

RAG-POT

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

COMMANDER'S MESSAGE

Cdr. Tom Pederson

The Squadron will have its annual "Change of Watch" at our March 11th, Dinner Meeting. This will be held at Rolandeau's Restaurant. (Please sign up by 7:00pm - 3/8 with Harold Wood at 623-1926). We have had some great meals there which, I believe, most members would agree. At that time we'll have the opportunity to recognize those members who have served us so well in the various positions of responsibility within Kennebec River Sail & Power Squadron.

Of equal importance, I would like

to recognize the new bridge coming on, starting with our Commander, Bert Glines; new to the position is our XO, Steve Hayes and Admin. Officer, Steve McLaughlin; the rest of the bridge continue on in their previous positions; i.e., Education Officer, Gini Fiedler, Treasurer, Thom Hoffman, Secretary, Wanda Sprague and Safety Officer, Phyllis Jones. Let's all give this new bridge our fullest measure of support.

It has been my pleasure to serve as your squadron Commander over the past two years. My job was made

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SCOTT MILLER: NEWPORT TO BERMUDA RACE 2010

Our February guest speaker was Scott Miller of Blue Hill, AOS of the Penobscot Bay Power Squadron, who shared his preparation and double-handed participation in the 2010 Newport to Bermuda Race. Many thanks to Bert Glines, who arranged for his appearance.

Scott was a dedicated recreational sailor when he was transferred to London in 2004. He returned four years later as an avid certified ocean racer, so passionate about the sport that he flew back six times in 2009 for the Fastnet race and its five preparatory races. He may have retired from his investment banking career, but not from racing.

The biennial Newport to Bermuda race is not for the inexperi-

enced nor faint of heart (or wallet). Only trans-ocean or global races fall into a more difficult category. Months of dedicated preparation are essential. In addition to knowledge of the Racing Rules of Sailing, Notice of the Race and Sailing Instructions, Scott needed to satisfy the ISAF Offshore Special Regulations for a Category 1 monohull and the Offshore Rating Rules.

Although a full crew for his newly acquired J-122 would have been 6-8 sailors, Scott decided to enter the race as a double-handed crew with Tom Amory of Camden as his navigator. His first step was to convince the race officials that he and Tom had sufficient skill and off-shore experience to participate. No accommodation was made because there were only two crew members; he and Tom

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MARCH 2011

KRSPS CALENDAR

Monday, March 7, 2011 @ 7 pm
Exec. Board meeting, Augusta
Hayes office, 1 Weston Ct.

Friday, March 11, 2011
6 p.m. social, 7 p.m. dinner
Dinner at Rolandeau's, Auburn
Change of Watch

March 11-13, 2011
Augusta Boat Show
Augusta Civic Center

March 18-20, 2011
Portland Boat Show
Cumberland Civic Center

March 18-20, 2011
Maine Boat builders Show
Portland Co., 58 Fore Street
Portland, Maine

April 1-3, 2011 (mostly the 2nd)
USPS District 19 Conference
Sheraton Hotel
Portsmouth, NH

Monday, April 4, 2011 @ 7 p.m.
Exec. Board Meeting, Auburn
East Coast Mortgage

Friday, April 8, 2011
6 p.m. social, 7 p.m. dinner
Dinner at Gardiner Lion's Club
Annual Swap Meet & Cruise Planning
(Last Meeting of Winter)

Interview with

BERT GLINES, OUR NEXT COMMANDER

How did you get into boating?

Early on it was probably through boy scouts and summer camp. In the late 80's and early 90's I was doing a lot of lake sailing and wanted to try the ocean but didn't have a boat. In 1992 My wife purchased a 25 foot Capital Yachts sail boat for me that we used out of Belfast and Rockland.

How many boats (including kayaks, canoes, dinghies, sailboats, powerboats, etc.) do you currently own?

I have a 1961 32 foot Chris Craft Sea Skiff power boat and a 16 foot Hobie Cat sailboat that Lynn Mecham helped me acquire. I have access to a number of canoes, kayaks, sailboats and powerboats because of my job at the New England Music Camp

Describe your current primary boat. When did you get it, tell the story of how it was restored?

In the spring of 1999 I overshot my friend's drive way and went down to his neighbor's to turn around. In the dooryard on wooden blocking and jack stands was this wooden power boat with an old for sale sign on it. I bought it, had it moved to my place and started the process of replacing both engines and putting in some electronics.

Taking the engine maintenance course helped me a lot, I also made a bunch of calls to Lynn when I couldn't get the port motor to start. That motor had to be made to run backwards or counterclockwise. Lynn diagnosed the problem over the phone, "your valves is too tight mista". I backed them off to the new clearance and she started right up. Malcolm Small stopped by on more than one occasion with timely advice and some parts. "C. Marie" had her maiden voyage in 2002.

How, when & why did you get involved with US Power Squadron?

A friend told me about the squadrons basic boating course and how you could get an insurance break by passing the course. It was also going to be my first year on the ocean and I knew I wanted to know all I could about being on it. I'm still learning.

What positions have you held in KRSPS and USPS?

I was the District safety officer for 2 years. and have been Safety officer, Admin. officer with Harold Wood, Executive officer and soon I'll be Com-

mander.

What motivated your continued involvement in KRSPS?

The dedication of the course instructors and of the fellowship of members at dinners and other events. It's great to have a network of people who freely share there knowledge so you can be safer and have more time on the water.

What hopes/dreams/plans do you have for KRSPS?

My hope is that we as a squadron will continue to grow and meet the education needs of our members. I would like to see more members become teachers.

What improvements do you see happening regionally or nationally in USPS ?

National has opened our previously members only courses to the public and waived membership fees to increase enrollment. They've also teamed up with Brunswick boating to provide course books and instruction at their facilities.

Building on the need for instructors, I'm thinking we might want to waive the yearly dues for anyone who teaches a class, just a thought. Locally we have a number of advanced classes underway. April's dinner at the Gardiner's Lions Club will also be the planning session for the Down East cruise. We have a lobster bake in July at Gini Fiedler's home in Oakland and the annual cruise in August.

What's your favorite boating story?

The Down east cruise I took with Lynn Mecham and John Horton on "C. Marie" We had a great time and still laugh about our escapades. Both Lynn and I snore something awful and John likes to read before going to sleep. We would yell up to the V-berth and say "Hey Johnny read us a bed time story" We'd be asleep and sawing wood before he could read a full sentence.

Every day there was something that would cause us to be crying from laughter. I judge all my water time by that trip and so far nothing has surpassed the fun we had.

If I were to ask your friends, what would be their favorite boating story about you?

That's something you'll have to ask around for, it would be interesting to hear the answer. [Editor's

(Continued on page 3)

(Bert Glines, Continued from page 2)

note: Friends were asked, but all we got were mumbles about “fear of sharks” “scuba diving” and “what happens on the boat, stays on the boat.”

What’s the scariest/most challenging thing that has happened to you on the water?

I had arranged to be hauled out at Gardiner one year while I was in Rockland attending a district conference and staying aboard “C. Marie”. Maine was having a major wind and rain event that lasted 3 days.

I left Rockland late as my crew decided not to go to Boothbay Harbor with me. I had to turn around when I got into Muscongus Bay as I had green water coming over the bow and hitting the windshield. I spent the night in Port Clyde and headed out in the morning for Boothbay Harbor for guests who were going up the Kennebec river with me. They didn't show and I got a call that the Gardiner boat landing was underwater so I would need to be picked up at Phippsburg.

When I got to the Southport bridge it couldn't be opened because the high winds were pinning the releases in place. I had timed everything out so that I would hit Hells Gate at high tide but now I had to go out to sea and come up the Kennebec.

When I got to the mouth of the Kennebec the tide was about an hour and a half after high and running very fast. I was turning rpm's for 14 knots but only making 5 knots over ground. I increased my speed and headed up river trying to get out of the main channel any chance I could.

My main worry now was getting to Phippsburg without running out of gas. I made it with 15 gallons left in each tank. I had used 70 gallons for a trip that I normally do with 35 and worried about trying to anchor if I ran out. I should have refueled in Boothbay Harbor and worked out a different haul out date.

What’s the weirdest thing you have found on your boat?

John and Lori Horton brought dessert over to my sister Gail and me when we were in Boothbay Harbor for the 4th of July festivities. Right about dusk a mouse ran along the cockpit combing between John and Lori. It took a couple of minutes of frantic scrambling from stern to bow and back to subdue the varmint and toss it overboard.

How many times have you run aground?

I'm still a virgin when it comes to that. I've had many lobster pot warps tangled around my props but I haven't gone aground yet.

What was your favorite boating adventure to date? Why?

The cruise with John and Lynn. Second would be when I was cook, dishwasher and cabin boy aboard “Dream Catcher” the Mecham’s 34 foot Pequid for the 2009 annual cruises. We had great weather and sea conditions, and went to Roque Island above Jonesport. It was like being on a Caribbean island except that the water was a bit chilly. Just a special place with special people.

What future cruises do you have planned?

I'm hoping to cruise down to Portland this fall if all goes well.

What is your favorite anchorage in Maine?

I'm partial to Carvers Cove, west of Vinalhaven. It's a lovely place, well protected and has tasty mussels free for the picking. We usually end up there for the final anchorage of the cruise. Everyone brings whatever is left in their frig for dinner and we reminisce about boating adventures under stars that seem to be close enough to touch.

What’s your favorite part of / continuing motivation for getting back on the water?

I really enjoy the fellowship and comradely that occurs anytime we get together, on or off the water.

(Commander’s Message, Continued from page 1)

easier by the members of the bridge who supported me. I would like to thank those members at this time. Bert Glines for all that he has done for our squadron and filling in whenever necessary when I was unavailable. Steve Hayes, Admin. and Harold Wood who will continue on as Assistant Admin., who has tirelessly filled that position over many years; Gini Fiedler, Thom Hoffman, Wanda Sprague who will continue on in their previous positions and special thanks to Phyllis Jones for stepping in as Safety Officer. Thank you for all of your able support!

I would be remiss not to recognize and thank Bob Sawyer as outgoing Editor of our RagPot as well as for his many years of service to our squadron; also, Gary Bain, who has been a wealth of knowledge and support, I believe, to all of us in the squadron.

Wishing everyone fair winds and calm seas.

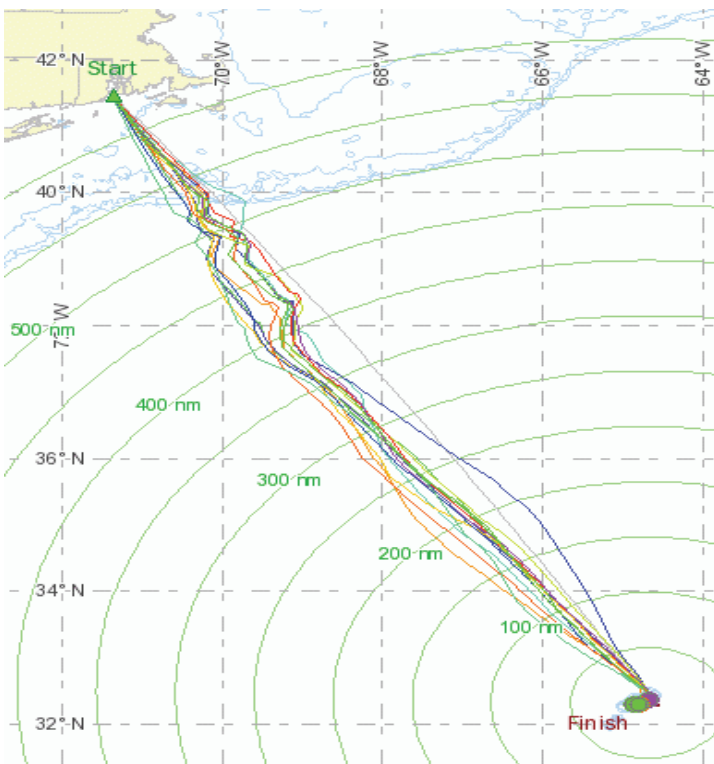
(Scott Miller, Continued from page 1)

needed to satisfy every first-aid, sea survival and other certification.

s/v *Resolute* is Hull #2 in J/Boat's latest line of European performance 40-footers. Nonetheless, it required significant work and expense to prepare it to meet the heightened safety requirements of the ISAF Offshore regulations. Scott's list of preparatory tasks filled pages of Excel spreadsheets, favoring safety over budget. When he was done, the boat had to be re-measured to meet the tougher Offshore Rating rules for stability and racing speed handicap. By June, he was ready and sailed with Tom for Newport.

Because of the curvature of the US East Coast, Bermuda is about 635 nm from any point, including Newport. It's easy to plot a rhumb line course, but that's generally not the quickest route. Wind, current and weather conditions affect any race, but this race confronts the currents, eddies and chop of the Gulf Stream ("GS"). Another sailor in the race described the GS currents as "Some from the east, some from the south – but foul every which way."

Figure 1: Class 15 tracks (light gray rhumb line)



Scott had to plot a course that would permit him to simultaneously find fair winds and currents without losing too much distance in the effort. Before the race, anyone can buy elaborate predictions of race conditions; during the race, only free-to-all updates are permitted. With only himself and Tom on board, Scott planned diligently in advance and then skipped the updates. They planned to run ± 15 nm west of the rhumb line, even as most boats went farther west in search of favorable conditions. This year, the overall and division leaders followed the rhumb line (see www.bermudarace.com).

300 boats divided into 5 divisions with 16 classes made staggered starts from Newport. Scott's class was next-to-last, followed by the Open (read "huge") division. They were all headed to the same place, but Scott seldom saw more than 2-3 other racers during the day, nor more than a half-dozen at night. Most headed west, riding a counterclockwise eddy and seeking quick entry into the Gulf Stream.

The initial fair winds died, sending s/v *Resolute* in search of breeze to fill its drifter and Code 0. Carefully tracking ocean temperatures to find the GS, on their third night at 2100, the winds jumped from 12 knots to 20, making him grateful he had reefed "just in case." Fair sailing followed until noon the next day, when the wind died again as they neared Bermuda. At 1935 on the fourth day, they crossed the line, 99 hours, 15 minutes and 45 seconds after they started. With a corrected time of 83:20:01, Scott achieved his goal of finishing in the top half of his Class, an achievement marred only by his disappointment that three J-120's finished ahead of him.

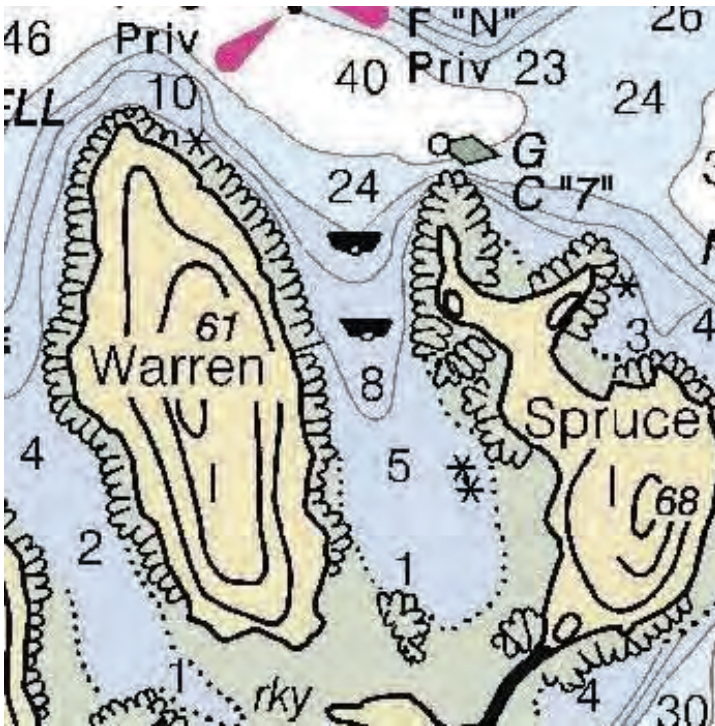
Because of nightfall, it was not until the next day that s/v *Resolute* entered a packed Hamilton harbor. She exited early with two additional crew (who flew down from Maine) and sailed 700 miles back to Belfast, Maine ahead of the foul weather encountered by later boats.

This is clearly not Scott's last Bermuda race, as he repeatedly mentioned what he would do differently next time. We wish him well, with our thanks for sharing the 2010 race with us.

Favorite Harbors:

WARREN ISLAND STATE PARK

We are starting a new column featuring favorite harbors. Readers are encouraged to nominate their favorites. Please include information based upon the



following outline.

Why it's a favorite

Warren Island is a calm harbor associated with a State Park that offers numerous on-shore activities. It is also close by Rockland, Camden & Belfast.

Warren Island's proximity to Lincolnville Beach and Islesboro and camping facilities creates a great opportunity for a camping/sailing experience. Not everyone in my family loves sailing or sleeping on the boat, but I can pick them up in Lincolnville or at the ferry on Islesboro and dinghy them to Warren Island. We can enjoy a picnic, walks, games or even a day sail, and then everyone can retire to boat or tent as they please. An overnight for 12 or more is easily possible. The group site at the north end has spectacular views of the Bay off Belfast and a welcome Adirondack lean-to for additional cover.

Where is it located?

44° 15.5' N 68° 56.5 W, about 12 nm NNE of Rockland, 6 nm NNE of Camden and 2 nm E of Lincolnville Beach, nestled next to the lower part of Islesboro.

Describe the anchorage & amenities.

There are a number of courtesy moorings provided by the park, with donations accepted. Most of the anchorage is 8 feet or deeper, with deeper water near the entrance. The bottom is hard mud.

The Park is a campground with 9 sites and numerous day use picnic areas, including a large open area that was a former large house site (the stone foundation remains). It is accessible only by private boat and has a large dock. There are outhouses and water available on shore, but no showers (Dark Harbor Marina is at nearby Cradle Cove and has \$2 showers, as well as fuel, etc.) Large carts are available to carry your gear, as well as a lending closet with games, crab traps, etc.

There are paths that circle and bisect the island, creating a wonderful opportunity for adults, children and their pets to stretch their legs and explore the shoreline. There are great views of northern Penobscot Bay from the north and west sides, including the nearby Camden Hills (great sunsets).

Moorings are on a first-come-first-served basis. Campsites can be reserved through the State of Maine camping website (www.campwithme.com). There is a campground ranger on site to keep the peace and provide help when needed.

What the guidebooks don't tell you

The moorings are of different weights (heavier rocks farther from the dock) and are generally marked with their capacity. Harold Wood and Guy Pelletier tipped me off to this fact and even gave me a heavier mooring for my boat so I could raft up with the Tanseys last August.

CRUISING THE WEB

http://www.pbase.com/mainecruising/boat_projects

Ever wish you had a pictorial guide for your boat project? This site provides great step-by-step pictorially illustrated instructions for about 40 different common boat projects, from re-bedding deck hardware to rebuilding alternators to my next project, repacking a stuffing box. The pictures are of high quality, as is the instruction. While no repair or improvement on a boat is idiot-proof, this site gives the mechanically challenged a big, big help. The site owner keeps adding projects, so routine visits are worthwhile.

PIER SAFETY-A MATTER OF LIFE AND DEATH!

Safety Officer Phyllis Jones, P

The crashing waves have been an awesome sight. Spectators of all ages have been lured water side to watch the powerful waves reach up to “kiss” the windows of area Lighthouses, sometimes even reaching over their tops. The channel markers are covered in their “icy winter dress” as the waves sprayed over the breakwall, leaving behind a “silvery coating”. Nature has created a Spectacular Beauty!

As I am lured, I notice the many spectators that are not satisfied “Looking”. Many adults and unsupervised children want to get closer and “Feel” the power of the waves. The excitement overrides any sense of danger.

The primary purpose of the piers, breakwalls, and jetties is to “tame” wave action and provide a safe shelter for all vessels. These structures were not constructed for our recreational use. In fact, recreational use is not recommended nor intended and many prohibit their use by the public, some post warnings of the danger and potential hazards.

Hazards, Danger and the Loss of Life should be considered by all using the structures. Recreational use; such as walking, jogging, fishing, biking, swimming, watching the sunrises and sunsets, relaxing or any other reason, have continuously increased.

During these wintery months, the structures get icy, slippery and the rocks covered in ice and snow form an “Arctic-scape” of snow mountains and caves. These “scapes” lure the “kid” in all of us, to explore and climb. Most of the “Snow Mountains” are hollow shells or have deep pockets, created by freezing sprays and waves. Most are not safe. The risk of falling into the “mouth” of “false mountains” can cause serious injury and/or death.

Risk and Hazards to Consider:

Injuries occur when the piers are slippery or icy. People can slip and fall, causing bruises, sprains, bleeding, broken bones, head injuries, and unconsciousness and even cause an unexpected plunge into the icy water.

DID YOU KNOW?

By tradition, the galley on a boat is to the port side. It's safer to cook when the galley is on the leeward side. A boat on a starboard tack (with the port side to lee-

Drowning usually occur when an unsuspecting person gets into the water, by slipping, falling, getting washed off the pier by powerful waves or blown off from the winds force. Individuals not familiar with the rip currents, undertow, or current, may become helpless and drown.

Diving and Swimming Hazards off piers and structures are not usually visible. The dangers lie just below the water line. Hazards to be aware of are; broken concrete, rocks, underwater cables, rebar, or other supports. Hazards include waves from boats, strong currents, rip currents and undertows. Many unsuspecting divers and swimmers have lost their lives. Every year more lives are lost.

Suggested Safety Precautions

Children & Elderly should be closely supervised

Young children and non-swimmers should wear a proper fitting life jacket, before going on the piers, even if they are supervised.

Stay off piers & breakwall structures during strong wave action or waves washing over the breakwall. Learn to Respect their tremendous force.

Stay off piers & breakwall structures during strong storms.

Avoid walking on piers when slippery or icy.

Wear appropriate footwear when on the pier structures.

Do not run or climb upon pier structures.

Avoid getting too close to the edge of the structure.

Do not dive or swim around pier structures.

Do not go alone, especially at night.

Do not climb on “Nature made Snow Mountains” around the structures.

Be aware of local rules, ordinances or laws. Most prohibit swimming in navigational channels.

Be “Pier Wise”. Know the Risks before you Go!
BE SAFE! IT CAN BE A MATTER OF LIFE AND DEATH!

ward) is generally the stand-on vessel, meaning it will need to tack less often and upset the cook less often. Source: John Vigor, *The Practical Mariner's Book of Knowledge*.

ED'S DOCK BOX

Ed Jones, P

A few years ago we were helping a Power Squadron restore an old war ship for the new "Meeting Place". It was a lot of work and a lot of scrubbing, but some stories were shared, as well as some helpful hints were suggested. One of the problems was the Head. It looked like it had not survived the war. It had stains that even scouring powders and bleach would not touch. An "Ole' River Rat" told us to go buy some cheap undiluted vinegar and soak some paper towels with it. He told us to take the vinegar soaked towels and place them over the stains and fixtures. Then leave them for a few hours or overnight. You would not believe how well this worked. A few stains needed another treatment but 95% were gone. We had fixtures that looked like new within a few hours and we didn't break the bank! A lot of us have older boats.

From the Galley:

FOOLPROOF CHOCOLATE FUDGE

In honor of Bob's retirement, this recipe has less to do with cruising than merely being part of his favorite food groups, chocolate and dessert.

3 cups (18 oz.) semi-sweet chocolate chips

14 oz. can sweetened condensed milk

Dash salt

1/2 to 1 cup chopped nuts (optional)

1 1/2 tsp vanilla extract

1. LINE 8- or 9-inch square pan with foil, extending foil over edges of pan.

2. MELT chocolate chips with sweetened condensed milk and salt in heavy saucepan over low heat. Remove from heat. Stir in nuts and vanilla. Spread evenly into prepared pan.

3. CHILL 2 hours or until firm. Remove from

CHANGES FOR THE RAGPOT

As you may have noticed, there have been some changes to the RagPot. Bob has finally been given permission to retire as editor (although we kept him on as Executive Editor Emeritus, in honor of his long faithful service).

It immediately became apparent to the eBoard

Try this treatment. You will be happy with the results.

This tip may be a little late for some, but keep it in mind for next winter. To keep frost from forming on your cabin windows during winter storage, add 2 cups of antifreeze or rubbing alcohol to a gallon of water. Wash the windows. This also will work at home on your windows, especially if you have an old home.

Boater's that want to achieve privacy from prying eyes, without keeping curtain closed, we have a solution. This is really good if you are on a busy dock. Mix 4 tablespoons of Epsom salts in 1/2 pint of flat beer (one from the night before is great). Paint the mixture on with a brush to create a temporary opaque window.

Share your cleaning or repair tips. I would love to have your input. Contact me at Goneboat-ing09@yahoo.com. BE SAFE!

pan by lifting edges of foil. Cut into squares.

Servings: 16, Yield: 2 pounds (one Bob serving)

Preparation Time: 10 minutes

Cooking Time: 5 minutes

CREAMY DARK CHOCOLATE FUDGE: MELT

2 cups miniature marshmallows with chocolate chips and sweetened condensed milk. Proceed as above.

MILK CHOCOLATE FUDGE: OMIT 1 cup semi-sweet chocolate chips. Add 1 cup milk chocolate chips. Proceed as above.

CHOCOLATE PEANUT BUTTER CHIP GLAZED FUDGE: FOLLOW above recipe using 3/4 cup peanut butter chips instead of nuts. For glaze, melt 1/2 cup peanut butter chips with 1/2 cup heavy cream. Stir until thick and smooth. Spread over chilled fudge.

that no one person could ever replace Bob. The only alternative is for ALL of us to pitch in to continue the RagPot. The greatest burden (and therefore our first shared responsibility) is to produce content.

How can you help? First, let us know what you

(Continued on page 8)



Kennebec River Sail & Power Squadron

Commander - Cdr. Thomas Pedersen, AP, tpedersen98765@aol.com
 Executive Officer - Lt/C Bert Glines, AP, bcglines@yahoo.com
 Administrative Officer - Lt/C Stephen Hayes, P, sthayes@hayeslaw.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 RagPot - Robert Sawyer, SN, sailabob@aol.com

TEST YOUR NAUTICAL KNOWLEDGE

INLAND ONLY Your vessel is meeting another vessel head-on. To comply with the steering and sailing rules, you should

- sound the danger signal
- sound one prolonged and two short blasts
- exchange two short blasts
- exchange one short blast

Answer to Quiz: Exchange two short blasts

E-BOARD MINUTES

February 7, 2011, 19:00- 20:00

East Coast Mortgage, LLC

Attendance: Bert Glines, Steve Hayes, Tom Pedersen, Gary Bain, Gini Fiedler, Bob Sawyer, John Horton, Wanda Sprague

Commander's Remarks-Tom Pedersen

Holbrook Smith passed away; Cruise planning date to be determined; Lobster Picnic to be at Gini's house on July 16, 2010; Spring Conference (4/1-3/11) in Portsmouth: need to bring 25-30 copies of Rag Pot

Secretary's Report-Wanda Sprague;

MSV to approve as written

Treasurer's Report- Thom Hoffman

\$1535.98 checking \$7099.52 savings [.299% for six month renewable CD]

Executive Officer's Report – Bert Glines

MSV to accept as new members Timothy Has-

sam, Lisa Hassam, William Thompson, Bobbi Quinn, David Crowell; Brochures: discussed new design for our squadron

Education Officer's Report – Gini Fiedler

Advanced Piloting in Auburn-six students; Advanced Piloting in Augusta-seven students; Piloting in Augusta-seven+ students; Boating Safety in Gardiner-no registrations yet

Administrative Officer's Report – Steve Hayes

February 11, Scott Miller will present at dinner meeting at Gardiner Lions' Club; March 11 will be Change of Watch at Rolandeau's; April 8 will be the Swap Meet and membership meeting on Cruise Planning.

New Business

Thom will monitor National's assessment of membership dues for the new members; Bob Sawyer promoted to Rag Pot Executive Editor, Steve Hayes to assist until permanent Managing Editor found.

(Changes for RagPot, Continued from page 7)

want to read about in the RagPot. We can easily expand beyond our traditional content areas into new areas of interest, including columns about favorite harbors, exchanges of recipes for cruising cuisine, interviews of members (and others), book reviews, gadget reviews, Internet sites, PDA apps and perhaps even a story or two of boating misadventures (those of others, of course, not yours). The broader we expand our content, the easier it will be to develop content for our readers. Ideally, the best of these ideas can become regular features of our newsletter.

That done, our next need will be for people who are willing to be responsible for the regular fea-

tures, similar to the work done by our faithful safety officers. This may involve writing, finding people to interview for the story or finding others to contribute. Lastly, we are speaking with members who are interested in pulling all of this material together on a monthly (or other) basis for the benefit of our members.

The RagPot is our one consistent means of communicating with our members, active and inactive. It has been our faithful and beneficial bond. We owe it to Bob and each other to continue its success. Please e-mail Steve Hayes (stevehayesmaine@gmail.com) with any thoughts or suggestions you may have. Thank you.