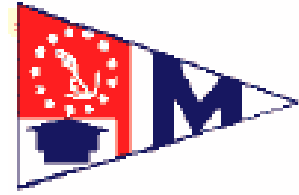




# Mansfield YACHTSMAN



January/February

L 40° 45' N Lo 82° 30' W

2022

## From the Wheelhouse

Cdr Jay Wells, AP

As I am writing this article, it is snowing outside my window. That said, I hope you all had a great holiday season. There were 36, by my count, that enjoyed our Christmas party at the Lexington Senior Center.

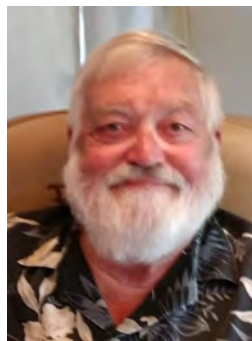
The most popular gift exchange theft were the alcohol gifts that were stolen over and over by people during the gift exchange part of the party. There was a wonderful dinner provided and hosted by members Gary and Susan Schroeder. Everyone attending brought desserts, and there was more than we could eat. Everything was delicious, and fun was had by all. It is always great to see our members and get a chance to visit with them.

Now that it is cold and snowy outside, this would be a good time to begin planning the preparations for spring launch. I know I have a few things that need to be done on my boat before launch. At least if I make the list early, I can begin to prepare for finishing those projects in time to be ready for spring launch. I know it seems a bit early to be thinking about these things, but spring will be here before we know it.

At this time of the year, we are looking for people to fill positions that are needed for the squadron functioning. If you are willing to help in some manner, let one of the officers know, so we can continue the great tradition that Mansfield Power Squadron has maintained for so many years. We would appreciate help in any position you might be able to fill

My wish for the new year is that all of us stay healthy and safe throughout this winter season. Covid still is messing with many of the things we are trying to do, but remember that we will eventually beat this disease as we have other diseases throughout history. Please be safe and healthy, so we can start a new boating season soon.

Commander Jay



## 2021-2022 Bridge

### Commander

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### Educational Officer

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### Administrative Officer

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419-631-4842

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### Secretary

P/R/C Thomas Etwiler, SN  
419-529-4812

erzwilertom@yahoo.com

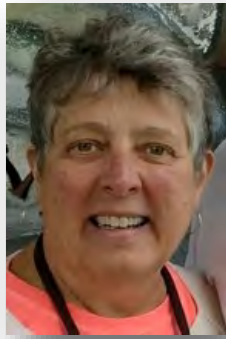
### Treasurer

Lt/C Georgiann E. Mathews, P  
419-512-5289.

rmathews@neo.rr.com

## Administrative Officer

P/C Lynn Fortman, SN



It's a busy time for everyone during this holiday season and I hope that you are all enjoying time with family and friends and that you have a very safe, healthy and happy 2022. The Mansfield Power Squadron enjoyed an excellent meal and many attendees at our Christmas Party thanks to Garry and Susan Schroeder, our consummate hosts! Keep the spirit going and plan to join your fellow members at our next gathering which will be our Annual Meeting.

In this *Yachtsman* are the Nominees for 2022-2023 in accordance with our bylaws. You will not be receiving a separate mailing this year but the list will appear again in the March/April edition of the *Yachtsman*. We are still looking for a leader to fill the vital position of Squadron Education Officer. As you know, one of our most important responsibilities is to provide education, training and information to future and current members as well as the community. The position is not taken lightly as our ABC classes are the foundation for future boaters to build upon and become better boaters. With the larger number of boats sold during the last two years, the need for training is even more imperative as the lakes and rivers are only so large, so understanding nautical signage and seamanship are fundamental to everyone's safety on the water. Nominations from the floor will be taken at our Annual Meeting on March 12. If you have an interest in helping to keep our waterways safer through boating education, please consider this an opportunity to help others stay safe too.

This is a reminder that current District 7 member Craig Frasier is serving on the National Bridge as the Executive Officer and is up for nomination as the Chief Commander of the United States Power Squadron. The National Meeting of the United States Power Squadron will be held February 19-27 in Ponte Vedra, Florida. More information will be forthcoming through USPS headquarters but I wanted you to be sure to save the dates if you are planning to attend.

As you can see from the calendar, January and February are not busy months for social activities with Mansfield Power Squadron. Our two in-person Executive/Membership meetings at the Elks on January 11 and February 8 will be cancelled.

However, we will be planning to have two Zoom meetings during those two months so be sure to have your computer ready.

Lastly, this is the time that I apologize for any mistakes that were made on the Roster. So far, I've only found one very embarrassing goof. (There may be more, but I haven't found them yet or they've not been reported.) I listed Wayne Hammond's wife as Wayne not the wonderful person that he married, Mavis! My apologies to the Hammond family; it couldn't have happened to a nicer couple.



This is the actual transcript of a radio conversation between a British Navy ship and the Irish Coastguard, off the coast of Kerry.

Irish: Please divert your course 15 degrees to the south, to avoid collision

British: Recommend you divert your course 15 degrees to the north, to avoid collision

Irish: Negative. You will have to divert your course 15 degrees to the south ' to avoid collision.

British: This is the Captain of a British Navy Ship. I say again, divert YOUR course.

Irish: Negative. I say again, you will have to divert YOUR course

British: THIS IS THE LARGEST SHIP IN THE BRITISH FLEET. WE ARE ACCOMPANIED BY 3 DESTROYERS, 3 CRUISERS, AND NUMEROUS SUPPORT SHIPS. I DEMAND THAT YOU CHANGE YOUR COURSE 15 DEGREES TO THE NORTH, OR COUNTERMEASURES WILL BE UNDERTAKEN TO ENSURE THE SAFETY OF THIS FLOTILLA.

Irish: THIS IS A LIGHTHOUSE ..... YOUR CALL!

The Mansfield Yachtsman is published every other month.

The editor reserves the right to edit any articles submitted for size, clarity, spelling and grammar. The editor also reserves the right to omit any submitted article due to space limitations.

Please submit articles either as a Word document or in the body of an E-mail.

Send your articles and pictures to Irene Rodriguez at [rodriguezri@artistirene.com](mailto:rodriguezri@artistirene.com)

Deadline for the Yachtsman articles is the 15th of Dec, Feb., Apr., Jun., Aug., Oct.

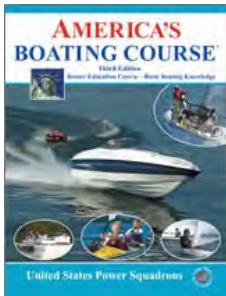
## From the Education Officer

Lt/C Denise Tenison, SN



### Is **ZOOMing** in Your Future?

The squadron Instructor Recertification Seminar was held at the Elks on Wednesday October 27, 2021 at 6:00pm. Seven members were present seeking recertification. In addition, four members sat in on the seminar and are applying for first-time certification. There were thirteen members present in all. Garry Schroeder conducted the seminar and did a fine job!



The next ABC class is scheduled to begin on March 1, 2022 at Madison Comprehensive High School. Anyone interested in an advanced class should contact me at 419-975-9724 as soon as possible and indicate which course you are interested in taking.

### HOW TO USE ZOOM

Interested in learning more about how to operate on-line to attend meetings, gain knowledge by taking an online course, or impart educational instruction through ZOOM? Then plan to attend **Learn How to ZOOM!**

**All members are welcome!** We will be meeting at the Elks on Wednesday, March 23, 2022 at 6:00pm (second floor, Sherman Ave. entrance). Bring your laptop, or pair up with someone else who has a laptop. Again, everyone is welcome! Come watch, learn, engage and ask questions!

This is an important opportunity for all instructors to get comfortable with and practice online instruction! MPS will be launching online classes in the very near future!

See you there!



## From the Safety Officer

P/C Daniel Fortman, SN



### QUICK BOATING TIPS

#### Questions and Answers

After reviewing information that is readily available in various news sources, I felt that it may be a good time to answer some of the questions that are commonly asked. Much of this information is basic, but may still serve to be a good reminder to all of us when we encounter the outlined situations.

#### How do I know if my distress signals are reliable?

Even if your flares are within the expiration date printed on each one, you can only presume that 50% of them will work properly. According to the Coast Guard, this is a sensible rule of thumb for any small vessel venturing out of protected waters. Minimum storage requirements for pyrotechnics on small vessels do not take into consideration the often damp and exposed stowage conditions that exist. Although you can never know for certain whether the device will work properly until you try it, you can take some precautions to increase your odds. Start by checking your existing flares by pulling off the striker top. If you find beads of moisture inside, you can probably rest assured that they will **not** work. Next, place your new flares in a waterproof, zip lock container. If possible, put a bag of silica (the kind that you find in electronic equipment boxes to absorb moisture) in the bag with the flares.

#### What do I need to know about mooring my boat off shore in a lake?

When you decide to moor and have spotted the mooring ball that you are going to tie onto, look at the other boats first. This will tell you the direction of the wind or current, whichever is stronger. Approach slowly into the wind or current and shift to neutral when close enough to pick up the mooring line. (Watch your position and prop at this point as it is easy to get them caught up together.) Once the mooring line is retrieved, simply attach it securely to the bow and let the wind or current set the boat back on the mooring line.

Many things depend on how you are going to get on or off your boat on the mooring. If there is a launch that picks you up or drops you off, this eliminates one variable. If you have a dinghy to use, this is of course another option. The most important thing to remember with a dinghy is not to get the dinghy line fowled in the prop of the boat as you

depart the moor.

Departing from and retrieving a mooring is much like anchoring. When departing, make sure your engine is warmed thoroughly and check other boats around you. Make sure that when you drop the mooring line that you have sufficient room to get under way and establish steering control before you are blown or pushed into other boats. Plan your departure path ahead of time.

#### How do I correctly use my trim tabs?

The trim on outboards and inboard/outboards is used to balance the boat in various conditions. You should start with the trim motor in vertical, 90 degree angle, position. Once you are "on plane", you can adjust the trim down or up to balance or flatten the boat. Trimming will help compensate for different conditions, weight distribution, etc. By trimming down, which puts the lower unit closer to the transom, the stern will be pushed up and the bow will plow. On the other hand, if you trim up, the stern is pushed down and the bow is pushed up. In smooth water with the bow trimmed up slightly, you may get a little more speed. In rough water, you may get a slightly smoother ride with the bow trimmed down slightly. Simply put, trim is the effect of tilt on the boat. It is the horizontal adjustment of the boat which makes the bow and stern move up and down.

As the lake begins to get more and more crowded over the course of the day, the water gets choppier and choppier. Is there a good way to crossing wakes without having to greatly drop speed?

Depending on the size of the wake you are crossing, you may be forced to slow your speed to keep from pounding the bow of the boat, or even leaving the water entirely. Both can do damage to the boat and/or your engine. The best way to handle wakes, if traffic allows, is as follows:

If you are approaching a wake caused by a boat coming in the opposite direction, approach with your bow at approximately a 45 degree angle to the oncoming wake. This will allow the bow to move up and over with a little roll and lessen the bow pounding. If the wake is large, you will need to slow your speed to keep from off the top of the oncoming wake.

If the vessel making the wake has passed you (going the same direction as you are going) and if traffic allows, turn so that your stern is at a 45 degree to the approaching wake. This lets the wake roll under the stern and pick it up while keeping the motor in the water.

Always keep an eye on your skier when making any of these maneuvers.

*(Continued on page 6)*

## MANSFIELD POWER SQUADRON HONOREES

The 2022 and 2023 editions of the *Yachtsman* will feature the current members of the Mansfield Power Squadron that have dedicated much of their time and talents to this organization over the last 50 or more years. It's an honor and privilege to recognize them as our mentors and friends. Their efforts have carried us for decades and we have admired their leadership as they made our squadron stronger. These features are dedicated to their legacy as they have helped to keep the comradery, education and mission of the USPS organization in our sights.

Each featured honoree will be interviewed and a summary of their thoughts and some of their history will be given. You will have the opportunity to learn more about our past leadership from a personal perspective including their reasons for keeping involved and what their best memories were of their times with the squadron.

We hope that you enjoy this new addition.

### Mansfield Power Squadron Honoree P/R/C THOMAS C. ETZWILER, SN

From contributing through an impressive list of activities at the squadron level to managing a dozen members on the National Publications Committee, P/R/C Thomas Etwiler, SN has touched the lives of thousands of Power Squadron members over the span of more than 50 years. Through hard work and a fantastic positive attitude, Tom has shown admirable leadership at every level.

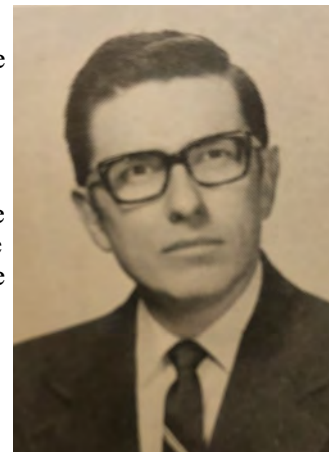
As many of us have done in our own lives with our fathers, Tom would share time with his as he learned and enjoyed life on Lake Erie. He found the lake to be a very scary place while in a small boat, so he decided that he should take a power squadron boating class somewhere. Due to working the second shift at the time, it took him three years to complete this course, but was able to do so with his father's help. Meanwhile, WWII was raging and in his desire to fulfill his patriotic duty, Tom took his physical for entrance into the Navy. However, his call for duty never came. As you may recall, the war effort was comprehensive and our military needed enormous supplies of goods and weapons. Tom was working as a Tool and Die maker at Westinghouse and this forced upon him an exemption as it was deemed that he was more valuable performing his skills at home than on the battlefield overseas.

Tom's father was very active with the Mansfield Power Squadron. He would bring Tom to such events as the Clambake Fund Raiser when it was held at the Mansfield Sailing Club in 1967. On one occasion, his father was unable to attend a function and as it was his duty to supply the coffee and bring the coffee pot, someone needed to fill in. Tom agreed to help and of course this opened the flood gates of future activities of which Tom would be a major part. Tom credits Ned Fort with pushing him forward with the coffee pot duties which of course leads into more involvement. He started taking more classes and as

Russ Niebel explained it at the time, "when you finish one course you immediately begin the next one in line". So, as he finished one he would begin the next.

Tom recalled the time that he was asked by Russ to be the squadron secretary. Tom hesitated with this decision due to his concern about speaking in public. Russ assured him that he would not have to read the minutes aloud, only to submit them in writing. When the initial meeting ensued, Tom provided the minutes and made a motion to suspend the reading. Russ objected. So Tom was required to read aloud the minutes to the Bridge and Squadron members in attendance. It went well. Tom points to that day as the one that began to help him overcome his fear and to speak out freely when he had something to say. He is quick to credit Russ for this when the opportunity arises.

Over the years, Tom has taught every elective and class that the USPS has had to offer from ABC through AP. Ultimately he would move through the bridge positions and became Mansfield Squadron Commander in 1979. The proverbial apple didn't fall far from the tree as Tom and his father were both Commanders at the same time. His dad had moved to Florida and had become Commander at Peace River while Tom was Commander at MPS.



Maybe leadership was in their DNA? From there he was named as District 7 Commander in 1985 and he credits this year as being his favorite. He felt that clearly he was spoiled with all of the nice things that people can experience and places where conferences

*(Continued on page 6)*

(Continued from page 5)

were held, but he kept moving on.

After his time as Secretary for Mansfield Power Squadron he moved on to District 7 as editor and then onto the district bridge. From there he became the National Staff Commander of the *Ensign*, then Staff Commander of Publications, and ultimately, Rear Commander Publications Committee where he oversaw efforts of twelve committee reports and 463 squadron commanders. During this time, the *Ensign* was published monthly. He worked to move the printing of the publication from New Jersey to Raleigh. The time for articles during his tenure was four months. Since he received examples of publications from all districts and local squadrons, his mail carrier had, at the height of his tenure, suggested a larger mailbox to accommodate the 300 mailings he received each month. While in this position, he tried to make improvements by including feedback from squadrons across the country. He sent out a five question mailing and was very disappointed to receive responses from only about 10% of those involved.

Tom's wife, Ruth, was the *Yachtsman* editor during much of this time which led to a very busy household. If you think back, you may recall that there were no computers or word processors, only typewriters. It meant cut, paste, mimeograph and mail. This was a lot of time consuming work.

Tom has always felt strongly about recognizing people and their support of the organization. When he was Commander at MPS he personally gave a plaque to each of the members that had achieved Senior Status. His commitment to MPS has been constant. He continues to work from home to label and stamp all *Yachtsman* publications that are sent out six times each year. He strongly believes that one of the most important ways to connect to each member is through the written word. At our current MPS meetings we look to Tom as our secretary for clarification on Roberts Rules of Order, our local rules and any bylaw changes or updates. He keeps a list!

In closing, Tom wanted to make sure that everyone should keep in mind that the Mansfield Power Squadron is a volunteer organization. It is successful because people care enough to volunteer their time and talents to help others. We have no way of knowing how many lives Tom and others like him have



enhanced over the years because of instruction in ABC classes, Piloting, Weather, etc., but we can be sure that there were many.

So to Tom, Mansfield Power Squadron says **thank you** for all that you have done and for all that you continue to contribute. The world is a better place because of people like you.



(Continued from page 4)

### **I make a mess when I change my oil. Help!!**

To prevent spills into the bilge when you are replacing your oil and fuel filters, line the area with newspapers, paper towels, or oilsorb pads. When changing a filter, wrap a plastic bag around it before breaking it free. Any spills will drain into the bag instead of the bilge. Be sure to dispose of the oil and fuels at the proper disposal/recycling facility and remember that federal law prohibits discharge of these materials into the water. You could be fined.

### **What is the best way to get free when you find yourself aground?**

If you find yourself in this unfortunate situation, there are several options that you can explore. One method is kedging. Kedging is accomplished by

setting an anchor back in the direction where you were floating, and pulling yourself off with the anchor line. Of course, this works best if you wrap the line around a winch and winch yourself off. Setting the anchor is easy if you have a dinghy, or the help of another boat. If not, (and only as a last resort) a good swimmer wearing a PFD can take the anchor out resting on another PFD or anything that floats. When he/she is out as far as the anchor line will allow, let go of the anchor and bring the float back. If this does not work, find that towing service phone number and make the call. They may be expensive, but they are normally quick to respond.

**P/C Dan Fortman, Safety Officer**



## **EVENT SCHEDULE** **MANSFIELD POWER SQUADRON** **2022**



Due to Covid-19 Restrictions, all plans are tentative. For the safety of all members, we will continue to respect the need for masks, social distancing and handwashing at all of our future events based upon current CDC Guidelines.

- Jan.**      11 Executive/Membership Meeting at 1830 – Zoom Meeting  
Spring Advanced Grade Classes - contact SEO Denise Tenison, SN  
Boat Show West, Cleveland TBD- Check D/7 Website to help
- Feb.**      8 Executive/Membership Meeting at 1830 –Zoom Meeting  
19-27 National United States Power Squadron Annual Meeting- Ponte Vedra, Florida
- March**    1 Spring ABC Classes begin  
12 Executive Mtg at 1600/ Annual Mtg at 1700; Potluck Dinner at Lexington Depot.  
Social Hour begins when the Annual Mtg. is adjourned.  
23 Training for Zoom as a teaching tool Mansfield Elks Lodge 6:00-7:00 pm  
**Learn How to Zoom!** How to Attend Meetings Online, How to Take Courses Online, How to Instruct Courses Online.
- April**     12 Executive/Membership Meeting at 1830 at Mansfield Elks Lodge  
23 Change of Watch at The Cabin Restaurant

\* Contact your Administrative Officer, Lynn Fortman, at **419.975.9724 for all RSVP requests.** If you are interested in a venue for a rendezvous at another date/location, we can always add to our activities if there is interest from our membership.

\*\* Members with email addresses will be reminded of upcoming events. If you do not have an email address and you have

### **Notice of Annual Meeting**

In accordance with the Bylaws of Mansfield Power Squadron, the Annual Meeting will be held on  
**Saturday, March 12 at 1700, Lexington Depot Senior Center.**

**(General meeting/Executive meeting will be held at 1600 prior to the Annual Meeting. Dinner will begin after the Annual Meeting.)**

### **Nominations for Mansfield Power Squadron**

**2022-2023**

#### **BRIDGE:**

Commander	P/C Jay Wells, AP
Executive Officer	P/C Dan Fortman, SN
Administrative Officer	P/C Lynn Fortman, SN
Education Officer	
Secretary	P/R/C Tom Etwiler, SN
Treasurer	Lt/C Georgiann Mathews, P

#### **COMMITTEES:**

Auditing:	P/Lt/C Bob Pompei, P Chairman P/Lt/C Jim Jackson, SN Dennis Tenison, SN
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Rules:	P/D/C Mike Siwek, SN Chairman P/C Dennis Figley, SN John Powell-Fort
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#### **EXECUTIVE COMMITTEE:**

The committee consists of the Bridge, the immediate past commander and the following members.

P/D/C Mike Siwek, SN  
P/D/C Russ Niebel, SN  
P/C Robert Mathews, JN  
P/Lt/C Wayne Hammond, SN  
P/C John Fort, SN

Nominating:	To Be Determined
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# AMERICA'S BOATING CLUB

Mansfield Power Squadron  
Mansfield Yachtsman  
C/O P/R/C Thomas Etwiler, SN  
2581 Millsboro Rd E  
Mansfield, OH 44903-8784

PLACE  
STAMP  
HERE

