

# Penobscot Bay Sail and Power Squadron



## Now Hear This!

August 2007

[www.pbsps.org](http://www.pbsps.org)

### Commander's Corner



Summer is certainly underway. I did not get my boat in the water until mid July. Maintenance issues and lack of time were the principle offenders.

A number of people have told me that they had the same experience.

The boat will have to stay in until November to make it worth the trip.

The Muster Bowl has been getting quite a workout since the last edition.

We have had several events (see articles), including a Parade of Boats in Bucksport

and a fun picnic and small boat rendezvous at John and Kathy Mastbeth on the Bagaduce River in Sedgwick. Our biggest event was the 40<sup>th</sup> Anniversary kick off party on July 15<sup>th</sup>.

The party was graciously hosted by Tom and Bonnie Sawyer at their home in Hulls Cove. It is a magnificent home. The weather was beautiful and the BBQ was great. It was wonderful to see so many of our longer term members, and meet our newest ones too. About 50 people attended. A very special thanks to Tom & Bonnie!

We all had a great time at the Anniversary party, but Dick Jacobs was really missed. As most members know, Dick was a real friend to the squadron. In recognition of his tireless contribution, the Executive Committee authorized the formation of an annual memorial award for public service, in Dick's name (see article). Wes Hedlund was chosen as the first recipient in recognition of his service to the squadron.

I am pleased to announce that Christine Urquhart has been sworn in as the new Membership Committee Chair. She will have some big shoes to fill following Dick Jacobs, but she is sharp and enthusiastic. Christine was put to work immediately working with the new members from the Spring boating classes. We now have 152 members. I am proposing the goal of 175 by the Change of Watch. We can do this with your help. The Power of One is the key to our success, and I have a bunch of pins that I would like to award this year.

The fall boating classes are scheduled, and it is a good time to invite your friends and neighbors to participate. Take a look at the statistics in the article inside, and you will see the difference that our boating class is making.

There are two more Rendezvous scheduled for this year. We will be at Fort Point in Stockton Springs on August 18<sup>th</sup> and at Holbrook Sanctuary on September 15<sup>th</sup>. The latter is the first time we have had a rendezvous after Labor Day since I have been with the squadron. I hope you will plan on attending one or more of these events. Maybe you might even want to invite a new member to be a guest on your boat.

As we head into the off season, I would ask you to give some thought to what would make the squadron better, friendlier and more valuable to members, and how you could help achieve these goals. I would like to hear your ideas. It is a great time to be active in the squadron!

Rob Crone

Commander

[rcrone@rcn.com](mailto:rcrone@rcn.com)

(207) 266-8346



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**In Memory of P/C Richard M. Jacobs AP  
Past Commander, Instructor, Mentor,  
Inspiration and Friend**

Our squadron has lost a great friend and driving force in the educational and executive departments. Dick Jacobs crossed the bar on May 31, 2007.

In the all too short time that I knew him I was impressed by his enthusiasm, competence, great knowledge and teaching ability, sincerity, humor, and his great love of the Penobscot Bay Sail and Power Squadron.



He was always ready to lend a hand and volunteer at all levels of squadron operations. In his last months he was responsible for securing a discount policy from Old Town Canoe for our membership and for spearheading plans for teaching a boating class for 16 and 17 year old youngsters to be certified to use PWCs on Maine waters.

The member who best knew Dick is Jay Johnson and I have asked him to share his perspective, recollections, experiences about his good friend, Dick Jacobs. Jay's thoughts are below:

"When Dick Jacobs did something, he did it with enthusiasm. While generally relatively quiet, he was a thoughtful and articulate advocate for any project in which he was engaged. While considerate of others, he drove himself to achieve the goal he'd set."

"Talking together shortly after the removal of the source of his cancer and the realization that it had spread widely he knew that he was very ill and his principal concern was "But I have so many things I want to do!" And then he set about doing as many of them as he could. One of the projects, his work as Membership Chair, contributed greatly to the Squadron winning the "Muster Bowl", the District 19 Membership Participation award."

"In the Winter/Spring of 2006 he taught Seamanship at Ellsworth. I offered to drive him, thinking it would reduce the demand on his energy, already low enough that he taught sitting down. He declined at first but then accepted and graciously invited my participation in all aspects of the class."

"A week before he went into the hospital for the last time he had looked (and directed Sally to look where he couldn't, including under the beds at camp!) for the mast to one of his sailboats. He had already assisted a friend in doing major repairs on it and was looking forward to

using it in the summer. (The mast was in another friend's garage.)"

"Dick was always thoughtful and considerate. Though he was knowledgeable and had well thought out opinions on most every aspect of Squadron administration, he was always very gracious in soliciting the ideas of others. This was most striking to me when he ran the meetings as Commander. The meetings seemed to get shorter although Dick had added elements and took pains to encourage discussion and avoid cutting it short. I believe it was because he did a lot of advance work in preparing the agenda and materials and managed to keep us on track while getting everyone to participate."

"Another aspect of his consideration struck me most frequently when I was standing on my porch thanking him for bringing something to my house – while watching him climb painfully into his car. Pointing out that I could and would prefer to come by his house to get whatever it was, were not acted upon!"

"Dick displayed this enthusiasm on joining the Squadron, volunteering to Chair the Rules Committee because he felt that "Sail" should be a part of the name. This involved rewriting the By-laws and shepherding it though a long process with National."

"Dick felt it was unfortunate to publicize the Boating Course at the Spring Boat show but not offer it until the following fall so he promoted a course starting in May, helping teach it. He then encouraged the students who wanted to continue with Seamanship at once and we offered a Seamanship course starting in May, which he also taught the second year."

"Dick agreed to teach Instructor Qualification (while taking it) and here his enthusiasm made the course fun as well as teaching us by example the primary importance of enthusiasm as the course stresses from the first chapter on. We enlisted all those who had passed AP and were active in squadron affairs; four who had taught in the Squadron and four who had not. As one measure of the course, three of the latter four have since started teaching."

"In short, Dick brought enthusiasm and hard work to everything he did, in the process benefiting those around him and the Squadron. I can visualize him, having chatted with Saint Peter, working on some projects enthusiastically!"

"He deserved fair winds and favoring seas."

Submitted by Lt/C Kathy Mastbeth JN  
As told by P/Lt/C Jay Johnson AP

## **MORE REASON TO GET YOUR FRIENDS IN ONE OF OUR BOATING CLASSES**

The following is from a mailing I received -  
**PAY CLOSE ATTENTION TO ITEM 3!!**  
Compass Vol. 1 No. 4 24-Jul-2007

We are conducting boating classes in Bangor, Ellsworth, and Searsport this fall.

Statistics confirm boating education saves lives

The most recent USCG Boating Statistics (2005) support what USPS members already know: Boating education saves lives. As some states adopted mandatory boater education, we saw a decline in recreational boating accidents and fatalities. Download the 48-page report. -Don Baker

Report highlights

1... Between 1991 and 2005, recreational boater fatalities have dropped from 8.3 to 5.4 per 100,000 registered boats.

2... Only 65, or 13 percent, of the 491 people who drowned in 2005 were wearing life jackets.

**3.. People with no boating safety education have a higher fatality rate - 9.9 per 100,000 vessels-than boaters with education, and USPS-educated boaters had a lower fatality rate than any other educational provider at 3.2 per 100,000 vessels.**

Support USPS through the Century Fund

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## **USPS Boat Insurance Bulletin**

### **RE: Increased insurance limits on all policies**

USPS Boat Insurance is pleased to announce increased coverage limits for all existing and future policyholders. Effective immediately all USPS Boat Insurance policyholders receive increased limits for Personal Effects, Towing Coverage and Medical Payments at *no additional charge*. In many cases, this represents more than a 200% increase over previous limits.

All policyholders with boats valued \$250,000 or less now have a minimum of:

- \$1,000 in Towing coverage
- \$5,000 in Personal Effects coverage
- \$10,000 in Medical Payments coverage (unchanged from previous limit)

All policyholders with boats valued more than \$250,000 now have a minimum of:

- \$2,500 in Towing coverage
- \$10,000 in Personal Effects coverage
- \$25,000 in Medical Payments coverage

Any existing policy with higher limits than the above will remain unchanged.

USPS Boat Insurance and Travelers Insurance are excited about rewarding USPS Members for their dedication to boating and boat safety. Please contact 1.800.763.USPS (8777) for a quote with the above-mentioned coverage.

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## **Upcoming Events: Mark your Calendars!**

### **Penobscot Bay Sail & Power Squadron 2007-2008 Events Calendar**

Revised August 23, 2007

#### **All of our events are by car or boat**

The following is a list of upcoming events and the person to contact.

#### **Sept. 15**

**Holbrook Island Sanctuary  
Rendezvous – Brooksville**  
Dorie Meltreder: 326-9676

#### **October**

**Come as your favorite  
maritime or 1967 (40<sup>th</sup>  
anniversary) character party?**

#### **December 15**

**Holiday Party –  
Seadog – Bangor**  
Rob Crone: 266-8346  
[rcrone@rcn.com](mailto:rcrone@rcn.com)

#### **February 2**

**Founder's Day Dinner**  
Rob Crone: 266-8346  
[rcrone@rcn.com](mailto:rcrone@rcn.com)

#### **March 8**

**Change of Watch**  
Rob Crone: 266-8346  
[rcrone@rcn.com](mailto:rcrone@rcn.com)

#### **April 11-13**

**District 19 Change of Watch –  
Holiday Inn Ellsworth**  
John Mastbeth: 359-8015  
[jmastbeth@hypernet.com](mailto:jmastbeth@hypernet.com)

**Executive Committee meets the second  
Wednesday of each month – ALL are welcome!!**

**Check our website for updates: [www.pbsps.org](http://www.pbsps.org)**

## September 15<sup>th</sup> Holbrook Rendezvous, Brooksville

The rendezvous is scheduled for Saturday, September 15<sup>th</sup> at Holbrook Island Sanctuary on Cape Rosier in Brooksville.

This park consists of over 1,200 acres on the mainland as well as Holbrook Island itself. This wonderful preserve was donated to the State of Maine (to the consternation of the Brooksville Selectmen) by Miss Anita Harris in 1977. Miss Harris requested that her house on the island be demolished and all the land remain undeveloped. Yet, there is a lovely old barn to be explored.

The only access to the island is by boat where a floating dock is available (no overnight tie-ups). Easy hiking trails through the woods lead to various shore-side views of Penobscot Bay (with due respect to the mosquitoes).

The bulk of the park is the mainland parcel which includes well marked trails to ponds, wetlands and excellent views of the bay. There is a small dock and float on the little south western peninsula near the Bateman Cemetery.

The picnic area has tables and grills under the trees near Indian Bar. This “sand” bar divides Smith Cove to the east from Holbrook Harbor to the west and provides nifty swimming for those brave souls who enjoy cold water!

If arriving by boat, please do not use the dock and float on the Smith Cove side as it is private as well as being close by an unmarked ledge.

Also, if staying the night the Holbrook Island Harbor may be a better choice as there is generally a southwest breeze to chase away unwanted pests.

Both harbors are delightful with good holding ground in sand as well as being rated three and four stars by the Taft’s great book, “A Cruising Guide to the Maine Coast”.

Holbrook Island Sanctuary is a real gem and not to be missed. We hope you and your Family come on September 15<sup>th</sup> and please bring your lunch to be grilled as well as something for all to enjoy. For more information please call me (no computer- no email) at 325-9676.

Dorie Meltreder

**Directions to Holbrook** from Route 1 in Bucksport:  
Take Routes 3 & 15 East towards Ellsworth about 2 miles to the Big Apple (Shell Station) in Orland.  
Take route 15 South towards Blue Hill.  
Travel about 4 miles to a right turn onto Route 199 towards Penobscot.

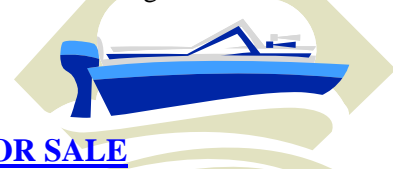
In 5 miles turn left at the stop sign onto Route 175. Follow Route 175 for 5 miles to the Gulf Station (C&G Grocery and Greenhouses) and make a right turn onto routes 175 & 176.

In one mile at the stop sign, turn right to stay on Rte 176. Follow 176 for 7 – 8 miles past the Brooksville Town Hall to make a right turn onto Cape Rosier Road (well-marked)

Travel about 1 mile and turn right onto Back Road (marked) to make another right onto Indian Bar Road (a dirt road). Follow to picnic area past the house and barn. Have fun!!

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**WANTED:** Used outboard or inboard power boat about 20 feet, for leisurely cruising Downeast. Please call Tom and Debi Baughman at 207-546-7241.



### **BOAT FOR SALE**

District 19 Commander Tom Roscoe has a beautifully restored 38' 1964 ChisCraft Challenger for sale. It is a Triple Cabin Cruiser and the asking price is \$33,900.

For more information about the boat, pictures, and a virtual tour, check out this website:

[www.jameshart.homestead.com](http://www.jameshart.homestead.com)

Tom Roscoe (owner)  
trawler34@verizon.net

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### **Attention all members:**

#### **POWER OF ONE**

Tom Roscoe the District 19 Commander (our District) gave me a bunch of Power of One pins, which I am anxious to award this year!! So this fall is the time to get your friends into our boating class, and to become a member. We will be offering classes in Bangor, Ellsworth and Searsport. I would propose that boating is more fun when your friends are working from the same knowledge base. You can receive the Power of One award simply by influencing a person to join our squadron. The class requirement is waived for USCG Aux., Academy Grads, USCG licensed etc.

#### **VESSEL SAFETY CHECKS**

It is mid season and very few members have had their boats checked. This is a **FREE** and **CONFIDENTIAL** service provided by our squadron. It takes 10-15 minutes, and you receive a sticker to mount on your vessel to alert the US Coast Guard that you have been

inspected and had all the required equipment on board, saving them the time of boarding your vessel. If you do not pass, you just fix the problem and the examiner issues the sticker, no fuss, no embarrassment. We have an examiner near you.

Please contact Arlan Martin [amartin@maine.edu](mailto:amartin@maine.edu) or myself at [rcrone@rcn.com](mailto:rcrone@rcn.com) or 266-8346 and we will get a certified examiner on the case.

Thanks  
Rob Crone  
Commander



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**(207) 326-2364**



### COOPERATING FOR BOATING SAFETY

If you have an investigative nature, are concerned about chart accuracy and boating safety, we need you! The Penobscot Bay Sail and Power Squadron has recently decided to reactivate the Cooperative Charting Program.

This program makes use of local boaters who are familiar with their boating area and may become aware of a discrepancy between the chart information and the actual water or land based features. The possible discrepancy is then investigated further by members of the Cooperative Charting Committee and a report is submitted to NOAA, NOS, or the Army Corp of Engineers.

The program has undergone some streamlining changes recently, with reports now done by computer to the above mentioned agencies, or to a Blog style website, "Boating Guide to America," which is available for comments. (See accompanying side bar.) If you have some information about a possible discrepancy, something on a chart that shouldn't be, or something you think may be missing, call or e-mail me with a description, then maybe WE can, as a part of the Cooperative Charting Committee, investigate it further.

Yes, this is an invitation for you to join the C.C.C. and create a safer boating environment. I sincerely thank you for taking the time to read this and if you have more questions or information you wish to share, please call or e-mail me.

Lt. Howard R. Towle, AP  
Cooperative Charting Chair  
207-848-9811  
[Heartfelt\\_45@juno.com](mailto:Heartfelt_45@juno.com)

### PIPE THEM ABOARD

Several new members have joined the Penobscot Bay Sail and Power Squadron. They are:

Janice and Michael Enos  
Linda Jensen, Michael Shattow and their daughter, Madeline  
Dennis DeSilvey  
Debi and Thomas Baughman – (Ask them who is leading the Tour de France)...

The Squadron is very pleased to welcome them aboard!

LT Christine Urquhart S  
Membership Chair

### Education Events August 2007

Congratulations to Dave Field, Walt Harris, Richard Long, Kathy Mastbeth, Richard Patch, Mark Pearson, Jeff Sawyer, Elaine Towle, and Howard Towle for passing the **Advanced Piloting** exam! Thanks go to John Mastbeth for volunteering to teach the course.

Seven members have successfully completed the **Cruise Planning** course, led by Dick Noyes that finished up in May. Congratulations go to Jeff Barnes, Bill Foley, John and Kathy Mastbeth, Larry Sherwood, Gary Winders, and Mid-coast Squadron member, Bruce Weik. (Completion of this elective gives P/C Larry Sherwood his AP. Congratulations, Larry!)



The first four USPS University Seminars were offered in Ellsworth in May and a total of fifty-two members as well as non-members participated. The seminars will be offered again in early October at Searsport H.S. (see below). Thanks go to Evelyn Rowland, Larry Sherwood,

Kathy Mastbeth and Nat Howe from Hamilton Marine for their help in making the seminars a success.

Five teenagers have successfully completed the **Boat Smart** Course taught by Rob and Judy Crone and Kathy and John Mastbeth in June at EMCC. These graduates have earned the PWC certification necessary to meet the requirements of the new Maine PWC law.



Two of our members have recently completed courses by self-study; Rob Crone has successfully completed Weather and John Mastbeth has just received his passing grade (100%) on the Engine Maintenance course. (Completion of EM is John's third successfully completed elective therefore giving him his Educational Proficiency Award which means he now has the grade of JN) Congratulations to Rob and John for a job well done!

### Fall Lineup of Classes and Seminars:

Three sections of the Squadron **Boating Course** have been scheduled for Bangor, Ellsworth, and Searsport, starting in October. Details follow:

#### **Mondays – October 15 – November 12 – Boat Smart at Ellsworth High School Room 219**

The Squadron Boating course (8-hour) will begin on October 15, 1800 – 2000 in Room 219 with Kathy Mastbeth instructor.

#### **Tuesdays – October 16 – November 27 – Boating at Searsport High School**

This section of the Squadron Boating course (12-hour) will be led by Rob Crone from 1800 – 2000, beginning on October 16, through November 27, 2007.

#### **Wednesdays – October 17 – November 28 – Boating at Bangor High School**

This third section of the Squadron Boating course (12-hour) with Dave Field, instructor, will begin on Wednesday, October 17 from 1900 – 2100.

### **WE NEED YOUR HELP NOW!!!**

An **Instructor Development** course is scheduled to begin on Thursday, September 13 at Ellsworth High School from 1800-2000. We desperately need more instructors to be certified to teach the Squadron Boating Classes and advanced courses. If you can find a few evenings free to take this course it would be most helpful to the Squadron and you would earn another sticker for your certificate as well as a potential merit mark if you go on to teach (or assist at) a boating course. Please contact Kathy Mastbeth for more information about this interesting and very important course.

A **Seamanship** Class is scheduled to begin on Tuesday, September 25 at Ellsworth High School from 1800 – 2000. **Those interested in attending must register for the class as soon as possible with Kathy Mastbeth. Textbooks must be ordered now for the class.**

### **USPS UNIVERSITY SEMINARS**

Register early for the following seminars with Searsport Adult Education.

Materials fee for each seminar is \$30 for members and \$35 for non-members.

#### **On Board Weather Forecasting**

*Monday October 1, Searsport High School, 1800-2000*

#### **Using VHF & VHF/DSC Marine Radio**

*Wednesday October 3, Searsport High School, 1800-2000*

#### **Using GPS**

*Tuesday October 9, 2007, Searsport High School, 1800-2000*

#### **How to Use a Chart**

*Wednesday October 10, Searsport High School, 1800-2000*

#### **Junior Navigator Class**

Attention Advanced Pilots, we now have several members that are willing and qualified to teach the Junior Navigator (JN) course. The problem is that these are the same folks who are teaching boating and seamanship. We need your help in teaching or co-teaching these classes to be able to teach JN. Kathy Mastbeth is conducting an instructor development class this fall to help members learn how to present the course material. As a pilot or above, you have the required knowledge.

Respectfully submitted

Lt/C Kathleen Mastbeth JN

Squadron Education Officer

[kmastbeth@hypernet.com](mailto:kmastbeth@hypernet.com) (207) 359-8015

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## Bridge Fest 2007

There was a new event in Bucksport this year to celebrate the opening of the Penobscot Narrows Bridge. One of the activities was a parade of boats. Several members attempted to make the voyage in their vessels, but the weather was wild and most turned back. Fortunately, Larry Sherwood and the "SISU" saved the day. Larry had been at Fort Point the night before and was able to get to Bucksport in the lee of the western shore.

At about 1230, a group of us boarded the "SISU" and headed out of Bucksport Harbor to Odem ledge just south of town. There we met up with other vessels including two tugs and the Ice Breaker "Thunder Bay". The boats were formed up in line and lead up river into Bucksport Harbor. As the parade passed under the Bridge, the "Thunder Bay" was spraying huge jets of water from its cannons. Once in the harbor, the two tugs and the Ice Breaker pulled aside, and the rest of the boats passed in review.



There was a clergyman on a US Coast Guard vessel giving a blessing to each vessel as it passed in front of him.

That evening, we viewed the fireworks from the "SISU", a great way to end

the day. Thanks to Larry for making us all feel welcome aboard his vessel.

I have to say, this was one of the coolest things I have done in a long time. Don't pass up the opportunity to participate if it is done again.

Cdr. Rob Crone JN



## Canoe & Kayak Rendezvous a Success

The first annual Canoe and Kayak rendezvous was held at the home of Kathy and John Mastbeth on the Bagaduce River in Sedgwick. Fifteen people were in attendance and, after a rocky start, all had a fun day. Despite an 8-hour power failure and a strong wind on the river which made boating a little more difficult than usual, four brave souls ventured out in their small craft. Judy and Rob Crone were able to get a short paddle in

their canoe and Diane Bartholomew and Jim Dougherty tried out their kayaks. Hopfully next year Bangor Hydro and Mother Nature will be more cooperative. After the adventure in boating landlubbers and paddlers settled in to a lovely picnic on the Mastbeths "Sunset Point". I think all will agree we had an afternoon of good food, good company and Muster Bowl Punch!

Lt/C John Mastbeth JN



### BAGADUCE FORGE

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Blacksmith



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Our outdoor adventure superstore is open Tuesday through Saturday 9am to 5pm (7 days a week beginning May 1<sup>st</sup>)

Old Town Canoe Visitors Center and Factory Outlet Store  
**125 Gillman Falls Ave.**  
**Old Town, ME**  
207.827.1530

## Penobscot Bay Sail and Power Squadron Celebrates 40<sup>th</sup> Anniversary

July 19<sup>th</sup> 2007 marked the 40<sup>th</sup> anniversary of the original charter (July 19, 1967) of Penobscot Bay Sail & Power Squadron.

To commemorate this milestone, an anniversary celebration was hosted by Tom and Bonnie Sawyer at their spectacular home, Highland Rose in Hulls Cove, overlooking Frenchman's Bay.

Fifty People were in attendance, including four Past Commanders: P/C James E. Chandler, Jr., AP 1982-83; P/C W. Tom Sawyer, Jr., JN 1998-99; P/C Richard D Crowe III, AP 2000-2001; P/C Lawrence A. Sherwood AP 2002-2003 and 2005-06.

Also in attendance were District 19 Commander Tom Roscoe and his wife, Pat. We sincerely thank them for driving all the way from the New Hampshire Lakes Region to help us celebrate.

Two attendees of special note were members who have shown a long-term commitment to the USPS. P/Lt/C Ron Rowland joined Squadron 5730 on Feb. 11, 1959, and Barbara Cardin joined our squadron, Penobscot Bay, on Feb. 11, 1969.

A short celebration kicked off the festivities including a multimedia presentation covering the highlights of the 40 year history of PBSPS.

New members Christine Urquhart S and Tom and Debi Baughman were sworn in by Cdr Rob Crone JN.

A new award, The Richard M. Jacobs Memorial Award for Public Service, was unveiled. This award will be presented annually to a member of Penobscot Bay Sail and Power Squadron who has exhibited a dedication and commitment to the goals of the squadron in the area of volunteerism and civic service in memory of P/C Richard M. Jacobs AP, instructor, mentor, inspiration and friend.



P/Lt/C Wes Hedlund AP was the first recipient of this award for Public Service. Wes has been a member of PBSPS for 31 years. He has taught public boating classes since 1977 and has earned 21 merit marks. Wes has also served as Education Officer, has made numerous contributions to public service and has been a constant supporter of the goals of Penobscot

Bay Sail and Power Squadron.

We thank Wes for a job well done and congratulate him on a most deserved honor!

New Membership Chairperson, Lt Christine Urquhart S, was sworn in by D/C Tom Roscoe as well as Lt/C Jeff Barnes S as Administrative Officer (Jeff, unfortunately since that time has had to resign his post for personal reasons. Jeff we wish you well and our prayers are with you and your family.)

Following the ceremony the group adjourned to the outdoor activities which included a toast with punch served from the Muster Bowl and a delicious barbeque catered by Mainely Meat Barbeque of Bar Harbour. Luncheon was followed by celebration cake (see picture in Commander's Corner article) and an afternoon of camaraderie with old and new friends, in a beautiful setting overlooking the scenic vista of Frenchman's Bay.

Many thanks from all who attended to Tom and Bonnie Sawyer for providing such a magnificent location for our special celebration.

Pictures follow:



## **REAL DRAMA AT FORT POINT AUGUST 18<sup>TH</sup> RENDEZVOUS**

Our annual Fort Point rendezvous was one to remember. Lt. Gary Winders, S, did a great job organizing the logistics and we all had a great time and great food. The real adventure came with the wind.

The day started out with heavy rain, but the forecast was for clearing with a chance of showers and a 10-15 MPH wind. As the morning progressed, the weather began to clear. Larry Sherwood arrived with the "SISU" around 0930 after steaming down from his berth in Brewer. People began arriving around 1030, and we congregated on Larry's boat. The wind was picking up, and the boat was moving around at the dock.

Around 1230 the wind increased significantly, and Larry and Gary found a sheltered location for the cookout. By 1330, the wind had really picked up. Larry went to check on the "SISU", and decided to move her to anchor. He came to the picnic area and several of us went down to the dock to help him castoff. By the time we returned, the fenders had been flattened, and the boat was being thrown onto the float by the waves.

Three of us worked to keep the boat from banging while Larry maneuvered it away from the dock. As the last dock line slipped through my hands, I realized that one of us should have been on board to help with the anchoring, a thought which would haunt us later. Fortunately, through some first class seamanship, Larry was able to set the anchor by himself. By the time the "SISU" was secure, it was clear that getting in the dingy was a bad idea. So, Larry stayed on the boat. Elaine and Howard Towle had brought along their handheld VHF and were able to communicate with Larry on the boat.

The wind continued to increase from the Northwest, and Larry was taking a beating. It was so rough that everything on board became a missile. Larry decided he should run for shelter. After repeated attempts it was obvious that he could not raise the anchor single-handedly. A group of us waited on the shore hoping for the wind to subside. It was not until 1730 that the wind dropped enough for Larry to get free.

To add to the day's drama, Ron Papa and I had sailed his boat around from Buck's Harbor to Smith

Cove the day before in preparation for the rendezvous, and was rafted to my boat. Both of us had a pit in our stomachs, as a NW wind blows directly into Smith Cove. Amazingly, boat boats not only stayed on the mooring, but came through with out a scratch.

Cdr. Rob Crone

## **SAFETY LESSON LEARNED**

I recently had a hard lesson about keeping handheld radios charged. I routinely listen to NOAA weather on my handheld. It had been many months since I last charged the unit. I assumed that because I got perfect reception, the battery was sufficient to operate the radio. However, when I went to use it at the Fort Point Rendezvous, I found that it would not transmit, even though I could receive clearly. Howard Towle, who is an experienced HAM radio operator, explained to me that a radio takes significantly more power to transmit than to receive. It is scary to think what would have happened if I had been in trouble and needed the radio to get help. **Lesson learned – Keep your handheld radio charged or you may not have the power to transmit.**

Cdr. Rob Crone

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## **PBSPS 2007 Bridge**

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## MINI SHIP'S-STORE REMINDER

We still have a number of items available for sale in our Mini Ship's-Store. The five items in stock offered to Squadron members are:

- Ensigns at \$20 each
- Squadron Burgees at \$20 each
- "Skipper Saver" self-help manuals at \$10 each
- Captain's* Quick Guides at \$8 each:
- "Emergencies on Board"
- "Heavy Weather Sailing"

The Squadron is willing to explore any other requests for new items, just contact one of the officers or Kathy Mastbeth [kmastbeth@hypernet.com](mailto:kmastbeth@hypernet.com) 359-8015

## NEW!!! PBSPS Shirts Now Available

You now have the opportunity to order a beautiful embroidered PBSPS logo shirt. (crossed flags – USPS Ensign and PBSPS Burgee)

The shirts come in men's and ladies' sizes S – XL as well as plus sizes. They are Outerbanks brand 6.5 oz. 100% combed ring-spun cotton pique. Each shirt has a fashion knit collar, welt cuffs and hemmed bottom.

Colors available are Red, white, royal blue, black and navy. You also may choose to have either your name or your boat name added to the logo or on the sleeve for \$3.00 additional charge.

The cost of each shirt is \$22.50 for sizes Small – X-large (\$3.00 more for men's 2XL – 4XL and ladies' 2XL). There is a small charge for shipping to your home. (Pick-up stations will be available if you want to save on shipping)

For more information or to place your order, please call or email John Mastbeth  
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## SEND IN YOUR STORY

**If you have an interesting boating story and would like to have it considered for publication in a future edition of the *Now Hear This*, please write it up and send it to Kathy Mastbeth [kmastbeth@hypernet.com](mailto:kmastbeth@hypernet.com).**

**Of particular interest are stories about how your boat got its name, amusing anecdotes about your travels on the water as well as your adventures and lessons learned.**

**We want to hear your story!**

## Lights of Night Watch on the Alborian Sea

Tonight the sunset was unspectacular with hues of gold, pink, and then purple as low clouds dulled the sun's rays. It is nighttime now. We have two on board our 1961 Alden yawl, *Fleana*. It is now my watch for the next 3 hours. There were 4 of us to cross the Atlantic in May, but since Ireland, it has been mostly my adult son, Dave, and myself for the hops down around Spain and Portugal, and to as far East as Italy. It is now October and early this morning we departed from Almeria in the South of Spain with the intent of reaching Port S'Mir on the Moroccan coast. This involves crossing the poorly defined shipping lanes to the east of Gibraltar, in an area of the Med called the Alborian Sea.

Nocturnal watches are usually a quiet time. In our transatlantic crossing there were occasional ships, with the visual scene at night being the slow rotation of the stars above and the phosphorescent glow of our bow wave and wake. One night we were treated by a school of dolphins dancing about *Fleana*, their moving bodies stimulating a phosphorescent blur. Tonight, however, the lights would be those of ships. Next to these mercantile giants, our 38 foot *Fleana* is but a minnow. Our goal tonight is to cross over to African waters without becoming a bow ornament to one of these steel monsters.

When we entered the Mediterranean in mid-August we had a relatively easy time. The Strait of Gibraltar is as narrow as 8 ½ miles with well defined traffic lanes. Each lane is 2 miles wide with east going traffic to the south and west going to the north separated by a half mile buffer zone between. The radio traffic was a constant buzz as ships reported to "traffic control" in the Spanish port of Tarifa. Here maritime traffic cops keep track of these many ships, and ensure their orderly transit.

Although this process seems quite organized, it is evident that captains do not always agree. When this happens, the radio conversations become less polite, and sometimes quite colorful. Some of these conversations lead the small boat captain to realize the importance of looking out for oneself.

This night has us going crossing in an area well to the East of Gibraltar where it no longer is a highly organized maritime highway. In this area ships on Suez passage will go directly east and west whereas those on passage to Barcelona and Marseille are curving north with those to other ports like Genoa and Rome are scattered on routes radiating between. And then there are the Ferries crossing between various Spanish ports and Africa at close to a right angle to all this. The ferries between Africa and Spain are scheduled mostly at night, departing ports in the evening for early morning arrivals at their destinations, thus they become frequent nocturnal encounters for cruisers.

My shipmate and son Dave had just come off watch. Early in the evening there were scattered fishing boats, but most recently there has been shipping traffic. In the last two

hours he had crossed a line of 3 east-going vessels, and then one west going vessel. This last one is still quite visible. Our heading is about 210 degrees, which brings us close to crossing most of the traffic at right angles. Winds have been light and from the west. To move more quickly we are motorsailing and are able to cruise easily in light seas at 6 knots.

Three more sets of lights quickly become visible, one almost behind us, appearing as glow on the horizon. And one (or is it two?) to the starboard, and one to the port. Unfortunately tonight it is not ideal for visibility. There is now by a rising half moon whose light is diffused by low clouds, making navigational lights more difficult to pick out. Our radar confirms we can reliably see about 5-6 miles and there are several vessels in the miles beyond our visibility. Radar helps to show that what we are seeing are actually two vessels to starboard, and there are yet another 4 more ships within a 12 mile radius which we cannot see.

Distances can close quickly within this limited visual horizon. We are going 6 knots, and thus cover a mile in 10 minutes. If a ship is going 15 knots (many go faster) then they will travel a mile in 4 minutes. If we are going towards each other, a mile will disappear in less than 3 minutes. With radar reflector up and navigational lights on, we would like to think we are seen -but how attentive is the bridge-watch on these vessels? We wonder.

Now it is watching for relative bearings and the light characteristics of these other vessels. If the relative bearing to our vessel does not change, then we have a risk of a collision course. If the relative bearing is changing there should be no collision risk – at least so long as neither of us changes our heading. Sometimes a bright star or planet close to the horizon gives us another point of reference to follow relative bearings

Most helpful is the recognition of a boats light characteristics, particularly the white masthead running lights. There are two required for larger vessels, a lower one to the bow and higher one aft. I can usually identify these long before clearly seeing the red or green colored port and starboard lights. When these are too close together, and when the relative bearing is not changing that there is a worry of being too close. If we see both red and green, we know they are coming right at us.

Watching and avoiding the other boats is a straight forward exercise when there are only one or two of us. When the maritime dance floor becomes crowded with many boats, some moving at a slow waltz-like pace, and others more quickly, then the situation becomes more confusing.

It is 20 minutes into the watch. Those two to starboard now have clearly visible mast lights and will pass about 2 miles to the south. The relative bearing of the ship to port has not changed. Mast headlights are very close together. Radar does not help, other than to give a distance of about 4 miles. The horizon glow behind us is a cluster of white lights. This will be either a cruise ship or ferry. Lit like a Christmas tree, their white lights often overpower the

running lights. He is going fast, however, and I can see he will pass a few miles to our East. But what about that one to port? He has been bearing a little forward of the beam. I still can't clearly see running lights. I think I can see a green with binoculars. Technically we are the stand on vessel, and have the right of way if we were to get close. My assessment, however, is that he will likely pass ahead. To be certain, we change course 20 degrees to port, giving him more room. We will give this a few minutes, and if the situation is still confusing, we will do a second maneuver to simply point to just aft of his stern. This will both ensure we will pass behind. It also will give him view of our starboard green running light, indicating that he is now has the right of way. Considering our relative ease of maneuverability compared to a large ship, we would rather give up right of way when it can be safely done. As it turns out this second maneuver does not become necessary.

The night consists of more observations, and a couple more course adjustments. At times we are within a mile of other boats, but never closer. By the morning we have passed the shipping traffic area safely. For the rest of the voyage we will see minimal traffic, with arrival in Morocco the following evening.

Submitted by Dan Cassidy [IN](#)

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## **BOATING GUIDE TO AMERICA**

<http://www.boatingguidetoamerica.com>

### **Boaters' Local Knowledge is On Line**

Today's boater has a new tool to make his time on the water both safer and more fun. The USPS Cooperative Charting Committee has made this possible by providing a "Boating Guide to America" that is available to all of us. This new tool, which employs the modern technology of the Internet, maintains the traditions of USPS and Cooperative Charting by giving us information for our boating pleasure which we, the users, keep relevant and up to date. The key is member involvement. Members not only use it, they improve it. The "Boating Guide to America" is a collaborative encyclopedia of boating destinations. It is the source of new and continuously updated material provided by the users. Access is provided on the USPS Web site and members can contribute or edit the information about their favorite boating destinations as well as learn about the pleasures and hazards at others. It covers destinations in the United States, the Canadian provinces, the US and British Virgin Islands, and Mexico. Links to Maptech make charts available. Take a tour of this amazing new resource by going to <http://www.boatingguidetoamerica.com>. You'll find a Get Started Guide, a How To Example, a Practice Page, and a multitude of existing listings covering destinations in every state and abroad.



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