

RAG-POT

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

MARCH 2013

COMMANDER'S MESSAGE

It's hard to believe but my 2 years as your commander is soon over. It seems like just the other day I stood before those in attendance at the change of watch and pledged to uphold the squadron duties associated with the office of commander. I was a bit fearful of what lay ahead of me but I needn't have been. Your dedicated bridge officers provided excellent support and made my job very enjoyable and rewarding. I am truly grateful for their help and guidance. A large part of our squadron's continued success is due to their efforts.

Our change of watch is set for March 8th at Rolondeau's restaurant in Auburn. I hope you will join me in attending so we can thank our past bridge officers for their time and continuing efforts. You'll also be able to welcome aboard the new bridge. Steve Hayes will be taking the helm and has set up his office for cyber meetings. You'll be able to sit in on the monthly meetings via Skype or conference call.

Last month's blizzard caused us to cancel our dinner and reschedule the speaker. Max Fletcher is all set to give us his presentation about his sailing trip to New Zealand and back in 56 days. He'll begin right after the change of watch ceremonies; it's sure to be an excellent time.

Our April meeting will be at the Gardiner Lions Club and will include the planning of the August Down East cruise. Bring your list of favorite harbors or maybe an event that will be happening that we can go to while on the cruise. This is also a great time to introduce yourself to those that might be looking for crew. There will be a "yard sale" of various boating items and Larry Irwin, with guitar in hand, will be closing out the evening. It's a fun time and I hope you'll plan on attending.

Bert Glines AP

KRSPS CALENDAR

Monday, March 4, 2013

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

Friday, March 15, 2013

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

Change of Watch/Max Fletcher

March 15-17, 2013

Maine Boat Builders Show

Portland Company Complex
58 Fore St., Portland, ME 04101
<http://www.portlandcompany.com>

Monday, April 1, 2013

7:00 p.m. XCom Meeting
Hayes Law Office
1 Weston Court, Augusta, ME

Friday, April 12, 2013

6 p.m. Social, 7 p.m. Dinner
Gardiner Lions Club
Lions Road, Gardiner, Maine
**Swap Meet, Cruise Planning,
Larry Irwin Entertains**

April 26-28, 2013

District 19 Spring Council/Meeting
North Conway Grand Hotel
North Conway, NH

Inside: In-coming Bridge Members, Safety Report, Ed's Dock Box, NOAA Dates of Latest Editions and other articles.

ANODES-PART 2

Safety Officer Phyllis Jones, AP

Protecting Your Boat: Most boats have sacrificial anodes installed at their factory. Inboard/Outboards and outboard powered boats usually have several installed at different locations of lower unit. Inboard powered boats will have them on their prop shaft, rudders and trim tabs and sometimes have anodes on their transom. Permanent anodes are used on "Impressed Current Systems. Sacrificial anodes may be fitted to the boat. A fiberglass sailboat will usually have a "collar anode" on its prop shaft and one on its rudder shaft.



The most important thing to remember is: anodes are supposed to wear out. They wear, protecting your boat. They should be replaced anytime they're half consumed. It is recommended that

boats in salt water should be replaced every 6 months. Remember — if your "boat-sized" battery cell uses up its anodes, the least noble metal is next and chances are it's a lot more expensive than replacing the anode.

Which Type of Anode is Best? Anodes can be made of Zinc, Aluminum or Magnesium and each has different uses. The majority of anodes are Zinc, and have worked well for years. Aluminum anodes are more effective because they can create a higher voltage (driving force) and have a much higher capacity (useful life) for the same weight.

Aluminum anodes do a better job of protecting in boating the combination of fresh water and salt water. They do cost more, but make a great choice for boaters who moor their boat in a fresh water river and boat in sea waters.

Magnesium anodes are more expensive and are often used under advice of a specialist because they can "over protect" causing paint blistering and other problems. Some manufacturers recommend magnesium on out-drives when used in fresh waters. Check your Owner's Manual.

Anode Care: Make Sure They Will Make the Sacrifice:

- ◇ Be happy to see your anodes disintegrate. After a year the anodes contain impurities and are not working. Even if the anode looks pretty good--- Replace It!
- ◇ Any anode should be replaced when it is about half gone---every year. A lot of manufacturers recommend replacing every 6 months.
- ◇ An anode has to have good electrical contact with the surface that it's attached to. The surface needs to be clean and unpainted. The anode fasteners must be tight for effective connection.
- ◇ Never paint over the anode, this effectively "turns it off" and "turns on" your less noble and expensive underwater metals.
- ◇ Your anodes can warn you of potential stray current corrosion problem in your boat or marina. If the anodes suddenly start to corrode faster, you should have the problem checked by specialist.
- ◇ If your boat is used in both fresh water and sea water, aluminum anodes provide the best protection. Aluminum is also good for boats only used in salt water. Anodes for fresh water only should be Magnesium.
- ◇ Don't use anti-fouling paint containing copper on an aluminum outboard or outdrive; use a paint specifically formulated for outdrives.
- ◇ If the boat is bonded, be extra vigilant about the anodes. A bonded boat has all of its thru-hull fittings electrically connected to underwater machinery and the failure of anodes can cause galvanic corrosion on your boat's thru-hull.



Spring is around the corner! It is a Great time to check your anodes!

ED'S DOCK BOX

Capt. Ed Jones, AP

When you turn your ignition key and Click- Click- Click is the sound you hear, you join the 1 of every 10 boaters calling for assistance or a tow last season. These boater's needed a "Jump Start".

What can you do to prevent this from happening to you this season?

Option 1. Carry a second battery with a switch that enables you to put the second battery on line.

Option 2. Carry a portable "Jump Start" battery. It will jump start your engine and can be used to power your 12v cell phone or portable VHF, as well. Be Prepared! Don't be the 1 of 10 callers this season.

Cleaning Non-Skid: Avoiding the task only makes it

worse. Stains seem to really set in, non-skid surfaces. Common dirt and mild stains can be removed with soft liquid cleaner. If you use one with bleach — Do NOT let the cleaner soak in. Scrubbing activates the cleaner. Tougher stains need special care. Use a professional cleaner like Star Brite non-skid cleaner or paint thinner. Make sure you stay inside the lines. (No, this is not teaching you to color!)

Staying inside the lines will avoid removing the wax around the area. CAUTION: Do NOT let cleaners dry on the surface. The scum left behind is worse than the original dirt.

Engine Cranks — but Won't Start? Check for loose wires while trouble shooting. Don't forget to disconnect all electrical connectors. They can "look good", but can be loose and leave you stranded!

THINK SPRING!

ANCHOR ALARM SURPRISES

www.activecaptain.com newsletter reprint

It should be simple. Pick the spot to anchor; come to a stop; drop the anchor and set the anchor alarm. Then pull back until the anchor sets. Now if you pull away further from the anchor set point than the distance you specified, alarms should go off, right?

Well, not exactly. The mathematics are surprisingly a lot more complex. We know. It seems easy and obvious. We've been involved in many debates until the pencil and paper come out and then, "oh yeah" is heard.

Here's the missing magical point. You've got to notice that the point where the anchor position is set in the alarm is the position of the GPS and not the position of the bow/anchor. That one small point ends up bringing a whole bunch of trigonometry into the calculation. When the boat swings 180 degrees, the error created by that offset equals twice the distance from the bow to the GPS.

Let's take an example for a typical 42' sailboat with a GPS on the stern rail. This is the worst case problem but is very typical and demonstrates what happens very well.

So we're anchoring in 10' of water with a bow that's 5' off the water's surface. A good scope for a night without much weather expected would be 5:1. This means 75' of rode will be let out and pulled back to set hard (we call that power setting). The anchor alarm is set at 125', way more than the 75 put out. And since we power set the anchor, we couldn't possibly move 50', right?

At 3 am, because these things always happen at 3 am, the anchor alarm goes off. You're 127' back. You remember that you way over added to the 75' and start planning what you're going to do in the total black of night with the moderate wind that's now blowing.

What really happened is that the tide changed at 1

am. During the next 2 hours you slowly swung around moving back. Not realizing this new math for anchor alarms you didn't realize that the GPS displacement caused 84' of position error in the anchor alarm. Your alarm went off after moving back only 52'. In reality, your anchor alarm should watch you move back another 32' without your anchor moving 1 inch on the sea floor. The anchor alarm should have probably been set at about $75 + 84 + 10 + 10 = 179$ feet. The two 10's are for GPS accuracy error and slop since the anchor doesn't set immediately. Can you imagine setting an anchor alarm at almost 200' with only 75' of rode out? And yet, that's the right number.

We haven't found an anchor alarm that compensates for this GPS positional error. It's one of the reasons we wrote DragQueen (available for free in the Apple app store and Google Play). Since the anchor alarm is on a phone, the GPS position is the phone itself. When deploying the anchor, we stand with the iPhone at the bow to eliminate one half the GPS position error. There's still another position error based on where the GPS is located while we sleep at night (25' back in our stateroom).

Remember too that this positional error happens at all angles. Swing about 90 degrees to the side and the error is about 1 times the GPS displacement distance. Even that can be significant.

Given a heading/fluxgate sensor and a few configuration settings, 100% of this GPS positional error could be eliminated. How come not a single marine electronics manufacturer has done it?

If you're still saying, "wait a second - there's not a 2x error in the position" - check out this graphic proof of what happens. We'll wait to hear the "oh yeah": <https://activecaptain.com/articles/misc/anchorAlarms.php>

Happy anchoring!

KRSPS ELECTRONIC CONFERENCES

A recent USPS communication encouraged squadrons to utilize audio and video conferences for committee meetings, including executive committee meetings. We have the ability to include up to 24 people in electronic audio and video conferences at no cost through Skype, an Internet telecommunications company. There may be other software available in the future (GoToWebinar), but Skype is the practical alternative available today.

To participate in a group call, Steve Hayes needs your contact information. It is possible for Skype users to connect with a regular telephone line, but that is equivalent to a long-distance call with toll charges. If you have a Skype address, the call is free. If your computer or laptop has a video camera, video calls are also possible. You can also watch us even if you don't have a camera.

If you don't have a Skype account and want one, go to www.skype.com and register. You will end up with a Skype user name and will download software that is suitable for the device that you intend to use. Skype is accessible from Windows, Mac and Linux based computers, as well as Apple and Android devices (smartphones and tablets). It's also handy for personal use, as long-distance audio & video calls to others are free or inexpensive around the world.

Send Steve an e-mail with your Skype address and indicate that you want to participate. Activate your Skype software and get online just prior to the meeting. You will be called and can listen to and participate in the meeting.

At present, only the board meetings held at Hayes Law Offices can participate in the conference calls. We are working on a means for participation at all board meetings. Skype has a limitation of only 25 people on a group call (including the originator) and the more you have, the more burdens are placed on the broadband capacity (the more you have, the slower and choppier the connection appears). Board members will have a priority for participation, but others are welcome (telephonically and in person, if that is your choice).

Maine is a large state and our board includes people as geographically dispersed as Wilton to Oakland to Minot and all points in between. Weather does not always cooperate. Electronic meetings will help us encourage participation that is

safer, easier and less expensive. We welcome you joining us. Skype address: [steve_hayes_maine](https://www.skype.com/people/steve_hayes_maine)

RANDOM WINTER THOUGHTS

It's winter. It's cold, too cold to think about sailing, working on the boat etc. What's a guy to do? Catch up on his reading, especially the magazines that came over the summer when there were other things to do.

Many sailing magazines are glossy advertisements for expensive (and recently, very large) boats. An exception to this sailing genre is *Practical Sailor*, accurately thought of as the *Consumer Reports* for boaters (with a primary focus on sailors, not power boaters, although 90% of the testing is applicable to both). The June 2012 issue that I had overlooked until recently featured "DIY Survey" (ostensibly for helping you evaluate a boat you want to purchase, but equally handy for surveying your own boat this spring), an evaluation of various epoxies and an article about "Mid-priced Fixed VHF's."



If last year's articles on the benefits of DSC and having your own MMSI did not prompt you to upgrade your fixed VHF, the need remains.

Practical Sailor gave Standard Horizon's Explorer GPS GX1700 its top rating because of its reliability, ease of installation (it's slim) and the fact that SH has added an internal GPS to its workings. Therefore, you can get the benefit of being able to transmit your boat identity and location without interfacing a stand-alone GPS. It also has some nice navigational features, including the ability to create (or import) waypoints, compass heading, SOG etc. I can see where it would be a great addition to your fly bridge for the navigation alone. The cost of the radio is \$220 at Hamilton Maine, so the cost is modest, while the safety upgrade with DSC is huge.

What boating magazines do you like? What upgrades are you planning this year? Share your thoughts and let your editor know, including why your choice was a good one.

CHANGE OF WATCH

At our dinner meeting on March 8, 2013, we will elect and install a new slate of officers. The complete list is later in this publication, together with contact information. Please be present to vote and thank those who have agreed to serve.

While the list of officers and committee chairs is long, there are never enough hands to do the work. USPS lists categories of officers which we omit because no one has volunteered. Other than the Bridge and Executive Committee, those included actually head committees that could use members. All of us could use assistance from any who are willing to help.

As Newsletter Editor, each month I struggle to find material worth your consideration. I have received substantial help from Phyllis and Ed Jones, who faithfully come up with a monthly column. Others have contributed pictures, which I have gratefully used. Thank you again.

It would be great to have someone (or a friendly group of people) do columns on recipes that work on a boat, favorite harbors or anchorages, favorite off-the-water amenities at harbors, equipment reviews, applications or anything else you would like to read about. Single stories about trips you have taken (pictures too) or other items would also be welcome. As I assume the responsibilities of Commander this year, I need all the help I can get.

SUMMER SAILING PLANNING

Among the many activities planned for our April meeting is a discussion and decision on the Summer Cruise during the first week of August. Harold Wood (wearing his Boating Activities hat) has done a good job in crafting a cruise plan in past years, but he needs your input.

Those who have participated in the past probably remember that what was planned as one cruise ended up as many — boats join and leave the cruise as they deem fit, anchor where they may and some inevitably hit Northeast Harbor, whether it is listed or not. Side trips are common.

All of which is fine, so long as they are planned for and known in advance. After a lull, there are harbors that are now getting booked in the summer. Last year, the planned cruise had us visiting Belfast on one night. A call before the cruise revealed that a

large flotilla of boats on another organized cruise was expected the same night, so we needed to quickly shift days. Many harbors now prefer if we have a cruise leader that can be the contact person for the harbor master, facilitating communication and moorings or anchorages for our boats.

Which puts a premium on the need for planning. Check out your budget for time and money, think about places you would like to see, think about the places you are tired of seeing and share your thoughts as soon as possible with Harold and other bridge members. Then come to the meeting in April and be heard. The more that the cruise reflects the true wishes of our members, the more successful it will be.

Other KRSPS boating events. Several years ago, Harold Wood, Guy Pelletier and their admirals tried to organize weekend gatherings of our members at various anchorages. I participated in a few, and it was a good opportunity to see new places in the company of my friends. Most were a day's sail (a/k/a 20 minute power ride) from Rockland, so a Saturday overnight worked out great.

What do you think about arranging more such intentional, short gatherings? As we are geographically dispersed, northern and southern locations would make sense. Some could be halfway, in or off Muscongus Bay.

Give this some thought. Let Harold and the Bridge know what you would like for frequency, location and RSVP requirements.

WINTER WORK

Last month I suggested checking out your boat. This month is easier and warmer — check out your charts.

NOAA has done a great job of updating the Maine charts. If you look at the table on the following page, you will see that many were updated last year, and a majority within the last couple of years. As we know, the prior updates were done prior to the advent of GPS technology and were often less accurate.

It might be a good time to pull out your charts and check to see if your collection is up to date. The 16th edition of Chartkit #2 is scheduled for this summer, but meanwhile getting new charts for the areas you boat most is advised.

NOAA NAUTICAL CHARTS FOR MAINE DATES OF LATEST EDITIONS (AS OF 2/23/2013)

NUMBER	TITLE	SCALE		PAPER EDITION & DATE		ENC EDITION & DATE
13003	Cape Sable to Cape Hatteras	1,200,000		Sep /12		Sep /12
13006	West Quoddy Head to New York	675,000		Jul /12		Jul /12
13009	Gulf of Maine and Georges Bank	500,000		Sep /10		Sep /10
13260	Bay of Fundy to Cape Cod	378,838	41	Aug /12	41	Aug /12
13286	Cape Elizabeth to Portsmouth; Cape Porpoise Harbor; Wells Harbor; Kennebunk River; Perkins Cove	80,000	31	Jun /11	31	Jun /11
13287	Saco Bay and Vicinity	20,000	12	Sep /04	12	Sep /04
13288	Monhegan Island to Cape Elizabeth	80,000	43	Jul /10	43	Jul /10
13290	Casco Bay	40,000	39	Jul /10	39	Jul /10
13292	Portland Harbor and Vicinity	20,000	40	Jul /10	40	Jul /10
13293	Damariscotta, Sheepscot and Kennebec Rivers; South Bristol Harbor; Christmas Cove	40,000	35	Oct /10	35	Oct /10
13295	Kennebec and Sheepscot River Entrances	15,000	11	Oct /02	11	Oct /02
13296	Boothbay Harbor to Bath, Including Kennebec River	15,000	26	Jan /12	26	Jan /12
13297	Kennebec River Courthouse Point to Augusta	15,000	11	Nov /07	11	Nov /07
13298	Kennebec River Bath to Courthouse Point	15,000	10	5/5/2001	10	5/5/2001
13301	Muscongus Bay; New Harbor; Thomaston	40,000	21	Aug /11	21	Aug /11
13302	Penobscot Bay and Approaches	80,000	23	Dec /11	23	Dec /11)
13303	Approaches to Penobscot Bay	40,000	13	Jun /11	13	Jun /11
13305	Penobscot Bay; Carvers Harbor and Approaches	40,000	29	Jun /12	29	Jun /12
13307	Camden, Rockport and Rockland Harbors	20,000	11	Jul /12	11	Jul /12
13308	Fox Islands Thorofare	15,000	13	Dec /11	13	Dec /11
13309	Penobscot River; Belfast Harbor	40,000	29	Aug /10	29	Aug /10
13312	Frenchman and Blue Hill Bays and Approaches	80,000	22	Aug /06	22	Aug /06
13313	Approaches to Blue Hill Bay (NEW EDITION EXPECTED 03/14/2013)	40,000	20	Jul /04	21	Feb /13
13315	Deer Island Thorofare and Casco Passage	20,000	12	May /12	12	May /12
13316	Blue Hill Bay; Blue Hill Harbor	40,000	23	Sep /11	23	Sep /11
13318	Frenchman Bay and Mount Desert Island	40,000	18	Aug /02	19	Jan /13
13321	Southwest Harbor and Approaches	10,000	9	Mar /03	9	Mar /03
13322	Winter Harbor	10,000	10	Jun /12	10	Jun /12
13323	Bar Harbor Mount Desert Island	10,000	8	Sep /04	8	Sep /04
13324	Tibbett Narrows to Schoodic Island	40,000	14	Nov /03	14	Nov /03
13325	Quoddy Narrows to Petit Manan Island	80,000	15	Aug /04	15	Aug /04
13326	Machias Bay to Tibbett Narrows	40,000	13	Apr /04	13	Apr /04
13392	Grand Manan Channel Southern Part	50,000	3	Feb /11	3	Feb /11
13394	Grand Manan Channel Northern Part; North Head and Flagg Cove	50,000	3	Jul /02	4	Nov /12
13396	Campobello Island; Eastport Harbor	20,000	5	May /10	6	Nov /12
13398	Passamaquoddy Bay and St. Croix River; Beaver Harbor; Saint Andrews; Todds Point	50,000	4	Nov /12	4	Nov /12

KENNEBEC RIVER SAIL & POWER SQUADRON ORGANIZATION TABLE

2013 - 2014 (Effective 03/08/2013)

		Rank	Name	GD	Address	City	ST	Zip	Phone	E-Mail Address
BRIDGE			(Elected)							
	Commander	Cdr	Stephen "Steve" Hayes	AP	PO Box 1028	Augusta	ME	04332	207-557-0065	sthayes@hayeslaw.com
	Executive Officer	Lt/C	Virginia "Gini" Fiedler	JN	338 Willey Point Rd	Oakland	ME	04963	207-465-3961	gfiedler@roadrunner.com
	Educational Officer	Lt/C	Phyllis Jones	AP	17 Allen Street	Wilton	ME	04294	207-645-3109	phyjones@myfairpoint.net
	Administrative Officer	Lt/C	Harold Wood	AP	17 Forest Circle	Manchester	ME	04351	207-623-1926	hrwood@roadrunner.com
	Secretary	Lt/C	Wanda Sprague	P	1559 Perkins Ridge Rd	Auburn	ME	04210	207-783-2711	wandrar@midmaine.com
	Treasurer	Lt/C	Thom Hoffman	P	150 Hersey Hill School Rd	Minot	ME	04258	207-966-2980	tahsailn@aol.com
EXEC COMM			(Elected)							
	Past Commander	P/C	Bert Glines	AP	1508 Pond Road	Sidney	ME	04330	207-465-3103	bcqlines@yahoo.com
	Member-At-Large	P/D/C	Gary D. Bain	JN	749 Court Street	Auburn	ME	04210	207-782-2985	baingd@roadrunner.com
	Member-At-Large	P/C	Thomas "Tom" Pedersen	AP	20 Sherwood Drive	Auburn	ME	04210	207-784-4703	tpedersen98765@aol.com
	Member-At-Large	Lt	Guy H. Pelletier	P	PO Box 447	Sabattus	ME	04280	207-375-5064	cruisers00@yahoo.com
	Member-At-Large	P/C	Lynn Mecham	AP	29 Wings Mills Road	Readfield	ME	04355	207-441-9921	lwmecham@roadrunner.com
ASST OFF			(Elected)							
	Assistant Education Officer	P/C	Howard "Hobie" Ellis III	SN	35 Besse Rd	Wayne	ME	04284	207-685-3827	rockypt@myfairpoint.net
GEN COMM			(Elected)							
	Auditing Chair (2013-2017)	Lt/C	Virginia "Gini" Fiedler	JN	338 Willey Point Rd	Oakland	ME	04963	207-465-3961	gfiedler@roadrunner.com
	Rules Chair (2013-2017)	P/D/C	Gary D. Bain	JN	749 Court Street	Auburn	ME	04210	207-782-2985	baingd@roadrunner.com
EXEC DEPT			(Appointed - reports to Executive Officer)							
	Public Relations Officer	Lt/C	Edouard "Ed" G. Plourde	AP	25 Coburn Street	Lewiston	ME	04240	207-782-0194	epourdeme@myfairpoint.net
	Safety Officer	Lt/C	Edward "Ed" Jones	AP	17 Allen Street	Wilton	ME	04294	207-645-3109	goneboating09@yahoo.com
	Vessel Safety Check Chair	P/C	Howard "Hobie" Ellis III	SN	35 Besse Rd	Wayne	ME	04284	207-685-3827	rockypt@myfairpoint.net
	Cooperative Charting Chair	P/C	Lynn Mecham	AP	29 Wings Mills Road	Readfield	ME	04355	207-441-9921	lwmecham@roadrunner.com
	Liaison Officer	P/C	Bert Glines	AP	1508 Pond Road	Sidney	ME	04330	207-465-3103	bcqlines@yahoo.com
ADMIN DEPT			(Appointed - reports to Admin. Officer)							
	Boating Activities Chair	Lt/C	Harold Wood	AP	17 Forest Circle	Manchester	ME	04351	207-623-1926	hrwood@roadrunner.com
	Membership Chair	P/C	John Robert Horton	AP	668 Old Greene Rd	Lewiston	ME	04240	207-740-1903	JRHorton@roadrunner.com
	Operations Training Chair	P/D/C	Gary D. Bain	JN	749 Court Street	Auburn	ME	04210	207-782-2985	baingd@roadrunner.com
SEC DEPT			(Appointed - reports to Secretary)							
	Newsletter Editor	Cdr	Stephen "Steve" Hayes	AP	PO Box 1028	Augusta	ME	04332	207-557-0065	sthayes@hayeslaw.com
	Website Chair	P/C	John Robert Horton	AP	668 Old Greene Rd	Lewiston	ME	04240	207-740-1903	JRHorton@roadrunner.com
	Roster Chair	Lt/C	Harold Wood	AP	17 Forest Circle	Manchester	ME	04351	207-623-1926	hrwood@roadrunner.com
	Computer Systems Chair	P/C	John Robert Horton	AP	668 Old Greene Rd	Lewiston	ME	04240	207-740-1903	JRHorton@roadrunner.com
	Historian	P/C	Bert Glines	AP	1508 Pond Road	Sidney	ME	04330	207-465-3103	bcqlines@yahoo.com
TREAS DEPT			(Appointed - reports to Treasurer)							
	Assistant Treasurer									
APPT OFF's			(Appointed - reports to Commander)							
	Law Officer		J. Lawrence "Larry" Irwin	P	10 Sunderland Drive	Auburn	ME	04210	207-753-0810	jl72212@gmail.com
	Property Officer		Malcolm G. Small	P	37 Small Road	W. Gardiner	ME	04345	207-441-8579	kennebecfarm@gmail.com

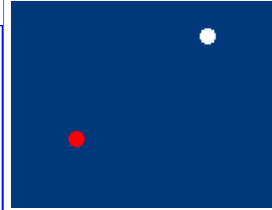


Kennebec River Sail & Power Squadron

Commander - Cdr. Bert Glines, AP, bcglines@yahoo.com
Executive Officer - Lt/C Steve Hayes, AP, sthayes@hayeslaw.com
Admin. Officer - Lt/C Steve McLaughlin,
mclaughlin.steve.a@roadrunner.com
Education Officer - Lt/C Virginia Fiedler, JN,
gfiedler@roadrunner.com
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



You see this light pattern, what is it?

- ◇ Sailing vessel less than 20 meters in length
- ◇ Power driven vessel less than 50 meters in length
- ◇ Power driven vessel 50 meters or more in length
- ◇ Vessel propelled by oars

Answer: Power driven vessel less than 50 meters in length

MARCH DINNER MEETING

DATE: March 8, 2013

TIME: Social Hour 18:00 Meal 19:00

LOCATION: Rolandeau's Restaurant 775 Washington Street, Auburn.

**PROGRAM: Change of Watch, followed by Max Fletcher, circumnavigator.
Be sure to invite your family and friends for a great dinner and speaker.**

COST: \$20.00 PER MEAL

RESERVATIONS: Contact Harold Wood at 623-1926 on or before 7:00 P.M. on March 5th. 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.

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