



# RAG-POT

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

**MARCH 2016**

## COMMANDER'S MESSAGE

It's almost spring...time to gear up for the summer's activities and think about our mission on the water this summer. Our Vessel Safety Check program has been well represented by our able examiners in the past, and we hope to use all of our stickers this year. That means that we will have examined 47 boats by the end of the season, providing helpful guidance to boaters regarding the safety equipment and practices that are essential to their well-being on the water. Not only does this fulfill our mission of promoting boating safety, but it gives our squadron and the national organization exposure in the eyes of the public, many of whom do not know of our existence.

For our remaining dinner meetings, we have two good programs to make the evenings even more enjoyable than just a social outlet during the winter/"mud season." A representative from Maine Island Trails will join us on March 11<sup>th</sup> to explain their efforts to protect and preserve the Maine islands for the future use and enjoyment of all who love the Maine coast. Then, on April 8<sup>th</sup>, our speaker will be one of the owners of the Sea Tow franchise for our mid-coast area, certainly experienced in all that can go wrong on the water, and full of good stories of boaters' exploits. **MARK YOUR CALENDARS NOW!**

Also, at our April meeting, we will discuss the itinerary for our annual cruise which will take place July 30<sup>th</sup>-August 6<sup>th</sup> this year. Hopefully, we will have several boats participating to make this a great cruise year.

With good programs and fun events, we will keep our squadron strong!

*Gini Fiedler, Commander*

## KRSPS CALENDAR

### Monday, March 7, 2016

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

### Friday, March 11, 2016

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

### Monday, April 4, 2016

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

### Friday, April 8, 2016

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

### Annual Cruise

July 30-August 6  
Itinerary to be determined

### Lobster Picnic

September 10, 2016  
Gini's House  
338 Willey Point Rd.  
Oakland, Maine

**MAINE ISLAND TRAILS SPEAKER-MARCH 11**

## *Sailing in Greece* Part 2

by John Horton

I will try to pick up where Lynn left off.

One thing I found interesting that Lynn left out, was that when we went for the “captains training” and they talked to us and realized that all three couples had not only sailed but also power boated on the coast of Maine for years, that he then decided we didn’t need the “captains course” and moved right along to just showing us the boat. I questioned him on why he decided to skip the training and he stated quiet matter-of-factly... sailing the coast of Maine was hard and “not nice” so sailing here would be easy for us and off we went to see our boat!

We pulled up anchor from Saunion and made our way east with no particular place in mind yet.

When you sail like this on an unfamiliar boat and in unfamiliar waters, a good crew will have everyone sharing in the duties and working together. On this particular day, Bill was navigating:



Lynn was doing some spotting and look out work:



And I was doing a bit of sailing.

As we headed east the winds started to build and just kept building. This is a phenomenon called Meltemi winds that can occur in July and August in the Mediterranean. The name of this legendary Greek wind sounds romantic and oddly soothing: meltemi. But the reality is that this dry wind blowing from the north can sweep across Greek waters, swamping small craft, challenging ferries, and shutting down hydrofoils. The meltemi wind was known by the old Greeks as the etesian northern winds, and results from a high pressure system laying over the Balkan/Hungary area and a relatively low pressure system over Turkey.

We finally decided to pull into Kithnos, a pretty little island with a nice dock. As we got there Lynn happened to be at the helm and we got our first taste of stern in docking. This is where you drop anchor at 5 or 6 boat lengths out and back into a spot, tie up the rear and then pull the anchor tight. It’s a very efficient way of using dock space. We originally didn’t see any spot for us and were considering just anchoring, but then some of the people on the dock hollered to us and said there was room and pointed where they wanted us to go and explained what to do. So Lynn got us in position and we tried several times, but with the meltemi winds, we were being pushed around with 40 mph winds and it was just not working great. Lynn actually told Bill and I we could take over anytime! To which we were more than happy to praise his efforts, as we didn’t want to do it anymore than he did. Finally a nice German guy came out with his rubber dingy and was helping us by bumping the boat as needed to get us in place and as we got close, the people on the 2 boats left and right of where they told us to go, started pushing the boats apart and it was like the parting of the sea and finally in the slot we went. Whew! We were all ready to tie up and get a drink by then!

More to come!

## There but for the grace of God go us? From *The Guardian* (British):

(an article discovered by Steve Hayes, reprinted here)

Sailors rescued for ninth time trying to cross Atlantic insist they're good at sailing. Two American boaters insist their planned voyage across the Atlantic from Norway to the U.S. in a 40-foot yacht is going fine, despite having recently been rescued for the ninth time before even getting out of Europe. Bob Weisse and Steve Shapiro, both 71, say they've hit minor snags but are capable sailors despite all evidence pointing to the contrary. It's the ninth time these masters of disaster have been rescued since departing Norway in July, this time after accidentally setting their boat on fire with a candle.



According to *The Guardian*:

Bob Weise and Steve Shapiro have repeatedly run into trouble since leaving Norway in July. Their latest mishap came when their 40ft vessel listed while tied up in Hayle harbour, Cornwall. It appears the pair had left a candle burning as they popped ashore to pick up groceries and it fell, setting clothes and cabinets on fire. Firefighters put out the blaze.

A string of problems necessitating rescue have included leaks and engine failures off the coasts of Norway, Scotland, and Ireland, but the intrepid sailors remain undeterred. According to Shapiro, "Nothing was dire or had anything to do with seamanship. We are totally capable guys. We're not stupid – just brave."

And yet you'd expect any definition of good seamanship to include knowing your vessel inside and out, keeping it in seaworthy condition, and knowing the limits both of your equipment and yourself before undertaking any risky transatlantic voyages. The pair say they still plan to cross the Atlantic, describing the voyage as "just a straight sail."

Wish them luck. It sounds like they're going to need it.

# ***SAFETY & EDUCATION***

by Lt/Cs Ed and Phyllis Jones

## **MARINE RADIO-ACTIVATED SOUND SIGNALS**

Many boaters believe that navigational sound signals, jetty lights and navigational buoys are activated automatically when visibility is limited, but most are not.

The Coast Guard's new MRASS system will allow boaters to activate sound signals on aids to navigation such as jetty markers and buoys by keying their VHF microphones.

### **MRASS**

- What is it? It will let you turn on navigational sound signals
- How does it work? Key your VHF mic 5 times on a designated channel.
- Which channel? Check current NOAA charts. Most use 81A or 83A.
- How long will the signal operate? For 30 minutes after you activate it.
- What about Penobscot Bay? Most stations are ready now.
- When will MRASS be fully operational? No deadline has been set by the Coast Guard. Sign up to receive the Local Notice to Mariners for the updates: <http://www.navcen.uscg.gov>

## ***ED'S DOCK BOX***

by Lt/C Ed Jones, AP/INC

**Caulking a hatch or window:** How many of us grab a caulking gun and PULL the tip around the area we are caulking? You will get professional results if you PUSH the tip, creating small hills of caulk in front of the cartridge tip, applying even pressure.

**Battery terminal connectors:** Replacing wing nuts with locking nuts will assure that you have tight terminals and provide for a cleaner installation.

**Boat trailer tires:** Tires usually are neglected during storage. Make sure that you cover them with a tarp or plywood (include the spare tire). This will prevent the rays of the sun from drying and rotting your tires. Nothing will ruin your boating weekend more than a blowout before you even reach the water!

**Trailer wheel bearings and hubs:** Moving your trailer monthly or jacking the wheels up and spinning the tires by hand will help keep your wheel bearings and hubs moving freely.

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# ***DINNER MEETING***

ROLANDEAU'S RESTAURANT  
775 Washington St. N  
Auburn, ME

March 11, 2016  
\$20



6 PM Social  
7 PM Dinner

Program by Maine Island Trail Association

Reserve now: Harold Wood 623-1926 or [hrwood@roadrunner.com](mailto:hrwood@roadrunner.com)