

CDSOA FLOTILLA TO MAINE

AN INFORMATIONAL PACKET
FOR ALL PARTICIPATING BOATS



2003

The purpose of this packet is to disperse necessary information and guidelines that must be adhered to since this is a CDSOA sanctioned event. Some of the rules such as the required safety inspection, or radio net protocol, might seem a bit excessive if we were alone, and not affiliated with any particular group. Since we are cruising under the umbrella of the CDSOA, we will follow the guidelines established in this packet to promote the safety and comfort for all concerned. Most events hosted by any boating club or organization on the water, whether it be a race or flotilla, usually have mandated requirements.

This packet contains the following:

- Dates, times and location of Skipper meeting and cruise..... page 3
- Cruise itinerary..... page 3
- Requirements for participating boats..... page 3
- Radio net information and log page 3
- Suggested charts, publications and cruising guides page 4
- Safety suggestions page 4
- Brief navigational data page 4
- Float plan Info page 5
- Helpful hints page 5
- Useful Web Sites page 5
- Article: equipping your boat for safety..... page 6
- CDSOA Radio Net Protocol and Log..... page 10
- Float Plan page 12
- Red Brook Harbor Info:
..... <http://www.impulz.net/buzzardsbay/harbors/redbrook.htm>
- Tenants Harbor Info
..... <http://fairharbors.org/tenants.html>

To those of you that have extended coastal cruising experience, this will just be review, but there is a first time for everybody, and any information is good information, so welcome board!

I will be leading the Maine flotilla this year from Cape Cod to points north (or east!). Dave Potts on “Andronikos” who resides in Maine will plan a cruising itinerary. This is my first trip to Maine by boat, and the culmination of much planning and 4 years of an extensive refit of my 1981 CD 30 “Red Wing”. My cruising grounds so far have consisted of many extended passages between Boston (where I purchased my boat) and as far south as Annapolis, where I spent much of last year after having a new engine installed. I presently keep my boat on Toms River, New Jersey, where I day sail the Barnegat Bay. I am looking forward to meeting old and new friends, and to discovering wonderful new anchorages! If you need to contact me, feel free to use the following:

Home Phone: 609-758-7862
Home email: bobemmons@bigzoo.net

Bob Emmons
CD 30 “Red Wing”

IMPORTANT DATES AND TIMES

The staging area for our Cruise to Maine Flotilla will be Red Brook Harbor in Cape Cod, Massachusetts. This is a convenient place to stop, rest, provision the boat if needed, and gather to prepare for our journey. Plan to arrive at Red Brook Harbor on the weekend on July 12-13. We will have a meeting at 1600 hours on Sunday, July 13, meeting place to be announced. **Each skipper should bring his or her Coast Guard Auxiliary or Power Squadron courtesy inspection paperwork, this packet, paper, pencil, and any questions.**

CRUISE ITINERARY

Depart Red Brook Harbor at 0600 hours on July 14, 2003, overnight cruise to Tenants Harbor, Maine. Once in Tenants Harbor, a suggested itinerary:

- Wed. July 16 Lay day with raft-up in Long Cove
- Thu. July 17 North Haven / Vinalhaven area
- Fri. July 18 Benjamin River, Eggemoggin Reach - Potluck Dinner / Social ashore
- Sat. July 19 Northeast Harbor
- Sun. July 20 Lay Day at Northeast Harbor (free shuttle bus to Acadia/Bar Harbor)
- Mon. July 21 Lay Day at Northeast Harbor (free shuttle bus to Acadia/Bar Harbor)
- Tue. July 22 Webb / Southern Cove on Deer Isle
- Wed. July 23 Winter harbor, Vinalhaven area
- Thu. July 24 Muscle Ridge / Tenants Harbor area

This is our current plan, and if any participant has any additions or suggestions they are more than welcome! Some of us may wish to stay together as a flotilla; others may break-off and just participate in a few of the group stops, which is fine. This is a matter of personal cruising style!

REQUIREMENTS FOR PARTICIPATING BOATS

- A current (2003) Coast Guard Auxiliary or Power Squadron courtesy inspection. **The completed inspection paperwork must be brought to our meeting on July 13, 2003, in order for you to participate in our flotilla to Maine.** Many marinas usually have someone that will accommodate you. To be better prepared for this inspection, the Coast Guard Auxiliary Virtual Vessel Safety Check is available at: <http://www.cgaux.org/cgauxweb/public/pubframe.htm>

RADIO NET INFORMATION AND PROTOCOL

In the interest of safety and comfort we will open and maintain a VHF Radio Net during the overnight cruise to Maine. All information and protocol is given in the attached addendum: **CDSOA Radio Net.**

SUGGESTED CHARTS AND PUBLICATIONS

- A Cruising Guide to the Maine Coast by Taft/Rindlaub
- Eldridge Tide and Pilot Book
- Maptech Chartkit: Block Island, RI to the Canadian Border, Region 2, and/or
- Government charts as needed

SAFETY SUGGESTIONS

Every captain is responsible for the safety of his or her crew. Equipping your boat for an extended overnight coastal passage is a very important, necessary task, and it is beyond the scope of this packet to explore this topic properly. I highly recommend attending a seminar on safety at sea, and constant further study of this topic is a must for a prudent captain. In the interest of further reading I have included an article written by Kelsey Burr for a Safety at Sea seminar given in Annapolis, MD. What every captain must do is equip his or her boat for the type of sailing and their comfort level. Obviously, if we were heading for Bermuda, we would lean for a more complete array of safety gear. We however will be traveling through 50 degree water at night and it is imperative that all persons stay onboard and attached to the boat when conditions warrant.

NAVIGATIONAL DATA

The current turns favorable (flood turns east) in the Cape Cod Canal at 0418 hours on July 14, 2003. For specific canal details consult your pilot book or log on to:

<http://www.nae.usace.army.mil/recreati/ccc/ccchome.htm>

The distance to Tenants harbor is approximately 150 NM, which gives us a 24-36 hour window to reach our destination in daylight. It is advised to maintain a SOG of 4 knots or better to make this window. Planned track and legs for our passage follow, however every captain is responsible for their own navigation and should pre-plan all of the legs and navigational data beforehand.

- Cape Cod Canal East End G"3" Q G Bell (La 41°46.8', Lo 70°28.9') to RW "RP" Mo (A) Bell (La 42°04.9, Lo 70°16.8') Race Point at tip of Cape Cod
Distance: 20.2NM Course: 042°M
- RW "RP" Mo (A) Bell to R "14M" Fl R 4s WHIS (La 43°46.8', Lo 69°22.5') off of Monhegan Island. Distance: 107.5NM Course: 038°M
- R "14M" FL R 4s to RW "MP" Mo (A) WHIS (La 43°55.3', Lo 69°10.9') off of Mosquito Island. Distance: 13.1NM Course: 058°M
- RW "MP" Mo (A) WHIS to G "1" Fl G 6s Bell off of Southern Island at Tenants Harbor. Distance: 2.4NM Course: 018°M

FLOAT PLAN

It is suggested that you fill out a float plan and leave with someone who can contact the proper authorities if needed. I have attached a float plan to use.

HELPFUL HINTS

- Set-up and start your watch system early, so that you will be adjusted by the evening.
- Bring warm clothing! Sitting still in a cockpit at 0300 hours when the temperature is 50 degrees can be quite chilling! I usually bring my ski stuff; wool hat and gloves to help keep me toasty on these passages.
- Pre-made sandwiches for the passage to Maine can alleviate any fuss in the galley, especially if conditions are a bit rough.
- Don't forget repellent and hatch screens for mosquitos in Maine.
- Reliable dinghy, for launch service is uncommon in many harbors.

USEFUL WEB SITES

- <http://www.nae.usace.army.mil/recreati/ccc/ccchome.htm>Cape Cod Canal
- <http://www.impulz.net/buzzardsbay/harbors/redbrook.htm>Red Brook Harbor
- <http://www.fairharbors.org/tenants.html>Tenants Harbor
- <http://stellwagen.nos.noaa.gov/wildlife/spout.html>Whale Watching
- <http://www.coreresearch.org>Whale Watching
- http://nmfs.noaa.gov/prot_res/MMWatch/MMVeiwing.html.....Whale Watching

Equipping your boat for safety

by Kelsey Burr

Every skipper has responsibility for the welfare and safety of the crew and guests, and the duty to evaluate the boat's safety and survival equipment based on a number of criteria: boat size and type; number and nature of crew (age, experience, handicaps); distance offshore; and conditions in the cruising area. Let's apply these criteria for two boats:

Boat Number 1: A 25-foot sloop with cuddy cabin; four people, two with a year's sailing experience, two with no experience, all young and healthy. They sail the Rhode Island, Connecticut, Long Island coast in summer months, in daylight hours.

Boat Number 2: A 44-foot sloop; six people, four with offshore experience, two with limited coastal sailing time. All are between 40 and 55 years of age and healthy. Two are virtually non-swimmers. They sail the East Coast of the United States, Bermuda, Bahamas and Virgin Islands.

Boat Number 1: Safety and survival recommended equipment

On deck safety:

- Four good quality Type III PFDs. The cheap Type IIs found in discount department stores do not provide adequate protection.
- Four inflatable life vests or belt-type units that provide high buoyancy and are convenient to wear. Select these units based on fit, comfort and your ability to swim. Make sure you have spare CO₂ cylinders to fit them.
- Four safety harnesses and tethers that meet ORC specifications. Do not buy those made with polypropylene webbing or that permit shoulder adjustment.
- One heaving line in a bag mounted near the helmsman.
- One throwable ring buoy or seat cushion that meets Coast Guard regulations as Type IV PFD.
- One throwable inflatable float to supplement the ring buoy. Keep in mind that it is difficult (practically impossible in strong wind) to throw either a seat cushion or ring buoy with distance or accuracy.
- One properly rigged man overboard device. Whether a Man Overboard Module, Lifesling or a pole and horseshoe, maintain it, but keep it ready for use and practice using it.

Emergency Signals:

- One registered 406 MHz Class II EPIRB (highly preferred) or one small Class B EPIRB with float collar. Any boat cruising open waters, regardless of distance offshore, should carry one. Having a 406 MHz EPIRB dramatically increases the speed of rescue actions and cuts survivor exposure time.
- One flare kit, preferably of the SOLAS type, in waterproof container. Carry at least three red parachute flares, three red hand flares and one smoke canister.
- Two good quality waterproof flash lights with spare batteries.

- One passive radar reflector, the bigger the better; avoid flags and long narrow tube devices that have performed poorly in tests.
- One set emergency navigation lights. One air horn (with spare canister if compressed gas type).

Damage Control:

- One fire extinguisher for galley/nav station; one multipurpose extinguisher in forward cabin; one aft - accessible from the cockpit.
- Wood plugs for thru-hull fittings
- Two packages of underwater epoxy (such as Syntho-Glass).
- One canvas bucket.

Medical Equipment:

- Good quality first aid kit supplemented with items important for personal needs.
- Four disposable thermal blankets.

Abandon Ship:

- Abandon ship bag pre-packed with vital equipment/supplies.
- Water rations. Jugs can be lost or become contaminated. Water packets are safe and easy to handle.
- Rescue platform or ready-for-use dinghy. No boat should cruise open waters without means to abandon ship into a good floatable device. A dinghy suffices only if it does not have to be inflated or erected.
- Hand-held VHF radio packed in a waterproof VHF bag, with two spare fully charged nicad batteries. The VHF is as important as the EPIRB for reducing the rescue time.

Boat Number 2: Additional safety and survival equipment(including requirements for Boat Number 1)

On deck safety:

- Six Type I PFDs and two more Type IIs.
- Two additional inflatable life vests and safety harnesses with tethers.
- Six water-activated lights for attaching to either Type I or inflatable PFDs.
- Set of jack lines — either coated wire or flat braided webbing, installed as described in inspection article.
- One additional heaving line in bag, on foredeck.
- Add light to man-overboard system.

Emergency signals:

- One registered 406 Class II COPAS/SARSAT EPIRB.
- SOLAS flare kit in waterproof container with at least four red parachute flares, four red hand flares, one dye marker and two smoke canisters.
- Two white parachute flares for search and rescue applications.
- Four additional waterproof flashlights, including one in each cabin and cockpit, with spare batteries, bulbs and red night lens.
- One emergency searchlight.
- One collision avoidance radar detector.

- Proper size ship's bell.

Damage Control:

- Automatic engine room fire extinguisher.
- Two additional FM-200 or dry chemical 2.5-pound fire extinguishers below deck.
- One dry chemical 2.5-pound fire extinguisher in cockpit.
- Portable emergency bilge pump.
- Rigging cutters, preferably hydraulic type.
- Extra canvas buckets.
- Extra packages of underwater epoxy.

Storm gear:

- One storm sail: jib trysail on separate track.
- Sea anchor (12'-18' diameter).
- Drogue (36" Galerider or equivalent).

Medical Equipment:

- Heavy-duty trauma kit.
- Self-prepared medication supply (assembled with doctor's assistance).
- Set of inflatable splints.
- Dental kit.
- Medical guide book.

Abandon ship equipment:

- Eight-man, high-quality life raft with dual inflation tubes, double floor and canopy, outfitted for ocean service.
- Class B EPIRB packed inside the raft.
- Reverse osmosis water desalinators.
- Survival rations in abandon ship bag or separate waterproof floating canister.

ON EPIRBs....

We recommend that anyone who cruises or races along our coasts carry at least a Class B EPIRB on board. If it is the only beacon on board, you should store it in your Abandon Ship Bag if you have a life raft, or in a highly visible place if you don't. If you have two beacons on board, pack one in the life raft when it is serviced, and make sure the other one is accessible.

Offshore and coastal sailors who want the highest reliability should carry a 406 MHz EPIRB. There have been many examples of rapid rescues due to the deployment of a 406 MHz EPIRB in recent years and the system has proven its worth. They are one of the most cost-effective safety products you can buy.

In Conclusion:

EPIRBs should only be used as a last resort. A mayday call over your radio should be your first call for help, since you can describe the nature of your distress, description of your boat, and

position. If you can tell the Coast Guard these three pieces of information, you have an excellent chance of rescue. Mount your GPS by your radio, and make sure crewmembers know how to use both the radio as well as the EPIRB.

Some may consider these lists overkill, others will want to add equipment, but the bottom line is to think it out, set priorities and know your equipment. You can't dial 911 or call a tow truck at sea. You will survive on your own capabilities and equipment, not on help from others.

Kelsey Burr is the executive vice president of Survival Technologies Group in St. Petersburg, Florida, a company specializing in marine safety and survival equipment. He has developed safety equipment for cruising boats.

CDSOA RADIO NET

The purpose of the radio net is to maintain a communication link between all of the boats in the flotilla. During an extended passage such as this, many boats will quickly lose sight of one another due to boat size, sail plan, and sailing capabilities. It is important that all participating vessels adhere to the following protocol, in the interest of safety and comfort. This radio net will serve as our safety blanket in the event assistance is needed or just as a comfort for those that have never traveled on an overnight extended passage before.

- The radio net will be known as the **CDSOA Radio Net**.
- VHF Channel 72 will be our working channel. If it becomes necessary to change to another channel, the change will be announced on Channel 72 and confirmed with every boat.
- A radio officer will be appointed at the pre-cruise skippers meeting.
- The radio officer will initiate all calls for position reports and relay requests.
- The radio officer will request the following information from each boat every 4 hours, (or more frequently if necessary):
 - position in Latitude / Longitude by GPS or Dead Reckoning
 - current weather observations, such as wind or sea state, approaching storms, etc.
 - any issues or concerns with the vessel or personnel
 - any significant vessel traffic, flotsam or jetsam that could pose a safety risk
- The radio officer will continue the radio net until every boat has reached the destination.
- When you reach the destination, please contact the radio officer and log off the CDSOA Radio Net.
- Of course if anyone during this passage experiences something they wish to share, such as an astronomical event or any other exciting experience (whale sighting for instance), please share it with the group!
- Except for the above mentioned reasons, try to keep channel 72 free of idle chit-chat. Many of the off watch crew will be trying to sleep, and radio chatter can be annoying. In the interest of flotilla courtesy, please switch to another appropriate channel after initial contact on 72 for such conversation.
- If for any reason you decide to leave the cruise you *must* notify the radio officer. Don't ask another boat to do it for you unless it is an extreme emergency or have lost direct radio contact with the radio officer. If you do have another boat contact the radio officer, be sure to confirm that they did.

RADIO OFFICER _____ ON _____
(NAME) (BOAT NAME)

CDSOA RADIO NET WILL OPEN AT _____ ON _____
(TIME) (DATE)

FLOAT PLAN for _____ (Boat Name) (Date Completed)

DESCRIPTION OF BOAT:

(Type) (Hull Color) (Length) (Make)

STATE REGISTRATION OR CG DOCUMENTATION NUMBER _____

OTHER IDENTIFYING FEATURES (Canvas color, trim, etc.) _____

ENGINE TYPE _____ HORSE POWER _____ FUEL CAPACITY(gal.) _____

SURVIVAL EQUIPMENT: (Please check as appropriate)

PFDs _____	Flares _____	Signal Mirror _____
Smoke Signals _____	Flashlight _____	Liferaft _____
Dingy _____	Water _____	Food _____
Epirb (121.5 MHZ) _____	Epirb (406 MHZ) _____	Handheld VHF _____

RADIO VHF _____ SSB _____ (CQ _____)

PERSONS ON BOARD:

CAPTAIN _____ (Name)	_____ (Phone Contact Number)	_____ (Age)
CREW _____	_____	_____
_____	_____	_____
_____	_____	_____

PASSAGE DETAILS:

Departure from _____	Departure Date _____
Estimated Departure Time _____	Passage Distance _____
Estimated Passage Time (Hours/Days) _____	Estimated Arrival Date _____
Destination _____	Estimated Arrival Time _____

Other Pertinent Information: (Marina phone numbers, etc.)

EMERGENCY CONTACT:

Coast Guard Station at _____
(Location) (Phone)