

# RAG-POT

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

**MARCH 2012**

## COMMANDER'S MESSAGE

The days are getting longer and the snow pack is real skinny as I write this. Looks like the ice will be out early this year. Now that I've said that we'll get a cold snap and loads of snow, sorry if we do.

One of the events I look forward to at this time of the year is the Maine Boatbuilders Show in Portland. This years dates are March 16, 17 and 18. You can spend hours and hours looking at boats and even longer talking to the well-informed representatives (generally the boatbuilders themselves) of the many companies at the show. All the latest gear and electronics and there's even an area of antique gear to keep your classic original. You'll also find Portland Head Sail and Power squadron there. You can contact their commander, Larry Sherwood at NIQJU@aol.com and offer to help man the booth. You'll get free admission and can provide them with some valuable help.

We have a couple of positions in the squadron that could use your time and talents. We could use you on the membership, member involvement and our nominating committees. Please contact me if you would like information on what these committees do. Better yet come to the March Dinner, we'll be providing a PowerPoint presentation on the various positions and the members who fill them.

At our February dinner meeting we voted in 4 new members. They are presently taking the Piloting class taught by Lynn Mecham. Our new members are; Kimberley Holman, David M. Palmer Jr., Brian P. Mills and Nathan Murray-James. Welcome Aboard and I hope to see you at one of our dinner meetings.

Please set aside the evening of April 13th. We'll be having our last dinner meeting before the boating season gets underway. The Downeast cruise will be put together, Larry Irwin will be entertaining us and the yearly swapping of extra boat gear will be going on. More on these events will be in the next ragpot.

Bert Glines AP

## GARY BAIN, OUR LATEST LIFE MEMBER!

At the USPS Annual Meeting, Gary was awarded his Life Membership, commemorating his attainment of 25 Merit Marks. One Merit Mark is awarded for each year of meritorious service to the Squadron, as approved by national. Congratulations on 25+ years of good work done!

## KRSPS CALENDAR

### **Monday, March 5, 2012**

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

### **Friday, March 9, 2012**

6 p.m. Social, 7 p.m. Dinner  
Rolandau's Restaurant  
Auburn, Maine

### **Augusta Boat Show March 9-11, 2012**

### **Maine Boatbuilders' Show March 16-28**

### **Portland Boat Show March 23-25, 2012**

### **Monday, April 2, 2012**

7 p.m. Exec. Committee Meeting  
East Coast Mortgage  
Auburn, Maine

### **Friday, April 13, 2012**

6 p.m. Social, 7 p.m. Dinner  
Gardiner Lions Club  
Gardiner, Maine

Last meeting: Downeast Cruise planning, Gear Flea Market & Larry Irwin for entertainment. Can't get better!

### **May 4,5 and 6, 2012**

Spring District Conference  
Wolfboro NH.

## USPS ANNUAL MEETING

The United States Power Squadron held its 2012 Annual Meeting in Jacksonville, FL on January 25th to 28th. Steve Hayes attended the early part of the meeting and tag-teamed with Gary & Donna Bain, who attended the latter half.



Jacksonville Waterfront, with USPS hotel on distant right.

From the advance publicity, members might think that the convention is mostly a social affair, and certainly enjoying the company of other USPS members is a primary reason for many attendees. When you get there, you also discover that a great deal of USPS business is conducted — meeting room after meeting room hosts endless committee meetings and training sessions. Exhibit rooms are filled with booths explaining the activities of the committees, including good exhibits by the Safety and Environmental Committees this year. Another large room is occupied by the Store, where you can see, touch, try on and (most importantly) buy the USPS logo gear and supplies that you need.

One important piece of business is the election of new officers. Like the local squadrons, there is generally one candidate for the Commander and Executive Officer positions, a promotion from their prior roles. True to form, former XO John Alter is now our Chief Commander and AO Bob Baldridge is our National Executive Officer. Unusually, there was a contest for National Administrative Officer and National Education Officer, with candidates from the Nominating Committee meeting completion from well-qualified candidates presented by member petition. The candidates had booths located near

the efficiently run Registration Desk, and offered members an opportunity to meet the candidates and their spouses. The existence of the competition (and the fact that the Nominating Committee did not select the usual suspects) also created a bit of a stir in the convention conversations. The dignified competition of well-qualified candidates resulted in Louis Ojeda being elected National Administration Officer and Bob Bradenstein being elected National Education Officer.

Unlike most conventions, this one does not cost an arm and a leg to attend. There are the usual charges for meals and extracurricular activities, but your XO encountered no registration charges or fees to get his required (and well-done) training.

Jacksonville in January is somewhat of a hit and miss adventure, but this year we were greeted by 70 degree sunny days, great walks along a memorable river walk & Jacksonville Landing and a terrifically informative and well-run event. Your author met many fellow members from all over the country and benefited greatly from the opportunity. I'd highly recommend the experience to any member with the inclination and time.



Ah come on! Isn't this better than the view from your front door in January? It's the view from the Regency front door.

## 2012 ANNUAL MEETING

By Gary Bain, NEW LIFE MEMBER!!!!

A month or so ago I made the decision that it might be fun for Donna and I to attend the Annual National Meeting for USPS. I had a selfish motive as I

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wanted to pick up my "Life Membership:" award in person. This is the award one gets when they have received their 25<sup>th</sup> Merit mark for service performed within the squadron, district, or national organization. This is not to be confused with the 25 Year Membership Pin. Look for the group picture in one of the upcoming Ensigns! I'm in the front row!

It has been several years since I attended a National Meeting. We stopped going when I completed my 2<sup>nd</sup> year as D19 District Cdr. We attended for six years as I went through the Bridge. There were two Governing Boards and one Annual Meeting each of those years. We enjoyed the travel and the many friends we met along the way.

I was to be at the award ceremony for Friday 27 January at 1500 hours. We arrived in time to spend a few minutes looking around at the various displays which are quite traditional at these meetings. It had been rumored, this was one of the years where the election of the National Bridge had a few issues. I believe it was the 1<sup>st</sup> year that I was District Cdr we had a similar situation and it really had a dramatic effect on the meeting. Tempers were quite active as the membership and the parties involved tried to compete for their position. Based on my observation something must have been learned from that experience as there seem to be a great deal less turmoil at this Annual Meeting. It appears that Friday afternoon time was allotted for each candidate to express himself to those attending, as to why they were the better choice. It is always interesting to listen to people who have strong passion about their belief. Of course some is similar to everyday politics as we see on the national news, particularly this year.

Saturday at the Annual Meeting Most attending had an opportunity to vote for the slate of officers that were presented by the Nominating Committee and those that were nominated by petition. What this means is there was a petition to nominate a National Education Officer (R/C Eugene E Molteni, SN) and the Administration Officer V/C Robert J. Sweet, SN). What was interesting just before the voting started the candidates for each position were allowed to speak again on their behalf as well as any member attending the meeting. It turned out all the Bridge Officers that were nominated, by the Nominating Committee, ended up being elected. Those that were nominated by petition were not. We have similar

wording in our squadron bylaws should anyone want to nominate someone, outside the Nominating Committee's choice.

I was able to vote on behalf our squadron which is available to any member who would like to attend. Many times the Squadron Cdr gives his vote to the District Cdr. Should he not be attending the National meeting or one of the Governing Boards, all you have to do is ask. There are usually some Delegate votes which do not get used as well. Anytime anyone should have the urge to attend I highly recommend it. The whole week has many informative meetings, displays, fun activities and just good social activities. We had the opportunity to catch up with some old friends. Plus it was warm; I recommend you try it sometime!

P/D/C Gary D. Bain, JN

## USPS LEADERSHIP TRAINING

By : XO Steve Hayes, AP

How do you preserve and grow a nonprofit membership organization in the 21st century? The answer of the United States Power Squadrons is to provide industrial strength leadership training.

The USPS membership is in decline, a state of affairs that afflicts many squadrons (outside of Florida). We have no control over losses due to mortality, but often the root cause of members failing to renew is that we have poorly managed our local organizations.

To strengthen our abilities, the USPS has implemented a series of leadership development courses intended to provide the Bridge and other officers with the tools they need to lead their organizations. Currently titled "Transition from Warrior to Chieftain" with three courses directed at Administrative Officers, Executive Officers and Commanders, the courses will soon be re-branded as Leadership 101, 102 and 103. The courses are structured to be sequential and not specifically related to rank. Since the first course was offered in January 2010, over 1000 students have participated, with many students having accomplished all three levels of training.

The objective of the USPS is to provide leadership training that is scalable and repeatable for all USPS leaders. The USPS plans to make the courses available without charge at locations across the country; the scheduling of a class in any particular

locality depends upon achieving sufficient local participation to justify sending one of the 30 USPS certified instructors. I completed the XO and Commander courses back-to-back at the National Convention in Jacksonville in January 2012. My classmates were squadron and district bridge officers from Wisconsin, Michigan, Indiana, Massachusetts, Connecticut, North Carolina and from across the south. The other Maine attendee was D19 DEO Ed Knapp from Nobleboro.

The course involves a great deal of class involvement and exchange of views, which is why presence is required (as opposed to independent or distance learning). After introductions, the first module in each class focuses on leadership knowledge and skills. In the XO course, this focused on principles of leadership and personality styles, helping participants to understand better their own personality style and the personalities of the people they will encounter. To lighten what could be a dull talk, they use animal personalities as metaphors. I therefore met other lions, foxes, birds and turtles. We were encouraged to assess ourselves, refine our thoughts with like-minded personalities and then pose questions to other personality types in an effort at mutual understanding.

In the Commander course, this segment focused on how to motivate different types of people, all in an effort to help us understand ourselves and others. Motivation comes from many sources. It's a myth that volunteers are less effective than paid staff. It is as important to avoid demotivators (such as failing to recognize hard work) as it is to encourage people.

We were also taught that in reply to suggestions, rather than say "we've never done it that way" or "we tried it and it did not work," instead "find a way to say 'yes.'"

One common theme through all three courses is the use of characters from Disney's version of Snow White to represent different personality types in our squadrons. With some liberties, Grumpy is a autocratic curmudgeon, Evil Queen (his wife) is a socially aggressive witch (although admired for her flexibility and single-minded pursuit of her goals), Doc is the competent hard worker with no aspirations for power, Bashful is the shy, knowledgeable type and Dopey, Happy, Sneezy and Sleepy fulfill your expectations, (with a caution that if

you wake Sleepy, he may become Grumpy!)

These characters are used to create case studies of squadrons with problems. Over lunch, we are expected to collaborate with others to devise solutions for the case studies, which are then presented to the whole class and discussed in the early afternoon segments. While the characters and problems are fictitious, the parallels to reality are uncomfortably real. The process of creating solutions with randomly chosen people who come from significantly different backgrounds and experiences is challenging and interesting. For as many suggestions that are similar, there are many that represent an entirely different perspective and creative solution.

These classes are not intended to replace Operations Training, the "how to" course for the bridge and committee chairpersons. This course is intended to build life and people management skills, so that we don't get to where people say of our squadron, "it would be great, except for the people." OT in this context is just a reminder of additional resources available to help you find your solutions.

Do I know more about USPS because of these courses? Yes, but not solely because of the explicit course content. I met some great people (and some who could be called Happy or Grumpy or Evil Queen) but I also gained an understanding that problems don't just "happen," they develop over a course of time because your squadron has gotten weak from inattention to member involvement and development. When we worked on solutions to the case studies, while there were specific steps recommended, the best remedies were those that strengthened the entire organization.

USPS is founded on Education, Community Service and Fraternity. Some of those attributes are more important for some members than others, but Squadron is healthy only when we work to make sure it functions well in all three spheres. Our boating education is important, but so is our need for study on how to make our organization stronger, including Operations Training and Leadership Development. Our diversity makes us stronger if we respect and leverage our differences with matching opportunities for contribution.

Other squadrons in our district are dying, and

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at least one nearby will soon loudly implode for lack of leadership. KRSPS is still healthy, but with time and conscious effort, we can be better. These courses have helped prepare me for that effort.

The USPS Leadership Development courses could not have been possible without the active contributions by volunteers on its national staff. R/C Peter Hames, AP coordinates the effort for the national staff.

Anita Walker developed the Leadership Development materials and was the instructor for the Commander module. Anita is the present Commander of the Pompano Beach Sail & Power Squadron, and will soon be a R/C on the National Staff. Her official biography states that Anita is a member of the National Leadership Development and Membership Committees, a Certified Instructor, and an Operations Training Program presenter. She teaches Instructor Development and the Public Boating Course. Anita has a BS in Economics from the University of Illinois and an MBA in Operations Management from Illinois Benedictine University. During her manufacturing/consulting days, Anita was



on the national training team employee faculty for Johnson and Johnson, Coopers & Lybrand, Gemini Consulting and KPMG. Subjects included: Leadership Development, Team Building, Quality, Operations/Supply Chain Improvement, Organizational Structure and Strategy, Organizational Turnaround, Safety and other manufacturing/government topics.

Susan Darcy was my instructor for the AO and XO classes. She resides in Massachusetts and is also a Stf/C on the National Leadership Development Committee. Her bio reads: Stf/C Susan L. Darcy, JN main focus is the new Leadership Development Workshop (LDW). After the University of Massachusetts with additional courses at MIT, Susan began her engineering career in the aerospace defense business. As a member of General Electric's

Defense Systems business, Susan was selected to attend various courses in engineering and leadership training leading to certification in facilitation. Using this skill set, Susan traveled extensively to various business locations within the corporation giving



workshops on leadership along with technical skills. After a series of sales and mergers, Susan completed her career retiring from Lockheed Martin as a Senior Staff Engineering Project Manager and certified facilitator. In retirement, she started a small consulting business, Darcy Systems – “Linking people and technology”. An avid single-handed sailor, Susan joined USPS to hone her boating knowledge and is one course shy of a full certificate [she is self-studying Navigation and will soon finish]. Having been a member of USPS for about 20 years, Susan has served Berkshire Sail & Power Squadron in many leadership positions including Commander. Tapped for the District 2 Bridge, Susan progressed thru the chairs and served as District Commander. Currently, she serves as District chair of Squadron Development. At the national level, Susan's previously served as a Staff Commander for the Membership Committee. Presently, besides finalizing revisions to the LDW, developing presentations, and assisting where needed on LDCOM, Susan maintains various websites including Membership, District 2 and Squadron websites.

It is the high quality and capability of these folks that led me to call the LD training “industrial strength.” USPS is extremely fortunate to have their services.

# BOATER'S "SILENT KILLER"-- CARBON MONOXIDE!

By Phyllis Jones, AP, SAFETY OFFICER

**What is Carbon Monoxide?** Carbon Monoxide or CO is a colorless, odorless, tasteless gas produced by burning carbon-based fuel, such as propane, gasoline, charcoal or oil. It can sneak up on you and make you very sick or can Silently Kill You!

**Facts about CO!** Carbon Monoxide is the leading cause of accidental poisoning deaths in America. Annually CO claims at least 500 lives and is responsible for more than 15,000 visits to Emergency Rooms and Hospitals. In Maine last year, 59 females and 41 males were seen with Carbon Monoxide Poisoning. The age of these victims ranged from 11 months to 95 years young. More than 50% of these victims had been boating! Do I have your attention, now???

**What reactions it has on your body!** Carbon Monoxide enters your bloodstream through the lungs, blocking the oxygen needed by your body. Low concentrations of CO over a prolonged exposure time, or a very short exposure of high concentrations, can Kill You! Early symptoms of CO Poisoning are; irritated eyes, headache, nausea, general weakness, shortness of breath, vomiting and dizziness. Most often poisoning symptoms are confused with "Sea Sickness" or "Flu". A simple blood test can confirm Carbon Monoxide Poisoning.

**Sources of Carbon Monoxide Aboard!** Sources on your boat may be your engine, a gas generator, your cooking range, propane, your grill, a heater or water heater. It could be from your ventilation system that is plugged up or not working. It could be problems with your exhaust system. It might be from another boat near you that is at idle. Are you rafted up to other boats?? Did one of them start their engine to keep the battery up so the "tunes" can blast?

Remember that exhaust gas gets trapped in enclosed places, inadequate ventilation in canvas enclosures need to be checked. Remember the "Station Wagon Effect" or "Back Drafting" If you have been idling or cruising at very low speed and have now turned the engine off, be aware that CO remains around your boat at dangerous levels.

## First Aid Treatment!

1. Get the person to fresher air. If the person is

unconscious, check for injury before moving.

2. Call USCG or 911 (depending where you are) Give your coordinates from your GPS or from your Chart Plotter. If you have registered your DSC, this will save valuable time.

3. Begin CPR if necessary! Somebody aboard should already be trained in CPR. If not, Why Aren't You?? Classes are held at all schedules in most areas every month. If nobody is trained, put- "Take a CPR Class" on your To Do List.

4. If you are alone with person and they are not breathing---Do CPR for at least 1 minute, then call 911 or USCG.

5. The victim needs Emergency Care. The EMT's/Paramedics will administer Oxygen immediately. Most patients need oxygen by a mask for a few hours to bring the level of gas in their blood down.

6. Severe cases of CO poisoning will require the victim to Hyperbaric Oxygen Therapy with 100% oxygen given for a period of time.

7. Whatever you do, DO NOT WAIT-----ACT IMMEDIATELY!

## Preventative Actions:

1. Educate your family, crew and passengers about Carbon Monoxide so they are aware of the signs and symptoms

2. Schedule regular engine and exhaust system maintenance inspections by experienced technicians.

3. Check your manufacturer for recalls or repair changes if you have a rear-vented generator exhaust.

4. Keep forward facing hatches opened to allow fresh air circulation.

5. When possible run the boat so that prevailing winds will help dissipate the exhaust.

6. Check and re-check your boat for any malfunctioning parts.

7. Check all hoses and hook-ups to any propane used aboard.

8. Check your blower system.

9. When your propane is not in use shut the tank off---tightly.

10. When docked or rafted to other boats, be aware of exhaust emissions from others.

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11. Listen for any change in exhaust sound, which could mean exhaust failure.

12. Confirm that water flows from the exhaust outlet when the engine and generator are started.

13. Install Carbon Monoxide Monitor or Detectors. It is recommended that a detector be installed in each accommodation space on your boat. It is also recommended that you install a Marine-Grade Detector and not a household unit. Marine grade units are made for the marine climate and movement. Make sure you read the functions of the type you choose as some have a second alarm built into it, some have only one. Some can be set for sensitivity, others have a “set point” feature that resets the system after the initial detection to ensure that the CO concentration is continuing before the alarm sounds again. This feature prevents a false alarm from a passing whiff of fumes.

14. Test your CO Detector by pushing the test button, before each trip.

CO Detectors and good maintenance are key to a Safe Boating Experience. Detectors range in price from \$40.00 to \$100.00. Cheap insurance against the “Silent Killer”, wouldn’t you agree?

## ED’S DOCK BOX

By Ed Jones, AP

Dodge some of the Pain at the Pumps! SAVE FUEL!

Properly trimming your outdrive or outboard motor, will improve your ride and will stretch your fuel range and dollars. If your boat doesn’t have trim tabs, install them to improve efficiency of any vessel. They are easy to install and do not cost a lot to purchase. The tabs “fine-tune” your ride to suit the changing water conditions, boat speed and load.

Consider a fuel computer! Usually fuel gauges on boats are notoriously inaccurate. You may want to invest in a fuel management system that provides accurate readings of real-time consumption and total fuel used. You will know when your vessel is operating most efficiently and you’ll never have to say, “OOPS” again.

Lose some Weight! Well, not you—your extra, extra equipment, gear, ice coolers and “Stuff”, you don’t need aboard. Trim down your extras to a “Lean- Necessary” check list. The extra weight to haul around—burns more fuel. Keep what is really needed, but keep it lean. You Will Save Big!



## ARMCHAIR SAILOR- 34<sup>TH</sup> AMERICA’S CUP

Normally this is the time of year when sailing means sitting down with a good book by a warm fireplace. Looking for some exhilaration?

While the 34th America’s Cup race finals won’t begin until September 2013, the action has already started and it’s as close as your computer. Nothing about this AC is similar to its predecessors in the 160 year-old history of the Cup and nowhere is that statement more true than with access to pre-race preparations.

For those with short memories, Oracle Racing won the last AC and brought the Cup home to the US. The 33rd AC had more action in the courtrooms than on the water, but the two races brought a hint of new things to come, as Oracle won with a technologically advanced catamaran powered by a wing sail. This leap to the 21st century will be fully revealed in the next edition.

But you don’t need to wait until 2013 to enjoy the race — the racing has already begun with the AC45, a 45’ catamaran powered by a 20 meter winged sail designed to be sailed by a crew of 5 and shipped in a 40’ shipping container, to allow races all over the world. There are already ten teams competing and three races on the books.

To watch, start at [www.americascup.com](http://www.americascup.com), the official website. For excitement, go to <http://www.youtube.com/user/AmericasCup> for a plethora of videos that show you all of the details as well as race footage that is absolutely incredible. The “America’s Cup Uncovered” series of films are slightly less than a half hour but feature the new boats. For the nostalgic, there are clips from past races (which look relatively leisurely compared to the new boats). Everything is wired for video and sound — you have never experienced anything like it. Another race starts in April. Beats watching golf!!



## Kennebec River Sail & Power Squadron

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## TEST YOUR NAUTICAL KNOWLEDGE

Courtesy of BoatFix.com

**BOTH INTERNATIONAL & INLAND A pilot vessel may continue to sound an identity signal if she is \_\_\_\_\_.**

- underway, but not making way
- aground
- being towed
- not engaged in pilotage duty

*Answer: underway, but not making way*

## ***MARCH DINNER MEETING***

**DATE:** Friday, March 9th

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

**LOCATION:** Rolandeau's in Auburn

**SPEAKER:** Change (retention) of Watch

**COST:** \$20.00 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 March 6th.** **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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