operator Certification Programs

### Civic Service

Actively serving our community:

- Teaching Public Boating Courses
- Performing Vessel Safety Checks
- Cooperative Charting with NOAA
- Assistance with National, State, and Local programs in boating safety and the marine environment.

### Fraternal Boating Club

We work hard and we play hard:

- Monthly Dinner Meetings
- Guest Speakers
- On-the-water Rendezvous
- Special Activities



For more information, check our Web site at [www.usps.org](http://www.usps.org). or [www.usps.org/wawenock](http://www.usps.org/wawenock)

## Training Schedule

**Presented by Wawenock Sail and Power Squadron**

**Coming soon to  
Bowdoinham, ME – Cathance River**

**When:** July 12, 13, 14, and 15

**Where:** Cathance River  
Bowdoinham, ME

**Price:** \$200 (includes lunch)

**Contact:** John McMullen  
207-433-7848  
[postms@comcast.net](mailto:postms@comcast.net)

**Register online at [www.usps.org/owt](http://www.usps.org/owt)**



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On-the-Water  
Training**

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# Kennebec River Sail & Power Squadron

Commander - Steve Hayes, AP, sthayes@hayeslaw.com  
 Executive Officer - Lt/C Virginia Fiedler, JN, gfiedler@roadrunner.com  
 Admin. Officer - Lt/C Harold Wood, hrwood@roadrunner.com  
 Education Officer - Lt/C Phyllis Jones, AP, PhyJones@MyFairPoint.net  
 Secretary - Lt/C Wanda Sprague, wandarer@roadrunner.com  
 Treasurer - Lt/C Thomas Hoffman, P, TAHSAILN@aol.com  
 Editor Emeritus of Rag-Pot - Robert Sawyer, SN, sailabob@aol.com

## TEST YOUR NAUTICAL KNOWLEDGE

Courtesy of BoatFix.com

**BOTH INTERNATIONAL & INLAND Which vessel, when anchored at night, is NOT required to show anchor lights?**

- A power-driven vessel
- A vessel engaged on pilotage duty
- A vessel dredging
- A vessel restricted in her ability to maneuver

*Answer: A vessel dredging*

## 2013 KRSPS ANNUAL CRUISE AUGUST 2<sup>ND</sup> THRU AUGUST 10<sup>TH</sup>, 2013

<b>Fri August 2nd</b>	<b>On your own, as need dictates from wherever you moor; Maine Lobster Festival in Rockland</b>
<b>Sat August 3rd</b>	<b>Rendezvous at Tenants Harbor, St. George Peninsula 43°57.87'N 69°12.00W</b>
<b>Sun August 4th</b>	<b>Rendezvous at west coast Vinalhaven, Crockett Cove, 44°05.57N 68°54.38 or Long Cove 44°05N 68°53.22 directly to its south</b>
<b>Mon August 5th</b>	<b>Stonington/Deer Isle area; Crotch Is. 44°08.59N 68°40.00W, Bold/Camp/Devil or tucked in elsewhere (Green/Russ/Camp?) Steel bank playing at Stonington Fish Pier</b>
<b>Tues August 6th</b>	<b>Northeast Harbor, Mt. Desert 44°17.84N 68°16.92W \$40 mooring</b>
<b>Wed August 7th</b>	<b>Somes Sound, Mt. Desert, Henry R. Abel &amp; Co. Yacht Yard 44°21.36N 68°18.6W \$35 mooring (restaurant now under separate ownership)</b>
<b>Thurs August 8th</b>	<b>Mackerel Cove, Swan's Island 44°10.76N 68°26.00W</b>
<b>Fri August 9th</b>	<b>Carver Cove, Vinalhaven (off Fox Islands Thorofare) 44°07.32N 68°50.00W</b>
<b>Sat August 10th</b>	<b>On your own to home; Maine Boats, Homes &amp; Harbor Show at Rockland</b>

KRSPS  
 c/o Harold Wood  
 17 Forest Circle  
 Manchester, ME 04351