
United States Power Squadrons®

Come for the Education...Stay for the Friends^{SN}



Mansfield
YACHTSMAN
We Are America's Boating Club™



January/February

L 40° 45' N Lo 82° 30' W

2018

From the Wheelhouse

Cdr Lynn Fortman, JN

New Year, New Ideas

Happy New Year to everyone! It's that time of year when we reflect upon 2017 and look to the exciting opportunities that 2018 will bring. I hope that you will join your fellow members as we embark on a busy year. For example, check out the information provided by EO Jay Wells regarding the District 7 Cruise this summer at the Rock and Roll Hall of Fame Marina in Cleveland or our new column, *Water Wanderings*, in which members can share their travels and entice others to explore new horizons. The first article, *Iceland Revisited*, submitted for *Water Wanderings*, was written by P/C Dennis Figley and his wife Judy. I hope that you enjoy the experience while reading the article and think about how you might share your journeys with other MPS members in the future.



Here is a snapshot of the D/7 Conference in November that was hosted by Pittsburgh.

- P/D/C Eileen Rickard shared the benefits of an AIS- Automated Identification System- with members. It was developed to avoid collisions and has been used for many years by commercial vessels. Information regarding the location of aids to navigation such as floating channel markers as well as the ability to track other boats with their exact location, speed, course, MMSI number, dimensions, and name is extremely helpful in congested areas. Information is

(Continued on page 2)

2017-2018 Bridge

Commander

Cdr Lynn Fortman, JN
419-631-4842
fortmanlynn@gmail.com

Executive Officer

P/C Jay D. Wells, AP
jepiper@3G4airport.com
419 651 2879

Educational Officer

Lt/C Shirley J. Fort, SN
419-522-2964
johnfort@core.com

Administrative Officer

P/C Daniel A. Fortman, JN
419-566-0719
dfortman@eaglecrusher.com

Secretary

P/C Dennis J. Figley, SN
419-895-1534
petitoiseau44805@hotmail.com

Treasurer

Lt/C Georgiann E. Mathews, P
419-883-2191
rmathews@neo.rr.com

(Continued from page 1)

displayed on chart plotters through your radio system. Once information is received, you can assess the situation and either adjust or communicate with the vessel which is sharing your course to eliminate possible collision. A unit to receive information only is less than \$200. This tool is not a replacement for situational awareness of congested areas but it would help with larger, commercial vessels that have right of way and limited ability to change course.

- **United States Power Squadron- We are America's Boating Club-For Boaters, By Boaters.** USPS has committed itself to maintaining who we are but expanding the brand to include what people want to be a part of for their leisure time. As the brand is promoted, you will begin to see an emphasis on activities that are inclusive of boaters with information about classes and community activities included also. The new website for USPS, www.beyondboating.org. offers some insight into those changes.
- The US Army Corps of Engineers is responsible for navigation on our waterways and not enforcement. Their representative spoke about the process to improve the signage for rivers with fixed dams following a tragic accident last year of two kayakers. Most fixed dams are between 14-19 feet high and when boaters disregard, ignore, or misunderstand the warning signage about the dams, it can be fatal.
- WTAM Radio Station in Cleveland (I Heart Radio Cleveland 105.7) will be advertising our classes and events free of charge with their public service announcements. Listen for more information.
- National has sent Resolution 15 on to the Rules Committee to review how and if the change of status of a squadron can be integrated into our current design.
- All members interested in submitting a photo for the 2017 D/7 Photo Contest should prepare your picture with a title, squadron name and photographer name and email it to P/D/Lt/C Irene Rodriguez at rrodriguez001@neo.rr.com. The picture should include a boat or from a boat. All submissions are due January 1 to February 15, 2018 for the competition. Good luck!
- JUMP START PROGRAM for NEW BOAT OWNERS is a new version of our past 1-1 on the water training support for new boaters. This

program will be promoted at the Cleveland Boat Show in January. It's a boater to boater way of helping someone that has not boated with questions that they may have regarding their boat. Jump Start provides the framework, the owner does all of the driving, docking, etc., and you're there to provide your knowledge of what needs to be done in specific circumstances and to offer support. You don't need a USCG license because you are not being paid and the training is on the student's boat. By downloading the Jump Start manual from the Education Department website and reviewing its content, you can learn the skills you will need to support the interview process of the student, the necessary safety procedures and possible suggestions for your training session. USPS has insurance coverage for this program if your name is approved by the executive committee. If anyone in our squadron is interested in providing this type of training to new boaters, please let me know before our February meeting. We would need trainers for all types of watercraft.

As you can see, it was a very productive conference and I hope that the information will be useful to you as you plan for an enjoyable boating season in 2018.

The Nominating Committee is requesting your support in the coming election. Remember that a very wise person once said, "many hands make work light." We need your help to do the best job we can to spread the word about our organization and its benefits, whether they be financial in cheaper boating insurance or discounts at Office Depot for example or

(Continued on page 3)

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 rrodriguez001@neo.rr.com

Website: <http://www.usps.org/mansfield>

Deadline for the Mar/Apr issue is February 15

(Continued from page 2)

in our free education instruction where you can learn with others interested in star, planet, moon or sun navigation or better sailing skills, or maybe you're here for the social activities of good food, conversation or camaraderie during a cruise or get together. Whatever your motivation, when the Nominating Committee calls, please think about how you can help to continue the goals of Mansfield Power Squadron for the next year. Even better, call Terry Sapyta, Garry Schroeder or Dan Fortman if you are willing to invest your time in helping to make the waterways a safer place for everyone through education.

Applebees Fundraising continues for MPS in 2018. Our Applebees Fundraiser for the Classroom Fund earned another \$40.91 in November. With the busy holidays in December and January, there was no activity scheduled. The next date is tentatively scheduled for Thursday, February 8. Since the date can only be scheduled one month in advance, this will be the date that I will request for February. I will send an email reminder to everyone in the squadron earlier in that week. If you have no email and you would like to confirm the fundraiser date before you go, just give me a call.

Dear Anonymous Donor:

I was informed by our treasurer, Georgi Mathews, that a very generous Anonymous Donor gave Mansfield Power Squadron a \$1000.00 check for our Classroom Fund. Every donation, large and small, makes a dent in the fees that go out each year for the use of our classroom, but this donation paid for almost an entire year! Thank you to this very generous person. I hope that someday you will introduce yourself so that I can thank you personally for supporting our organization and its goals.

Executive Officer

Lt/C Jay Wells, AP



Season Changes

As I sit here writing this article the snow is flying and the wind is blowing and the thermometer is in the teens. I am glad the boat is safely tucked away for the Winter. Thoughts of launching and summer boating activities are far away. However, District 7 already has planned an interesting rendezvous in Cleveland for 27 - 29 July at North Coast Harbor Marina. It is accessible by sea or by land. Dockage is available in a gated marina behind the Rock and Roll Hall of Fame for 50' to small boats. A cruise on the Goodtime III is planned as well as visits to nearby attractions. Check out the information in the attached flyer. This sounds like a fun weekend!

By the time you read this I am hoping to be basking in the sun looking at white sand instead of white snow and be cruising in the warm waters of the Caloosahatchee and Orange Rivers.

Hoping that everyone has had a wonderful holiday season.

There has been a change in the United States Power Squadrons public site URL from usps.org to beyondboating.org.



P/R/C Thomas Etwiller,
SN - 50 yrs.

With CDR. Lynn Fortman,
JN. , D/C Jane Brandenstein,
SN and P/V/C Bob Brandenstein, SN

Administrative Officer

P/C Dan Fortman, JN



Activities Not to Miss

Thank you to Garry and Susan Schroeder, Shirley Fort and Judy Pompei for their hard work at our Christmas Party 2017! Lots of effort went into planning, decorating, cooking, and cleanup and this group took control for a successful party. We were gifted with a beautiful day and a good turnout of members, including members from other squadrons in D/7.

As a member of America's Boating Club, USPS, I hope that you can mark your calendar now as you plan to engage in some of the activities that are already scheduled for 2018.

18-21 January will be the Mid-America Boating and Fishing Show. I-X Center, Cleveland. Promotion of the Jump Start program will be integrated into the dialogue that we have with potential new members at the show. Volunteers are still needed to assist with this event. You can sign-up online at <http://goo.gl/VZHGVM> (Choose the day and time you prefer, click on signup, enter your name and email address, click on signup again, and that's all that's needed to become a volunteer.) If you have questions, call Dave Rickard, Berea SPS at 440.452.4567.

8 February - Thursday is our tentative date for our Applebees Fundraiser

24 February - Saturday is our Annual Game Night at Fortman Home in Shelby

A reminder will be sent out in February with our 2018-2019 Bridge nominations



P/D/C
Russell
Neibel, SN
congratulates
Tom Etwiler

Russ now
has 64 years
of service to
our squadron.

21-25 February - USPS Annual Meeting; Orlando, FL

17 March - MPS Annual Meeting

6-8 April - D/7 Spring Conference; Independence

21 April - MPS Change of Watch

27-29 July - D/7 Cruise to Rock and Roll Hall of Fame Marina; Cleveland

If you have any suggestions for events for Mansfield Power Squadron for the 2018 boating season, please contact me so that we can try to incorporate your suggestions into our tentatively scheduled plans for 2018-2019. Thanks for your help.

YACHTSMAN BOOSTERS

Donations List Growing A heartfelt thank you is going out today to the following individuals who have contributed to MPS through their generous monetary donations in the past.

Rodney and Paula Allen
Bethany Biddle
Milo and Kim Breitingner
Robert Campbell
Dan and Lynn Fortman
Daniel Fugazzi- Hylant Insurance
Bob and Georgi Mathews
Mark Pettitt- Preferred Services
Rudy and Phyllis Weiss
Cloyd and Mary Ann McNaull
Mike and Kim Siwek
Tom and Ruth Etwiler
Richard Peoples
Richard and Iris Reddy
Jim Crawfis
Charlie and Amy Tarbert
Dennis and Judy Figley.

The Yachtsman is our main means of communication with all members. Please consider becoming a booster for ten or twenty dollars a year. Send your contribution to: P/R/C Thomas Etwiler, SN ; 2581 Millsboro Rd. E. Mansfield, Ohio 44903-8784

From the Education Officer

Lt/C Shirley Fort, SN

Achievements

With this issue we celebrate the achievements of our squadron's students and their instructors. Congratulations to all who made time on busy schedules to increase boating knowledge and skill levels.



From Madison's ABC class: Matthew Small and Joann Case.

Matthew bought a brand-new boat last spring and figured he better learn a little bit about traffic patterns, docking, and general seamanship on Lake Erie. Joann plans to buy a boat to use during stays at her lake house in Huron. In addition to understanding all the rules and regulations, she was interested in exploring different types of vessels and designs based on intended use. Garry Schroeder set up the class schedule and was the primary instructor.

From Advanced Grades: Junior Navigation students have proudly (and well deserved) added JN to their achievements. It is no small feat to hit the +90% mark on sight folders and exams. Congratulations to Dennis and Denise Tenison and Dan and Lynn Fortman for perseverance and excellence. The group is continuing to the next step- Navigation - under the guidance of Wayne Hammond. They meet every Tuesday night at the Elk's Club and invite other N's to join them for a review.

From Elective Grades: Jim and Bobbye Jackson lead a group of seven members through the intricacies of jibs and mains, sheets and halyard, clews, righting moment, center of effort, etc. (Yes, Sail is a whole new language!). John McWhorter has a sail boat based in Battery Park and wanted to learn more about the technical aspects of sailing. Denise and Dennis Tenison are inland lake sailors looking to improve technique. Dan and Lynn Fortman were preparing for a charter cruise to Cuba. We are sure to hear more about that experience later on. Georgiann Mathews signed up for the class out of pure curiosity and (we're pretty sure) Bob came along just because. :-). The capstone of graduation day was a sail on Swallow's Nest with John Fort; a wonderful experience that will undoubtedly be the base for many more enjoyable hours on the water.

Finally, and every bit as important, instructors Wayne Hammond, Garry Schroeder, Dennis Figley, Mike

Siwek, and Jim Jackson have all been recertified for the next four years.

We have the instructors, we need students. Have fun and learn with us.

From the Safety Officer

P/C Daniel Fortman, JN

URGENT USCG MARINE SAFETY ALERT



Walter Kidde has issued a recall of 134 different models of Kidde brand fire extinguishers manufactured between January 1, 1973 and August 15, 2017, including models that were previously recalled in March 2009 and February 2015. The extinguishers were sold in red, white and silver cylinder colors and are rated as either ABC or BC. The extinguishers were sold nationwide online and at brick and mortar outlets.

The hazards associated with the recalled fire extinguishers are that they can become clogged or require excessive force to discharge and can fail to activate during a fire emergency. In addition, the nozzle can detach with enough force to pose an impact hazard.

All persons owning fire extinguishers are urged to read Coast Guard Marine Safety Alert 12-17 at:

<http://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/Alerts/1217.pdf>

for additional information on the recall and how to obtain a **free** replacement.

All are also encouraged to check the fire extinguishers aboard your vessels, and in your vehicles and homes to determine whether they are subject to this recall.

Additional information is available on the Consumer Product Safety Commission website at:

<https://www.cpsc.gov/Recalls/2017/kidde-recalls-fire-extinguishers-with-plastic-handles-due-to-failure-to-discharge-and#.Wfr3FggcNkQ>

Event Schedule Mansfield Power Squadron 2018



8 Feb (tentative)	Fundraiser Dinner for Classroom Fund;	Applebee's Restaurant
13 Feb	Membership/Executive Meeting;	Mansfield Red Cross Building at 1930
25 Feb	Annual Game Night;	Fortman's Home
13 Mar	Membership/Executive Meeting;	Mansfield Red Cross Building at 1930
TBD	Fundraiser Dinner for Classroom Fund;	Applebee's Restaurant
17 Mar	Annual Meeting;	Lexington Senior Center
10 April	Membership/Executive Meeting;	Mansfield Red Cross Building at 1930
TBD	Fundraiser Dinner for Classroom Fund;	Applebee's Restaurant
21 April	Annual Change of Watch	

January Executive Meeting Cancelled due to Whether (Whether or not there would be a quorum due to vacations!) The next meeting is scheduled for Tuesday, February 13. See you then.



A hug between longtime friends, mentors and co-officers

Michael McDaniel - 25 yrs - With Cdr. Lynn Fortman, JN, D/C Jane Brandenstein, SN and P/V/C Bob Brandenstein, SN



P/Lt/C Wayne Hammond, SN - 25 yrs With CDR. Lynn Fortman JN, D/C Jane Brandenstein, SN, and P/V/C Bob Brandenstein, SN.

Water Wanderings

Iceland Revisited, by P/C Dennis Figley, SN

Chapter one



While Judy and I were in Florida this March, she received an offer on her phone from Value Tours for a reasonably priced tour of Iceland. The tour's theme was Glaciers and Volcanoes and lasted about a week including travel time there and back. I had told Judy several times over the course of our marriage that I would like to revisit Iceland as a civilian not as a GI. We bit.

On our date of departure May 13th we were scheduled to leave Columbus on American Airlines at 12:50 pm but finally left at 3:30 pm due to inclement weather in New York City. We arrived at JFK late, of course, but not late enough to destroy the cushion of time of several hours between flights. However, we had very little time to waste especially after waiting in the Air France line, as indicated, for quite some time.

At Air France we were told we would be flying on Delta Airlines so we hurried over there and waited at the assigned gate. About 10 minutes before we were to board, we were informed that the flight would leave from another gate so everybody had to hustle to that gate. To complicate the situation more, I got the full treatment short of a body cavity check from the TSA because of my knee replacements. Judy would be through the inspection five to ten minutes before I would get through. Air travel was a lot simpler in the nineteen-sixties when I did more of it.

We arrived after a nice all night flight at Keflavik International Airport at about 9:30 am Iceland time. This is 5:30 am Ohio time. Iceland is in the Zulu time zone which is, for you civilians, GMT. GMT is four hours ahead of EDST.

(Continued on page 8)



(Continued from page 7)

A little background: In early July of 1969, I arrived at the same airport although it looks nothing today as it did then when a large part of its function was as an airfield for the NATO base established in the early 1950's. Iceland operated its International Airport from the same facility. The U.S. Navy flew patrols of P-3 Orion aircraft out of there continuously. The P-3 is a sub chaser and their mission was to detect any Russian submarines that may be on their way to attack the United States or its allies. The NATO base was also charged with being the defense force for Iceland. I was a member of the Ground Defense Force or GDF while

stationed there. In addition to the P-3's, the US Navy and the US Air Force had several Radar sites around the coast of Iceland. Their purpose was to spot Russian Bear bombers that may be en route to the US. The Air Force had a radar facility near the NATO base called, by us GI's, Rockville. Most of the USSR's forces had to come by Iceland, Greenland and Scotland to gain access to the North Atlantic and its airspace. There was a US Navy submarine base in Holy Loch, Scotland to provide coverage of any Russian subs and surface vessels. This repair facility was closed in 1992 after the collapse of the Soviet Union.

I was attached to the U.S. Naval Communications Station at Keflavik. My job there was as a teletypewriter repairman. In addition to the equipment at the communications station, my seven or eight compadres and I serviced Rockville, our transmitter site, the Coast Guard station, The NOAA weather station and the US Embassy in Reykjavik. I was a Radioman 2nd Class Petty Officer when I arrived. I had previously been stationed at the Naval Communications Station in Nea Makri, Greece where I had a different job.

After arriving at Keflavik, Judy and I boarded a Fly Bus and made the twenty-five mile trip to Reykjavik the capital city of Iceland. Reykjavik is located on the root of the Reykjanes Peninsula. Keflavik is also found on the Reykjanes Peninsula. The Reykjanes Peninsula is where the mid-Atlantic ridge emerges from the ocean and crosses Iceland. More on this later.

The bus deposited us at the Natura Hotel owned by Iceland Air Airlines. It is an old hotel and judging from its architecture, I'd say it was built in the nineteen-sixties. I don't recall ever seeing it. The Natura is located on Reykjavik's Regional Airport which services other destinations in Iceland. It was fun to watch the regional airliners and private jets operating right out my window.



The hotel was clean and appointed satisfactorily. It is one of the less expensive hotels due to it being dated. It had a nice restaurant on site with free breakfast buffet which we had twice. The food in restaurants in Iceland is expensive since most everything except fish and lamb is imported. The breakfast buffet would have cost over \$60.00 for the two of us had it not been included with the tour. We ate sandwiches out of a vending machine in the lobby the first morning when our breakfast wasn't included. Those weren't especially cheap either. I also had a \$4.00 cup of coffee in a paper cup.

(Continued on page 9)

(Continued from page 8)

Since the tour didn't officially start until the morning of Monday May 15th and this was Sunday the 14th July and I had the afternoon to ourselves. We booked a bus tour of Reykjavik through the front desk at the hotel. The tour was to last three hours.



We first visited the Hallgrim's Church, a large structure that is visible from most of the city, it appeared to be constructed of poured concrete and the architecture was designed to look like volcanic basalt columns that are found elsewhere in Iceland. The church was started in the 1940's and completed in the 1980's. The inside of the church was impressive and a girl was playing Beethoven on the pipe organ.

We also drove by the Harpa the new opera house for Reykjavik. This is located on the refurbished water front that looked much different from when I was there the first time. The Harpa was finished in 2011. There were other sights along the waterfront including fishing trawlers tied up at the dock---. Fishing was and is Iceland's largest producer of revenue second now only to tourism and third is agriculture. Iceland has lots of service industries as does the US. They also have some aluminum smelters located there that enjoy cheaper electricity as a result of the geothermal power generation facilities. Most of Reykjavik is heated geothermally as well.



Our guide, who spoke English well enough but not as good as our guide on the official tour, took us through the trendy shopping district. This area is in the central part of Reykjavik in old buildings with much history attached to them. Some of this history and culture was shared with us by our guide. I never was exposed to very much of this information when I lived in Iceland and that was unfortunate for me.

We cruised through several residential areas both opulent and ordinary to see how the folks lived. We saw no slums of course and I doubt they exist. One thing about homes in Iceland that struck me is the architecture. A lot of the rooflines on more modern homes in Reykjavik are shed type roofs, some steep to repel snow loading and some of moderate pitch. Outside of Reykjavik in other villages and towns there were homes with more traditional lines like you might see in Scandinavia. Another thing that caught my eye was the use of

(Continued on page 10)

(Continued from page 9)

lots of metal roofs and even more apparent was the use of vertical metal siding. In addition to single family dwellings there are many boxy multi-storied or even high rise apartment buildings. They look very typical of other European cities as well as the US and Canada.



Our guide told us that to have a single family dwelling built would cost roughly 2 million Icelandic Kronur just to start. That would be around \$20,000 USD. An average rental apartment would cost around \$2,000 USD per month. As a result many young people in Iceland live with their parents much longer than previous generations. Sounds familiar.

On top of a high hill on the outskirts of Reykjavik we stopped at a large hot water storage facility consisting of six tanks holding several million gallons of water each. It is called Perlan (The Pearl). It is being converted into a natural history museum at this time. They had a nice café/snack area finished and construction on the museum was in progress.



I noticed many modernistic sculptures throughout the city of 200,000 in a country of 330,000 people indicating their support of the arts. The population of Reykjavik proper stands now at 123,000 and was around 80,000 in 1970.

After the tour, Judy and I decided to get bold and take the public transportation back into the heart of the city. We got a free bus pass from the hotel desk and got on board. We ended up back in the trendy shopping district and picked up a few gifts. We ate dinner at Harry's Seafood Grill. We paid \$32.00 per plate for fish and chips. We deliberately got on the wrong bus and had another tour of the city before being deposited at the bus stop in front of the Natura Hotel. We retired after a long day around 10:00 pm and it was still quite light out as Iceland was nearing the summer solstice when it is light 24 hours per day. I watched the plane activity out my window for a while before going to sleep.



Day 3 of our trip started the first day of our tour. Our tour guide was a lady in her fifties that went by the name of Hronn Axelsdottir. Customary in Scandinavia her last name indicates that she is the daughter of a man by the name of Axel. If she would have been a boy, her name would have been Axelsson. Hronn went by either Ron or Ronnie. She spoke English very well. She told us that most Icelanders spoke one or two languages in addition to their native Icelandic tongue. The Icelanders speak an archaic Nordic language that came with the Vikings settlement of the island back in the late 800's. The language has changed little since then and they go to great lengths to keep the language the same. They are adverse to adding foreign words to

(Continued on page 11)

(Continued from page 10)

their lexicon. For example, for me, reading *The Canterbury Tales* written in Middle English in 1392 I find nearly impossible. Even reading Shakespeare or the King James Bible in Elizabethan English from the 1600's is very difficult for me. An Icelander reading the Sagas written in the thirteenth and fourteenth centuries would find it little changed from how it would be written today.

We boarded the tour bus at 9:00 am and left Reykjavik headed east on Highway #1 which follows the South coast of Iceland and eventually circumscribes the entire island. This road did not exist in 1970 when there were few paved roads in Iceland. If you wanted to go any distance you flew. The bulk of what roads that did exist were unpaved. The road between my base at Keflavik and where our transmitter site was near Grindavik was fourteen miles of the roughest road in the world. It was basically an attempt to smooth out a path over a lava field that made driving on the surface of the moon seem easy. Some ladies on the bus told me that that road to Grindavik is quite nice today as they took a side trip to the Blue Lagoon which is a recreation facility created out of cooling ponds for a geothermal project near Grindavik.

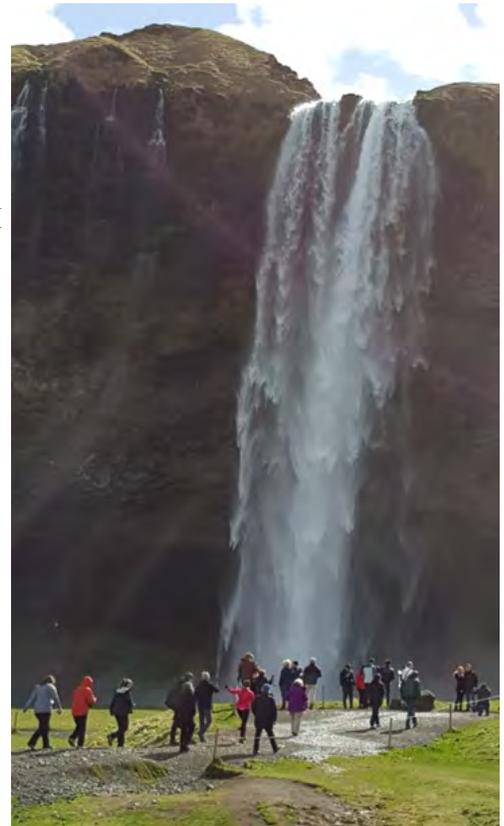
We stopped at a gas station and convenience store for refreshments and restrooms before heading to Skogafoss our first stop of the tour. We spent twenty minutes at the waterfall taking pictures and stretching our legs. Some of the tourists walked behind the falls, they got pretty wet. Since the temperature was only in the fifties with a stiff wind blowing, I decided not to walk behind the falls. I stayed by the river and looked for Atlantic salmon. Judy took the steps that led to the top of the falls which are 200 feet high. She got a good workout.

There were about thirty people on our bus. Some were Americans, there were at least two couples from Australia. One British couple. Two sisters sat across the aisle from me who were from Hanover, Ontario. Hanover is a beautiful little farming town in southern Ontario that Judy and I occasionally pass through when we travel in Canada. There was a Japanese couple who live and work in New York City. They weren't fluent in English yet but they did take lot and lots of pictures.

One thing that was a surprise to me were the amount of young couples in their thirties and forties on the trip. We had a couple from Tampa, Florida who were both pharmacist. There was a couple from Michigan. There was even a couple from Finland. For some reason, I didn't think of this tour as being of interest to young people. I thought they all went to Sandals and Beaches Resorts. Like the rest of us, they were enjoying themselves and learning a lot.

(I never envisioned myself travelling around on a tour bus with a bunch of old gray haired and bald people. Turns out I was one of the oldest people on the bus. Life's funny like that.)

We left Highway #1 for a road that would take us down to a ferry dock to catch a boat to the Vestmann (Westman) Islands. This road cuts across a large coastal plain that is made of black volcanic gravel. Majestic snow covered mountains pop up right behind that coastal plane. The cliffs behind the coastal plain mark the old coastline when the sea levels were higher.



(Continued on page 12)

(Continued from page 11)

The ferry runs between Landeyjahofn, a fairly newly constructed and experimental ferry terminal, and Heimaey with a population of some 4,135 people the only population center in the sixteen islands that make up the Vestmann archipelago.



Judy and I spent the 35 minute trip on

the weather decks since it was a nice but windy day. I had the occasion to speak to a gentleman from the coast



of France in the Basque region. His family owned seven or eight large fishing vessels that consisted of long liners, trawlers and gillnetters. He estimated that the seas we were crossing were running up to ten feet. Several from our tour were taken with seasickness.

We entered the harbor at Heimaey which is bordered on one side by high islands with breathtaking vertical cliffs. The harbor had many trawlers and long liners tied up to the

docks. One particularly large vessel bore the flag of Greenland. For years the people of the Heimaey lived on

fish, sea birds and seabird eggs. Even though Heimaey is still a major fishing port, tourism is a significant source of the island's revenue. There was a large, new fish processing facility being constructed at the docks. The island had a problem in the past with insufficient freshwater. There now is an undersea pipeline that supplies water from the mainland.



Judy and I had intended to take a trip on a whale watching vessel. However, due to the heavy seas, all the tour boats were tied up and not operating. The tour boats consisted of at least one displacement boat and some high powered RIB's (ridged bottom inflatables). By the way, Iceland, Norway and Japan are still engaged in whale hunting. In 1970 I had a whale dinner at a hotel on the west coast of Iceland. It was before the whale hunting moratorium issued by the ICW (International Whaling Commission) in 1982. The meat was typical red meat and very good. However, I'd rather have a beef steak and save the whales.

We had lunch at a dockside restaurant. There we had a soup and salad buffet that was out of the ordinary and

(Continued on page 13)

(Continued from page 12)

very good though expensive as is all food in Iceland.

After lunch the tour group visited a volcano museum. The museum consisted of a house that had been excavated after being covered with lava from the eruption in 1973 of the Eldfell volcano. The eruption destroyed 400 homes or about a fifth of the city of Heimaey. The lava flow also threatened to close the harbor at its mouth. Fifty-three hundred citizens were evacuated almost as soon as the eruption started. U.S. Navy planes from Keflavik were brought in as well as planes from Reykjavik. A picture in the museum showed a US C-47 (DC-3) from Keflavik that had been part of the evacuation. I wondered if this



was the same plane that I had once flown on when I was assigned a teletype repair mission at one of the remote radar sites.

The volcano has two craters. One that had been dormant for five-thousand years and next to it the one formed in 1973 that formed a 600 feet high cone. It really got international coverage when it was shown how the harbor, which is extremely important to a fishing town, was saved from being closed by the lava flow. A dredging ship called the Sandey was brought in to pump seawater on the lava and cool it. More pumps were flown in from the US to help in the effort. After weeks of pumping, the flow was stopped and the resulting partial closure of the harbor mouth made it even better than before. It was months before the citizens returned from their evacuation. Although these Icelanders are resilient, resourceful and tough people not all of them returned to the Vestmann Islands.

Those who are old enough will recall that in 1963, the island named Surtsey was created from an undersea volcanic eruption. Surtsey still exists although a good portion of it has been eroded away by the sea. It is off limits to all except scientist who have studied it for years as it was formed and then populated by vegetation and birds. Surtsey is part of the Vestmann archipelago and all these islands and skerries are a result of volcanic activity.

(Continued in the next issue of the Yachtsman)

Cleveland Rocks!

District 7 summer cruise

Come by sea or by land and enjoy a weekend of fun.

Some of the things planned may include: Goodtime III cruise, visit the Rock Hall, USS Cod, Wm.Mather ore boat, dinner in the flats and more!!!

Dockage will be available at



Latitude: 41-30'30" N Longitude: 081-41'39"W Reported Depth 6 to 12 Approach: Min 5.5

27 – 29 July

We have 53 docks being reserved exclusively for us!

Docks from 30' to 50' Larger and smaller boats can be accommodated as well.

Reserve your dock NOW by calling 216 803 1152 or fill out the form at rockanddock.com and note "district 7"

Restrooms, showers, pump out and night time security in gated marina located behind the Rock and Roll Hall of Fame.

Reservations DEADLINE 30 JUNE for Dockage
 MORE DETAILS TO COME
 QUESTIONS? CONTACT D/LT/C JIM HOLCEPL
 440 281 4999 captainjimh.lakeerie@gmail.com



Dining To Donate

Enjoy A Meal That's Filling and Fulfilling.

Mansfield

Power Squadron

Needs Your Support

Applebee's® will donate 15% of your check when you dine at

Lexington-Springmill Road

Present this to your server or Carside To Go Specialist.

Thursday, February 8

11:00am to 9:00pm



Donation percentage excludes tax and tip. Valid ONLY at above mentioned location during specified hours. Must present flyer in order for organization to receive credit for purchase.

APPLEBEE'S SERVES
doing good in our neighborhoods
Flyers are not to be distributed in the restaurant or within the perimeter of the parking lot. Doing so will result in a voided event.



Dining To Donate

Enjoy A Meal That's Filling and Fulfilling.

Mansfield

Power Squadron

Needs Your Support

Applebee's® will donate 15% of your check when you dine at

Lexington-Springmill Road

Present this to your server or Carside To Go Specialist.

Thursday, _____

11:00 am to 9:00 pm



Donation percentage excludes tax and tip. Valid ONLY at above mentioned location during specified hours. Must present flyer in order for organization to receive credit for purchase.

APPLEBEE'S SERVES
doing good in our neighborhoods
Flyers are not to be distributed in the restaurant or within the perimeter of the parking lot. Doing so will result in a voided event.



Mansfield Power Squadron
Mansfield Yachtsman
C/O P/C Dennis Figley, SN
50850 State Route 545
Ashland, OH 44303-1354

PLACE
STAMP
HERE

