



Penobscot Bay Sail and Power Squadron

Now Hear This

Holiday 2004

www.bairnet.org/organizations/PBSPS

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Commander's Corner

First, please read the article about the December 11 dinner and speaker. This definitely is a "can't miss" event – A) because of the speaker **Skip Strong** and B) the evening promises to be a fun night to begin the holiday season.

Second, assuming you read last issue's Commander's Corner, my bet is you thought I had lost my marbles only talking about the future of the Penobscot Bay Sail and Power Squadron. Pointing out that the Squadron needed you to volunteer for an office, a committee or some one-time project. Plus, I talked about teaching a course or a portion of a course. "Hey, that's next year," you say, "why is he rattling his teeth about that now?" True, the Change of Watch is not until April when the new officers are installed. Why start now? We need to vote on nominations at the February 12th Founder's Day Dinner. To do that we need nominations for open offices and committees soon, plus classes will not be offered without instructors.

The officers have identified several open positions and chairs. A committee has been formed and suggestions of possible people are being organized on lists. Calls, letters and conversations will follow. The officers also realize that a majority of the membership have full-time jobs, families and a limited amount "volunteer" time. The membership knows and realizes that the Squadron is an all volunteer organization. The Squadron needs you, the membership, to think of ways that you can give back to the Squadron what the Squadron has given you and the community. Please say, "What does the Squadron need," when you get the call or letter in the next few weeks. Say yes,

Happy Holidays!



Peace on Earth

if it is only a short amount of time that you have available. Not all the positions and projects involve committees or officer meetings. If you want to get the “pick of the pack,” start early to find a way to share your talents by contacting one of the following –

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LawrenceSherwood@wmconnect.com

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Thank you, I am counting on your understanding
and help in this project. Cdr Dick Jacobs [AP](tel:866-4520)

Dec. 11 Holiday Dinner

December 11th is the date to mark on your calendars for our annual Holiday Dinner. It will be the dinner party that we didn't have last year because of snow storms. We finally did get the same speaker, **David Gelin** from the Penobscot Bay and River Pilots' Association, at the 2004 Change of Watch. And a good speaker he was, telling and showing us about piloting on the Penobscot Bay. David presented the Squadron with an autographed copy of “In Peril,” written by **Skip Strong and Twain Braden** to add to our Squadron Lending Library. This year's dinner party will not be in the very small “Library Room” that we used in the past. **Shirin Khavari** has obtained a written contract that states we will be in the “Crystal Room.” **We need at least 30 people to use the Crystal Room at Millers or we get charged a room fee** and of course, we can always take more people than 30 in that room. That dinner will be the same as we planned last year, but

were snowed out. Bring a tree decoration to exchange among the members after dinner and each couple is asked to bring a small unwrapped stuffed toy/animal to be donated to charity. That way we will have a decorated tree during our social/dinner, we each will take a new decoration home. If you have questions, please contact **Shirin Khavari or Dick Jacobs**. The author of “In Peril: A Daring Decision, A Captain's Resolve, and the Salvage That Made History,” **Skip Strong**, is also a Pilot with the Penobscot Bay and River Pilots' Association. Several Squadron members have read the Squadron's Lending Library copy of the book “In Peril” and requested that Skip Strong be invited to speak to the Squadron. **The good news is that Skip will be our speaker Dec.11.** He will be speaking about his book and experiences as a pilot of the very large ships that share our Penobscot Bay area.

In 1994 Skip Strong was the Captain of the 688' oil tanker “Cherry Valley” out of New Orleans. A 114' tugboat, J. A. Orgeron, also out of New Orleans, had a 150' NASA space-shuttle fuel cell in tow on a barge headed for Cape Canaveral, FL. Both the tanker and tugboat were caught in Hurricane Gordon that had 40-60 knot wind gusts and all that goes with a hurricane. One of the tugs engines failed and the tug and barge with the NASA fuel cell were headed for the Bethel Shoal off Fort Pierce. After receiving a distress call, the “Cherry Valley,” being the only other ship in the area, moved to assist. Skip Strong and his crew were later awarded the American Merchant Marine Seamanship Trophy for their successful actions. A long legal salvage dispute led to a judgment against NASA for almost \$5 million which was awarded to the owner of Skip Strong's ship. It was the most money awarded in United States maritime history. **You will not want to miss this first-hand experience as told by Skip Strong.**

Dress is casual or jackets (with or without ties) for the men and casual to party dresses for the women. We will order from the menu or select

from the buffet and use a cash bar. **Please RSVP to Shirin Khavari or Dick Jacobs by Dec. 9th** so we are assured of our 30 people for the “free” Crystal Room.

Seamanship class Begins Jan 19th

Several members have been requesting the Seamanship class and we finally have the instructors. **Larry Sherwood, Sandy and Larry Homer with Dick Jacobs** will teach the various parts of the new Seamanship course. As it now stands, the classes **will begin Wednesday night at 7pm Jan. 19th at the Eastern Maine Community College in Bangor.** The Seamanship will run seven weeks with the last class Wednesday March 2nd when the test over all sections will be given. Of course we might have snow days so the test might be later.

This is the “new” USPS 2002 Seamanship course that is now organized into two sections: Seamanship: Keel of Education, S101 and Boat Handling: Know before You Go, S102. The new texts have much of the old material included, but also updated material with new graphics. S101 covers Marlinespike, Safety, The Skipper’s Responsibilities, Before Leaving the Dock, Weather and Wave Forms, Nautical Etiquette and Customs. The S102 Covers Hull Design and Care, Docking and Undocking, Towing, Trailing, Anchoring, Rafting, Mooring, and Dinghies, Cruising Considerations, Boating Emergencies—Be Prepared. **Even if you have had Seamanship some time ago — you might want to think about taking this “new” USPS course as a refresher.**

As always, **Jay Johnson**, our Education Officer, needs to know who is interested in the course long before the first class begins to order texts from USPS. Call or write Jay at 866-2511 or Johnson@maine.edu to get your text ordered before the holiday madness begins.

The “new” USPS Piloting Course to begin in March

Larry Sherwood has agreed to teach the “new” Piloting course in March of 2005. It may seem a long time in the future, but it needs to be on the books and calendars of potential students for planning purposes. The new” Piloting is really a brand new course. The course content has been made more practical and relevant **to what boaters really use and need on the water.** It includes modern electronic navigation aid materials for computer charting and GPS, among other real-life situations in addition to the traditional methods. Those that have reviewed the new Piloting course are very exciting about this “meat and potatoes” approach. At the D19 Conference November 6 and 7, 2004 that **Larry Sherwood and Dick Jacobs** attended, the new Piloting course was presented and the graphics and updates are truly excellent. **Even if you have had Piloting some time ago, you might want to think about taking this “new” Piloting course as a refresher.**

One of the reasons for the March start date is that some that take Seamanship will want to go into Piloting too, which means we don’t want to run the two classes at the same time. The second reason is that the instructor, **Larry Sherwood**, will need to be out of town for part of the winter so the course needs to fit his work schedule too. Again, **Jay Johnson**, our Education Officer, needs to know who is interested in the Piloting long before the first class begins to order texts from USPS and to select the night of the week for the class. When are you available? Call or write Jay at 866-2511 or Johnson@maine.edu to get your text ordered



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JUST FOR FUN OPEN MONDAY-FRIDAY 9 - 5:30 SAT 9 - 4

Feb. 12 Founder's Day Dinner –

Founder's Day is the annual time when we acknowledge that the USPS began 1914, 90 years ago from 2004. It is a time to remind ourselves about our own Squadron's beginning and our future through the Squadron election of next term's officers. We traditionally have a dinner and speaker at this event also. **Shirin Khavari** has reserved the Crystal Room at Millers. Save February 12 and make plans to attend. As of this date we have not engaged a speaker and are open to suggestions. Please contact **Shirin Khavari** or **Dick Jacobs** with your suggestions.

Pipe Them Aboard

The following are new members to our Squadron. We welcome them to the Penobscot Bay Sail and Power Squadron and trust that we will meet them soon at an event or upcoming class.

Ronald H. Rowland N transferred from Sue Island Sail and Power Squadron in Baltimore, MD.

James W. Dougherty and Diane Bartholomew transferred from Mid-Coast Sail and Power Squadron (ME).

Who will take care of the Squadron Lending Library?

Yes, the Squadron Lending Library is being used. No, it doesn't take much time or space. Yes, we need a home for the Squadron Library. In the Summer 2004 issue of "Now Hear This," a picture of the library with its bookcase built by **Larry Homer** was featured with a list of our lending library materials. The difficult work has been done on the library, cataloging and markings by **Mary and John Edwards**. We now need someone or a group of people to house and maintain the collection. These tasks will not be difficult. As can be seen from the Summer 2004 issue/picture and the list of books sent with that issue, it is an attractive addition to any home that has members interested in nautical materials. Some of the materials will be used in classes, other materials are fun to read for recreation or planning for next summer. What we need most now, is the "place" for the library to live. Please give a thought to what portion of this project you would like to help on to make this new Squadron acquisition functional for all. Contact **Dick Jacobs** to indicate interest in any portion of this project.

District 19 Conference

The District 19 Fall Conference was held in Portsmouth, NH Friday November 5 through November 7. **Larry Sherwood and Dick Jacobs** represented the Squadron for both days. This was a special Conference in that District 18 also attended. Saturday there was a full morning of education workshops and special presentations covering "Boating Course Assistant," GPS, Safety, Piloting and Advance Piloting, Boating Laws, Promoting your Squadron, Co-op Charting, Winterizing your boat, Power Point Tips and Tricks and the USPS management software DB2000. Larry and Dick tried to get to as many of these meetings as time would allow. Late Saturday afternoon the two districts had separate meetings to conduct the district's business. Important items that relate to our Squadron included the fact that D19 will

begin anniversary dues billing of all new members as of the next billing cycle. Portland Head has become a new Maine squadron taking over the old Casco Bay area. Next year is the 50th anniversary of D19, a gold ribbon will be put around the District 19 flag. The special dinner guest speaker was Captain Larry Brudnicki of the United States Coast Guard that performed two dramatic rescues during the worst storm in more than 100 years. His story became well known as the "Perfect Storm" book and movie. His talk was very gripping and you felt as if you right there on the deck making the life threatening decisions with him.

Sunday's joint meeting with District 18 brought the USPS national Cdr's message to the group as delivered by **R/C Darrell Allison AP**, chair of the USPS's marketing and PR committee. The meeting then turned to national and district awards for the past year's accomplishments for the two districts and to the individual squadrons. Penobscot Bay Sail and Power Squadron was called forward to accept two awards.

USPS national Membership Growth Award
"For Outstanding Achievement in Membership Growth of 3.20 Percent during the Membership Year 31 May 2003 – 31 May 2004." Special thanks and congratulations go to all the Penobscot Bay Sail and Power Squadron officers and members that helped make this national award possible.

District 19 Muster Bowl Award given to the Penobscot Bay Sail and Power Squadron for achieving the largest average percentage attendance at business and social meetings over the course of the last year. The large silver bowl comes with a ladle, recipe for Muster Bowl Punch and a logbook listing which squadron received the Muster Bowl since 1988. Our Squadron will enjoy the fruits of this award at the Holiday dinner December 11th and at the February 12th Founder's Day Dinner. Special thanks and congratulations, again, go to all the Penobscot Bay Sail and Power Squadron officers and members that participated in making this District 19 award possible.



Important Dates

December 11, 2004 Holiday dinner party with **Skip Strong** from the Pilots Association (Penobscot Bay), author of the book "In Peril" as speaker. 6PM Social, 7PM Dinner/speaker Millers on Main St. Bangor – see article for details.

January 12, 2005 Officers' meeting 7PM Jacobs' home 91 Bennoch Rd Orono. All members are welcome. Call 866-4520 or e-mail jacobs@maine.edu for directions.

February 12, 2005 Founder's Day Dinner/ election of officers and speaker, Millers

April 2-3, 2005 D19 Conference in South Portland

April 29, 2005 PBSPS Change of Watch and speaker, Millers

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OPEN MONDAY-FRIDAY 9 - 5:30 SAT 9 - 4

Adventure to Bar Harbor

As most of you know the Sarasota, FL squadron celebrated the United States Power Squadron's 90th birthday by arranging a cruise on the Crystal Symphony cruise ship for any one that wanted to go. I'll not go into details on their trip, or meeting the ship in Bar Harbor. That was covered by Dick Jacobs's article in the last issue of Now Hear This. This is about the voyage that Rich Crowe and I made on my new (old) boat, *Si Su*.

The *Si Su* is a 1982 offshore SiSu 30. (I named the boat after the company that built her.) She has a V8 Diesel and a very comfortable cabin. I had asked Rich Crowe if he would like to make the trip to Bar Harbor the weekend the Crystal Symphony was due in. He said yes so we planned on leaving early Saturday morning. At ten kts it would take 7 to 8 hours. The cruise ship was due in Sunday morning. That would give us an evening to party.

Well, the weather forecast was not good. High winds and 10 foot seas, but I was at the boat at 0600 getting the engine warmed up and every thing ship shape for big seas. Rich showed up a little before 0700 wondering if I was going to go. I said yes and if the weather got too bad we could turn around. So off we went. Rich told me later he knew when we left the dock we would not be turning around.

It was not bad down the Penobscot River, but the farther we went, the bigger the seas. At Castine the waves were 3 to 4 feet which is not bad, but at the same time it was choppy and windy. It stayed that way until we made the turn into Eggemoggin Reach. Up to now we were into or close into the waves and the boat was doing very well. As we made the turn into the reach the waves were on our beam and tossed us around quite a bit, but nothing we or the boat couldn't handle.

After a bumpy trip through the reach, it was still pretty rough through Jericho Bay, Casco Passage, Blue Hill Bay, Bass Harbor Bar and up into Western Way. In Western Way I started to lose power. I've been having trouble with contamination in the fuel tanks and suspected a bad fuel filter. Rich thought it would be a good idea to check it out before we got out into the open sea. We found a mooring field, picked up a mooring and changed the filter. It was really bad and full of black solid matter.

Off we go again. It's a good thing we got the filter changed because as soon as we got past East Bunker Ledge the seas turned really nasty. To the tune of 8 to 10 feet (Some maybe bigger). Dead in the water and having 8 to 10 footers on our beam could have turned us over. Now we were in following seas and you know how hard it is to keep a course in following seas. It was like that until we turned the corner into Bar Harbor. As we were approaching the docks, Rich said "I don't see any ramps on the docks" and sure enough there was not one to be found! So, we tied up to the lobster docks until the Harbor Master found us a spot. (I had called ahead, but the Harbor Master did not think we would be coming because of the sea conditions.)

We paid special attention to tie-up because of the surges coming in. We struck up a conversation with a gentleman on the dock who said that one of his floats had broken loose and was headed for an island just east of the Harbor. He was Steve Kablinski and he had a barge operator coming to get the float. I told him that if needed we would go get the float for him. A few minutes later he came

by and said he would take me up on my offer because he did not think the barge operator would get there in time. So we untied the 100(!) or so lines and set out. The float had reached the island by the time we got there but had not been driven up onto the island yet so I nosed the *Si Su* up to the float and Steve jumped onto the float and tied it to my bow. I started to back away and at first the float would not move. Finally after applying a lot of power, the float moved ever so slowly away from the island. Ultimately, we were successful in moving the float back to the docks. The tricky part was that we were very close to the rocks jutting out from the corner of the island. All I can say is, "All's well that ends well." For Rich and I, this was a very interesting and exciting day.

The trip home Monday started with 6 to 8 footers until we got around the corner of Great Head. The rest of the trip was bumpy in some places but overall, it was a nice trip back.

By the way, Steve Kablinski is the owner-operator of the Rachel B Jackson that does day trips out of Bar Harbor. So, that's our story and we're sticking to it! I am very happy with the performance of the *Si Su*. She is a great boat and very sea worthy.

P/C Lawrence A. Sherwood AP



Hypothermia!

...I have fallen practically naked into ice water, I have a one minute window in which to use my hands with confidence, accuracy, and feeling to open the locker that stores my dry clothes, to right the boat and self rescue myself back in. The minute is up-I find that, while I am not in life-threatening hypothermia, I am in a stage of hypothermia that stops adequate blood diffusion to my finger tips, which are needed to save myself. I've lost control of my fingers and hands..I have another twelve minutes or so to lay back and enjoy the giddiness that comes over me and the dull and uncontrollable sensation of needingto sleep...

I thought some of you winter travelers may find these comments from a Coast Guardsman interesting. He was referring to his experience in a controlled exercise and was exposed to 40 degree water for only a few minutes. Yet in that short time, he was rendered nearly helpless by the cold. Recognizing the onslaught of hypothermia is somewhat of a trick in itself. The first thing the body does is, involuntary shivering..the body's way of attempting to generate heat. The next symptom is confusion. You will have a tough time making even simple decisions, and this should be a warning to you that something is indeed wrong.

One of the biggest contributors to hypothermia is moisture from immersion in freezing water, sweat or not having proper protective clothing. For boaters it is important to stay dry in cold weather and if you do get soaked, get into dry clothing as soon as possible. The older you are the more pronounced your symptoms will be. Bodily heat loss occurs on two fronts in the body. First you have the body shell and then the core or thoracic cavity. Once the core temperature drops below 30 degrees Celsius, you are in a lot of trouble.

Here are a few common sense suggestions to help someone suffering from hypothermia: Get the person out of the wind and cold. Start a fire

or stove. Don't give alcohol or coffee. Insulate them with extra clothing, hot water bottles and thermal pads on the chest and abdomen. Seek medical help.

There are a number of excellent articles on the web. Do a search for HYPOTHERMIA . Remember: STAY DRY!

Lt. James Larner

From The Editor

Well, it was kind of a gumpy summer, but it sure did fly by ! Fall was probably our summer for this year. Tensegrity was launched on the second weekend of September. Sea trials went very well. She's fast and kindly. I did have a problem with vibration when under power. We discovered the reason why when she was hauled...half the prop was missing! No, I didn't hit anything...it was a bad casting. More to do over the winter, which I'm looking forward to!

Classified Ads for Members

25' CAL 1969 F/G Sloop. 5 sails (main w/cover, geneoa, working and storm jibs, and spinnaker w/spinnaker pole). Enclosed head, S/S sink with manual fresh water pump. Ice box, 2 burner stove, dinnette table and cabin & forward berth cushions. Bow & stern pulpits and canvas pop-up cover for companion way.

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Arlan Martin amartin@maine.edu

Deadline for the next issue of Now Hear This is January 10th, 2005. Please...PLEASE!! submit stories and/or pictures. Take part in YOUR newsletter!

Happy Holidays!
Howie Soule



Tensegrity in her berth



VERLANGEN's price has been dropped to \$19,500. She's a one off 32' strip planked yawl from Cy Hamlin & Joel White and all the data can be seen on Cannell, Payne, & Page's web site (www.cppyacht.com).



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