



RAG-POT

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

JUNE 2016

COMMANDER'S MESSAGE

I can believe it's June because my grass is taking off with a vengeance just as I am busy launching my boat! It's wonderful to have the warm weather to enjoy with our Power Squadron friends, and I hope to see many of you at our annual picnic in July. As always, the first lobster is free for our members, so come and sit by the beautiful bay while you taste the goodness the sea provides. Note the other items on our calendar, as we have a full summer planned.

In addition to those activities, our vessel safety check crew will be visiting marinas in search of boats to examine. As a Squadron, we are charged with promoting safety on the water, and what better way is there than to check boats to insure that they have all of the correct equipment on board and are prepared to use it in an emergency? Our program is so highly regarded by the U. S. Coast Guard that they have assured us that they will not board and examine a boat with one of our stickers, unless it is being operated recklessly or incompetently. We are rightfully proud of our process and our examiners.

Gini Fiedler, Commander

KRSPS CALENDAR

Monday, June 13, 2016

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

Friday, June 24, 2016

U. S. Coast Guard
Thunder Bay tour
Rockland Coast Guard
Station
1:30

Saturday July 16, 2016

Lobster Picnic
Wotton's Wharf
Signal Point
Boothbay Harbor
11:30

Friday, July 29, 2016

Cruise Kickoff dinner
**All Welcome-cruisers
and land lubbers alike**
Christmas Cove
6 PM

July 30-August 6, 2016

Down East Cruise

LOBSTER PICNIC JULY 16 - JOIN THE FUN

Steve Hayes found this interesting article in *Ocean Navigator*:

The stock exchange and the loran demo

KOWLOONESE

In April the Science and Technology Directorate of the Department of Homeland Security conducted a demonstration of enhanced loran (eLoran) for a group of technology experts. Maybe that doesn't sound surprising — until you realize that the U.S. currently has no loran system in operation. What's even more intriguing, however, was that the demonstration took place at the New York Stock Exchange (NYSE) on Wall Street. What would a bunch of stock brokers need with any long range navigation system, not to mention an enhanced one?

While eLoran can certainly help you figure out your position, and do it at a different frequency and with less chance of jamming or interference than with GPS, the system also provides another highly useful function: timing. High speed networks, like the trading computers at the NYSE need to be synchronized to communicate effectively. GPS currently provides the timing beat for most networks, but should the GPS signal go out, an eLoran signal could do the job.

As DHS S&T put it in a press release: “Accurate position, navigation, and timing is necessary for the function and integrity of many critical infrastructure sectors, such as the electric grid, communication networks, and financial institutions,” said DHS Under Secretary for Science and Technology Dr. Reginald Brothers. “Ensuring the continuous and uninterrupted availability of critical information ensures our national security.”

DHS S&T, U.S. Coast Guard, UrsaNav, Inc., and Harris Corporation study eLoran through a Cooperative Research and Development Agreement for applicability to provide timing information for critical infrastructure applications. The demonstration at the NYSE was hosted by Juniper Networks on April 19 and presented to technical representatives from the financial services, energy, and communication sectors.

“We are constantly working with critical infrastructure partners like the financial sector to help build their capabilities and resilience to a variety of hazards, including space weather and other cyber or physical threats to the system’s continuity,” stated DHS Assistant Secretary for Infrastructure Protection Caitlin Durkovich.

Precise and synchronized timing of financial transactions is critical to markets worldwide and is mandated by regulation in the European Union and is increasingly required in the United States. Today, precision timing capabilities are provided primarily by satellite based Global Positioning System (GPS). However, GPS’s spacebased signals are low power and susceptible to possible disruptions. GPS signals are also difficult to receive indoors and in urban canyons.

“During the technology demonstration inside the NYSE building, we were able to not only provide signals indoors but also provide timing information to within 30 nanoseconds of our UTC reference,” said Sarah Mahmood, S&T program manager for the eLoran cooperation agreement.

Recognizing the challenges of spacebased signals and the importance of having multiple timing sources, eLoran is one technology being considered to provide a complementary timing solution to existing GPS technology.



And we remember navigating using Loran-c.....amazing!!

EDUCATION OFFICE NEWS

By Phyllis Jones, AP/IN

I AM WORKING ON A FULL FALL SCHEDULE OF COURSES TO BE OFFERED. LET ME KNOW IF THERE IS A COURSE OR SEMINAR YOU WOULD LIKE TO TAKE. COURSES PROPOSED ARE: ABC 3, IN SEVERAL LOCATIONS, SEAMANSHIP, PILOTING, ADVANCED PILOTING AND EMERGENCIES ON BOARD.

ALL INSTRUCTORS WILL NEED TO BE RECERTIFIED THIS FALL. YES—IT'S ALREADY THAT TIME AGAIN. MORE INFORMATION AND UPDATES ARE TO COME. EACH INSTRUCTOR IS REQUESTED TO SUBMIT AN ITEMIZED LIST OF SUPPLIES THAT YOU MAY HAVE. WE NEED TO SORT THE MATERIALS BY DATE OF PUBLICATION AND DO AN UPDATED INVENTORY. IF YOU HAVE SUPPLIES AND CDS THAT YOU NO LONGER NEED, PLEASE ARRANGE TO GET THEM TO ME. THIS INCLUDES ABC3 EXAMS THAT ARE NOT CURRENT AND OUTDATED HANDOUTS.

I RECENTLY ATTENDED A 1 1/2 HOUR WEBINAR FOR DEOS AND SEOS, THERE ARE MANY CHANGES AND UPDATES THAT WE WILL BE DISCUSSING. IT WAS VERY INFORMATIVE AND AN OPPORTUNITY TO SHARE OUR FRUSTRATIONS WITH THE PROCESSES IN PLACE.

BE SAFE ON THE WATER AND **WEAR** YOUR LIFE JACKET!

We will be touring the USCG Icebreaker *Thunder Bay* on Friday, June 24th at 1:30 pm in Rockland. I will need a head count. Our winter dinner speaker, Zachary Bender will arrange the tour for us and our friends and families. Contact me at: phyjones@myfairpoint.net. Or (207)645-3109 to let me know you can come.



SAFETY REPORT

By Lt/C Ed Jones, AP, IN-C



In the past year, there were 4,158 boating accidents, resulting in 626 deaths, 2,613 injuries and \$42 Million in property damage. Ask yourself, what can I do to decrease these numbers? What can we do as a squadron? Drownings made up 76% of the fatal boating accidents. 85% of these victims were **NOT WEARING A LIFE JACKET**. How can we decrease these occurrences?

Operators that **DID NOT RECEIVE BOATING SAFETY EDUCATION** were responsible for 71% of fatal boating accidents. Operators who took a nationally approved boating safety course and received certification were involved in 15% of boating accidental deaths. We offer the courses; now we need to convince boat operators that they should take a certified safe boating course, even if they only boat on fresh water and/or have a small boat.

There were 22 children under the age of 13 who lost their lives last year while boating; 12 were drowned and of those only two were wearing PFDs. The state in question did not require those children to wear life jackets. You, as captain of your boat, can require your passengers of any age to wear PFDs. Remember, State laws apply to fresh waters with the exception of the Great Lakes which are under Federal regulations. In addition, Federal laws apply to any tidal waters, including rivers, and State regulations often differ from Federal..

Other top causes of boating accidents were: Inattention of operator (551 occurrences), inexperienced operator (458), improper lookout (410), machinery failure (307), and excessive speed (305). Alcohol use contributed to 260 accidents, resulting in 91 deaths. In 158 accidents at least one person was struck by a propeller, resulting in 27 deaths and 150 serious injuries.

This is **NATIONAL SAFE BOATING WEEK**. Locally, we have had a tragic fatality in which a young person, riding on the bow, fell in and was struck by the propeller. Many ride on the bow of moving boats, most without a PFD. If the bow does not have a molded seat, it is against the law to ride there, no matter your age. **HELP US GET THE WORD OUT...YOU COULD SAVE A LIFE. DON'T JUST PACK YOUR LIFE JACKET—WEAR IT!!!!**

Ed's Dock Box

By Ed Jones, AP/IN-C

Do you trailer your boat or dinghy safely?

For your safety, carry a highly reflective vest in your vehicle. Wear it if you need to check on your trailer or boat, especially on the highways. It could save your life!

Wheel bearings usually wear down or break from improper adjustment, lack of lubrication and intrusion of dirt and water, especially salt water. Before towing this season, dismantle and clean wheel bearings. Inspect them for signs of overheating and wear. Check the tires for wear by spinning them when you have them off the ground. There should be no noise.

Check your trailer lights and make sure they all work. If there is no one to help, back up in front of a large window or sliding door so you can see the reflection of the lights as you try each one.

Make sure your safety chains are in good condition and hook them up properly.

TRAILER SAFELY!!!

LOBSTER PICNIC

- Wotton's Wharf, McFarland Point Dr. Boothbay Harbor
- 11:30 July 16, 2016
- Bring a salad, dessert or appetizer to share, corn on the cob provided
- First lobster free, additional lobsters \$5 apiece for member and spouse, all others pay \$5 each for lobsters
- Call Harold Wood: 623-1926; hrwood@roadrunner.com for your reservation

