

# RAG-POT

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

**OCTOBER 2011**

## COMMANDER'S MESSAGE

The shortening days and cooler nights can only mean that fall is approaching. I hope you were able to spend all the time you could on the water.

I was able to be crew and cook on Mary Allison for the annual cruise this year. It was an extremely enjoyable time and I'm happy to report that I wasn't flogged once. Many of those on the cruise commented that this was one of the best that they had been on. It seemed that every night we were having appetizers on a different boat, a pot luck in Northeast Harbor and popcorn on JASI the next night. There were great conversations and much laughter.

So how was your time on the water? Send an article to Steve Hayes at [sthayes@roadrunner.com](mailto:sthayes@roadrunner.com) and tells us all about it. We are also in need of guest speakers for our dinner meetings please contact Steve McGlaughlin at [mcglaughlin.steve.a@roadrunner.com](mailto:mcglaughlin.steve.a@roadrunner.com) if you or someone that you know would be interested in speaking to us.

Steve Hayes did an awesome job on our new brochures. Hopefully you will be seeing them in the boating shops and areas you visit. If you don't, contact Steve McGlaughlin and he'll send you some so you can drop them off the next time you're there.

Now is the time to get the word out about our educational courses. These are the backbone of our organization and are some of the best courses available. Basic Boating, Seamanship, Piloting and Advance Piloting courses are set to start soon. Please contact the Augusta Adult Education office at 626-2470 to register. Please contact Gini Fiedler if you are interested in becoming a teacher or would like to take some of our other courses.

I hope to see you at our October dinner meeting

Happy Boating

Bert Glines AP.

## KRSPS CALENDAR

### **Monday , October 3, 2011**

Exec. Board Meeting,  
East Coast Mortgage,  
316 Center St., Auburn

### **Friday, October 14, 2011**

6 p.m. Social, 7 p.m. Dinner  
Dinner at Gardiner Lion's Club  
Kent Thurston, a marine surveyor

### **November 3-5, 2011**

#### **District 19 Fall Conference**

Hilton Inn, Concord, NH

#### **Chief Commander on board!**

[www.usps.org/localusps/d19/index.html](http://www.usps.org/localusps/d19/index.html)

### **Monday, November 7, 2011**

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

### **Friday, November 11, 2011**

6 p.m. Social, 7 p.m. Dinner  
Rolondeau's Restaurant  
Auburn, Maine  
Speaker to be determined.

## PROGRAM HELP REQUESTED!

Our new Administrative Officer, Steve McLaughlin, would deeply appreciate your help in suggesting (or better yet, arranging for) speakers for our dinner meetings. Help is needed for November, January, and February. Contact Steve at [mclaughlin.steve.a@roadrunner.com](mailto:mclaughlin.steve.a@roadrunner.com) with your suggestions.

## OUR CROSSING OF THE GULF STREAM IN 2011

By: Paul and Claire Dupuis on StargazerII

The most asked question is what was the biggest storm that you have been in? Up until now, we normally say we try to avoid them, so we have been in no big storms. Pretty boring. Well, now we can tell you that we have been in a big storm.

How about 60 knots of wind, and 12 to 14ft seas from the west and 4 to 6 footers from the south, at the same time. Yes, that was a big storm. Well how do we handle that? We did for 1hr and 45 min. and let me tell you the things we did right, and the things we did wrong. Ist we left South Cat Cay too late in the morning. After listening to the weather and hearing that there was a slight chance of a thunderstorm in the late afternoon, we should have postponed our crossing for another day.

Our cruising friends had a problem with the raw water impeller, the reason for leaving one hour late. But the seas and wind were going to be perfect for the crossing, so off we go one hour later than we had planned but thinking that we would be in Fort Lauderdale by 2pm, before the storm would hit, if it materialized at all. In this case, one hour did make a big difference in this 56 mile crossing.

We did have a nice breeze and it was in the right direction. We were thinking that this was our best easiest and best crossing yet. Then we got boarded by the Coast Guard in the middle of the stream. That was ok, no problem, except that it cost us some more time. About 16 miles from the Fort Lauderdale entrance, the radio sent out a weather alert. The warning was about thunder storms, heavy rain, possible hail, and winds up to 35 knots expected for the Miami, and Key Biscayne areas. We didn't worry since that was south of us.

About 14 miles out, we could see the sky line of Fort Lauderdale, and we got another weather alert . It said severe thunder storms, high winds gusting over 45 knots, also hail one inch possible, and water spouts along the storm front. And now it was heading out to sea instead of staying inland. That's where we were, and still in the Gulf Stream!

Soon thereafter, the sky line was not visible any more. We now see the storm coming. The sky is very black in front of us and It's a very big black

blotch on our radar screen. It didn't take us long to take down the sails. Then here comes the wind and heavy rain. We see not one but two water spouts coming towards us,, so we head North hoping to go around it. We avoided the water spouts but it is too late to avoid the winds, so we turn west into it. We were hoping that it would only last a few minutes, Wrong, Wrong Wrong! We experienced 8 to 12 foot cresting waves coming at us often. I redlined our engine many times to turn the boat so as not to get broadsided by them. Those waves were way higher than our cockpit enclosure. When these waves were in front of us, we rode up on them and sometimes came crashing down that wave with a big bang. There was a period of about 10 minutes while I was battling those waves, that the chart plotter showed that we hadn't made any headway whatsoever. We were just in one spot with the wind and current opposing each other and not letting us move forward.

Extra worries.: Our cruising friends radio did not send out or get a good signal unless they were close by. 15 to 20 minutes into the storm, we kept trying to reach them and got no answer. We were worried that if they were in trouble, they could not call a mayday. We reached them soon after the storm had subsided. They had reached the Fort Lauderdale inlet and we were 5 miles out.

Our wind generator has no stop feature. We tie the blades down in wind 20 knots or more. In 2005, we were in sudden heavy winds in the open ocean and the blades made a very loud noise and flew off. Thank goodness there was no boat close to us or that they did not crash into the cockpit, possibly killing someone. While we were battling this storm the blades were very loud, sounding like an airplane propeller, turning like crazy. This extra noise added greatly to the tension.

Another worry was that I had to red line the engine lots of times to avoid getting broadsided. That was a worry because we had had fuel problems at the beginning of our trip and the fuel line had clogged 6 times, leaving us with no power. We fixed the fuel line problem but could not help remembering when the engine had quit. We prayed the whole time that that did not happen again, not in these conditions.

By the way, neither one of us voiced these extra

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worries. It was just too tense and didn't need to be said.

The big deal of a storm in the gulf stream is the current and the speed that the waves build. You would be amazed at that alone. If we would have had a little earlier warning of the storm we could have gone north and avoided it but the delay in the forecast set us in the storm's path. That storm caught a lot of sailors that day. The great thing is that we did not hear a single PAN PAN or MAY DAY. That was truly amazing in itself.

Our friends recorded 67 knots of wind. The blades of his wind generator, which does have a stop

but does not work at all, were spinning like crazy, making that airplane rotor sound also. We had it a little easier than they did because we have an enclosed cockpit. He had water crashing in on him most of the time, finding it hard to see. So he was soaked and cold the whole time.

We spoke to some folks anchored in Lake Worth a few days later. They said it got up to 64 knots and boats were dragging all over the place. She said they were dragging faster than they normally went forward, or so it seemed.

So now when we are asked if anything exciting happened or did we get caught in any storms this season, we can definitely say YES!

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From the Education Department:

## WEATHER COURSE

Looking for a USPS course to take this fall? Weather is a challenging course consisting of one module with 8 lessons, some are more than one week. It's takes about 14 to 16 weeks including review and exam. It's well worth the cost of \$55 and study effort.

What does the course cover?

The Atmosphere, including temperature, heat, and composition. Physics of air expansion and compression.

Air masses, understanding how they form and their movement – what kind of weather can you expect from them.

Wind, Pressure and Waves. Global winds as well as highs and lows including pressure gradients. Beaufort scale.

Water, Humidity and Fog. Discussions on the hydrological cycle, latent heat, relative humidity, dew and frost, fog type sand how they form.

Stability, Clouds, and Precipitation. Lifting processes. Figuring a cloud base height. Principal

cloud types and what they mean to the nautical person. Forms of precipitation

Thunderstorms, Tornadoes, Lightning and Optical Effects. This section is of great importance to the mariner.

Mid-latitude Weather and Storms. Fronts. Warm, Cold, Stationary, Occluded and the weather associated with each.

Tropical Weather and Storms. ITCZ – Inter-tropical Convergence Zone. Tropical cyclone structure including hurricanes, watch & warning.

F i n a l l y FORECASTING. This the meat of the course where you take what you

learned in the preceding chapters and do your own forecast from weather data provided and forecast ensuing weather.

The information you receive will greatly enhance your weather eye.

Class size is limited to only four students. Don't miss out contact John Little at 524-5212 or [jonlit@fairpoint.net](mailto:jonlit@fairpoint.net).



## 2010 BOATING SEASON STATISTICS RELEASED

by Safety Officer Phyllis Jones, AP

Statistics suggest a decline in number of boating accidents, injuries and damage in 2010. It is reported that 672 deaths did occur, which was a 6.9% decrease from previous year.

10 lives were saved.

Accidents included the inattention of operators, inexperienced boaters, alcohol, speed,

No life jackets, improper look-outs and lack of Safe Boating knowledge.

As we teach and promote our many classes, we should incorporate the latest statistics.

The need to educate the public is great! Our goal is to help decrease Boating deaths and injuries.

Tragically, a number of deaths were needless and could have been prevented had boaters taken simple steps such as taking a Boater's Safety Course, Not Consuming Alcohol while boating, and Wearing a Life Jacket.

As our Safe Boating Education Courses begin, let us do our part to reduce the statistics for our next Boating Season. Be Safe!

## ED'S DOCK BOX

By Ed Jones, AP

**CLEAN UP YOUR ACT!** Marine growth and algae on hull, transducers, through-hull fittings and running gears "saps" efficiency and power of your vessel. Inspect your entire underside regularly, even if your Marina does it for you. Use antifouling bottom paint, especially if you store your vessel in the water at least part of the season.

For trailer boats, a coat of marine wax on wetted surfaces helps the vessel glide through the water adding speed and efficiency. The bonus of this is it will save on fuel!

**UNDRESSING SLOWLY!** Do you need to remove that flaking "permanent teak dressing"????? Try a fiberglass paint remover and then scrape gently. It will Save you time and money!

## PHOTO CREDITS:

Many Thanks to Harold Wood, Dottie Small, Ellen Crosby, Bert and all of the unidentified photographers who made this edition of the Rag-Pot special with cruise pictures.



## POT WARPS FROM AN UNDERWATER PERSPECTIVE

I brought my scuba gear along on the Down East cruise to dive in the anchorages that we were visiting. There wasn't much on the bottom of Cradle Cove but I did get a couple of pictures of crabs and sea stars.

My next trip underwater was in Northeast Harbor for Steve Irwin on Solitude. He had a pot warp wedged in between his rudder and hull. It took longer to suit up than the couple of minutes to free it.

At Camp, Bold, and Devil Islands Lynn Mecham asked me to check the prop of Dream Catcher. He has separated line cutters and had cut a line he was sure that his prop was clear as he had no vibration from his prop. While underwater I could see that the cutter did its job but some of the line had wrapped around the prop in a tight ball. It must have been pretty well balanced since there wasn't any noticeable vibrations when under way. After I cleared the prop and handed the line to Lynn I went down again and took some more pictures of sea stars.

While having evening appetizers we found out that Thom Hoffman on Miranda Moon had picked up a pot warp that was so bad his transmission was inoperable. Larry Irwin towed him in and we set a plan for me to dive in the morning. His cutter had done its job but the prop still wrapped the loose line around itself. And as a bonus the float was attached. Because of the float's position against the strut the transmission couldn't turn. It didn't take long to unravel everything and hand Thom his cruise souvenir.



I'm planning on bringing my diving gear on the cruise next year just in case it's needed and I'm available for diving services most anytime. Bert Glines A.P.









## Kennebec River Sail & Power Squadron

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## TEST YOUR NAUTICAL KNOWLEDGE

You are at anchor in fog on a 120-meter power-driven vessel. You hear the fog signal of a vessel approaching off your port bow. You may sound \_\_\_\_\_.

one prolonged, one short and one prolonged

two short blasts

one short, one prolonged, and one short blast

one prolonged blast

one short, one prolonged, and one short blast

# OCTOBER DINNER MEETING

**DATE:** Friday October 14<sup>th</sup>

**TIME:** Social Hour 18:00 Meal 19:00

**LOCATION:** **Gardiner Lions Club** Lions Avenue Gardiner. The meal will be a *Buffet Menu*. **BYOB**

Directions: 0.9 miles west of "Big Apple" by the Gardiner Common on route 201 turn right just before the Gardiner Federal Credit Union and go 0.15 miles west on Lion Road to the Gardiner Lions Club behind the Gardiner Armory. From the Route 201 exit on I-95 go east on Route 201 3.6 miles and turn left at GFCU and go 0.15 miles west on Lion Road to the Gardiner Lions Club on the right side of the street.

**SPEAKER:** Kent Thurston a Marine Surveyor **COST:** \$15.00 PER MEAL

**RESERVATIONS:** Contact Harold Wood at 623-1926 or email at [hrwood@roadrunner.com](mailto:hrwood@roadrunner.com) on or before **7:00 P.M.**

**on October 11<sup>th</sup>**. This will be the first meeting of the fall season. Let's try to make it one to remember with a great turn out. **Sorry but it will not be possible to accept any reservations after this date. If you make a reservation and do not attend you will be charged for the meal as the Squadron is assessed the cost of the meal by the restaurants.**

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KRSPS  
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Address Correction Requested