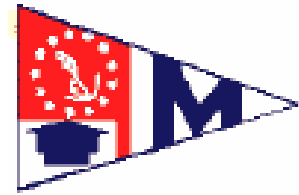




Mansfield YACHTSMAN



Winter

L 40° 45' N Lo 82° 30' W

2025

From the Wheelhouse

Cdr John Fort, SN

As this year comes to a close, I look backward and find myself proud of the accomplishments of the Bridge and Committee Chairs and hope all of you recognize the time, effort, and commitment each of them has devoted to continued excellence of Mansfield Power Squadron. Yes, Merit Marks are awarded but personal recognition is so much more satisfying. Next time you have contact with an officer or committee member, take a moment to say “thanks”.



That being said, now is the time to look forward to 2025. There is no question that squadron membership and participation is shrinking. We need to grow to survive. The best way to increase membership is through personal contact and the ABC Public Boating Class. Garry Schroeder and Cindy Fort are exploring new options for advertising and grants. You can help too by inviting boating friends to our activities. Has a new boat shown up in your neighborhood? Stop around and tell the family about Ohio Boater Certification, ABC, and MPS. Have a working relationship with an area marina? Talk with them about promoting our activities and classes. Are there family members who enjoy “OPB” (other people’s boats)? Give them the cost of an ABC class as a Christmas or birthday gift. By taking classes, they can be more helpful on board and enjoy cruising even more.

Lastly what the squadron needs is participation by current members. Those of you who attend activities on a reasonably regular basis can attest to the fun, friendship, and comradery that develops during these events. If you’d like proof of this, just listen to the stories, tales and memories told around the dock. The Bridge recently had a brain-storming meeting to begin shaping the 2025 calendar, suggesting improvements in traditional events, adding new ideas. They are still looking for suggestions. Give us your ideas, please. What would YOU like to see happening? What would you like to attend? What would it take to get you to a meeting or rendezvous?

Look back on a good year. Look forward to an even better year. Happy Holidays and a great 2025. Cdr. John

2024-2025 Bridge

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Education Officer

Cindy Fort, P, SEO

Weather class, taught by Commander John Fort, successfully concluded in September. All six members taking the class passed. Many thanks to John for explaining complex topics so well.

Advanced Marine Navigation Class began 23 October 2024 and is scheduled to finish at the end of January 2025. Commander Fort is also teaching this course.

We submitted a grant request to ODNR to fund instructor materials for seminars and advanced grades courses as well as funding to advertise the advanced courses and the ABC courses for the next two years. As part of the grant preparation, we prepared a draft "Skills Development" Class Schedule. I will be looking for instructors for these classes, so please let me know if you can help. If you would like to take one of these courses, please let me know. The Skills Development Courses will be held at the Elks, on Wednesday evenings. The schedule will be firmed up soon.



ABC Classes are scheduled for Spring, Summer and Fall:

Course Name	Course Hours	Start Date	End Date
ABC, Mansfield	10	2/18/2025	3/18/2025
ABC, Shelby	10	2/20/2025	3/20/2025
ABC, BPYC	8	6/7/2025	6/7/2025
ABC, Shelby	10	10/15/2025	11/12/2025 5
ABC, Mansfield	10	10/16/2025	11/13/2025 5

Mansfield Classes will be held at Madison Adult Career Center, Shelby classes at the Marvin Memorial Library in Shelby. BPYC class will be held at Bay Point Yacht Club. All five classes are scheduled as the 8-hour program. I will also be needing instructors for these classes. If you can help, please let me know. I can be reached at 317-409-1091 or lmansfieldpowersquadron@gmail.com

If anyone is interested in starting Junior Navigation class earlier than May 2025, Akron Sail and Power Squadron is offering the course starting Tuesday January 14, 2025 at Cuyahoga Falls High School – 14 weeks in person class. Mike Krebs, SN and Richard McCandless, N are teaching the class. If you are interested, please let me know and I'll send you the information to register.

The Mansfield Yachtsman is published Four times a year. Spring, Summer, Fall and Winter.

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

Deadlines for the Yachtsman articles are the 15th of December, March, June, and September.

Skill Development Course Name	Start Date Duration
Instructor Development Training – This course is required for new instructors to be able to teach the ABC Class	January 2025
Rules of the Road – rules encountered by recreational boaters, rules that most likely apply in the local waters, and rules to avoid collisions	March 2025 2 hr seminar
Instructor Development Training – This course is required for new instructors to be able to teach the ABC Class	January 2025
Confidence in Docking & Undocking – Docking can be one of the most stressful tasks you can perform, especially if you are a new boater. Closely related as a source of anxiety is maintaining control of your boat at slow speed in close proximity to other boats and fixed objects. With the knowledge you'll gain in this seminar — coupled with your on-the-water practice — your confidence in docking, undocking, and slow-speed maneuvering will increase and your boating will be both safer and more enjoyable.	April 2005 2 hr seminar
Crossing Borders – This seminar explains the immigration and customs process and the programs that enable boaters to easily cross into Canada, Mexico or the Bahamas.	May 2025 2 hr seminar
Offshore Navigation/Junior Navigator – Offshore Navigation is the first of a two-part program of study in offshore (open coast) navigation. The student develops skills in methods of carrying on the day's work of a navigator at sea. Of particular interest and importance is the study of electronic offshore navigation planning and execution using downloadable computer software as well as the use of NOAA charts, plotting sheets and other navigational data for offshore positioning and passage planning.	5/2/2025 12 weeks +/-
Man Overboard – This seminar is designed to teach boaters how to react, and then, how to recover a crew member or passenger who accidentally falls overboard. The seminar covers vessel set-up and MOB equipment, maneuvering to keep the rescuer close to the MOB, the responsibility of the MOB in this emergency situation, and methods of recovering the MOB.	Jun-25 2 hr seminar
Boating on Rivers, Locks & Lakes –Seminar topics include The Eastern and Western Rivers System of Navigational Aids; River Boating; and Locking Through.	Jul-25 2 hr seminar
Celestial Navigation/Navigator – Celestial Navigation is the companion course to Offshore Navigation to obtain the grade of Navigator (N). CEN focuses on using a sextant to precisely measure the altitude of celestial bodies, such as the sun, moon, planets, and stars. The student utilizes the Nautical Almanac and two different sight reduction methods to calculate the distance from an assumed position and develop lines of position and fixes used in offshore navigation.	10/1/2025 12 week +/-

Safety Officer

Lt. Webb Bernhardt, P

Happy holidays! Statistics may not be the most entertaining or festive subject of the season, but it is important as we look forward to another boating season to prepare our minds and our vessels. An understanding of the risks and threats will help operators anticipate, see, and react to situations on the water.

The top ten known primary contributing factors to recreational boating accidents, as established by the Coast Guard for the 2023 boating year, are listed below in order from most to least occurrences. The blogger Headifen has identified two additional causes which, while possibly overlapping the USCG list, bear separate examination. Note the numbers of injuries and deaths attributed to each cause are not necessarily proportional to the number of accidents.

- Operator Inattention
- Improper Lookout
- Operator Inexperience
- Excessive Speed
- Machinery Failure
- Navigational Rules Violation
- Alcohol
- Weather
- Hazardous Waters
- Force of Wake/Wave
- Improper Anchoring
- Restricted Vision



Most readers of *The Yachtsman* are competently aware of these concepts; for those who may wish to delve further, the USCG's definition for each can be found in the references provided below, along with many other statistics. Some supplemental thoughts are offered here.

1) An operator under way has a lot going on! She must perform the actions of running and controlling her vessel. She must watch traffic and obstacles, steering clear and/or silently negotiating with other vessels to avoid collision. She may need to mind the wind and sails and anticipate tacking while keeping a weather eye. She must engage her crew for their safety and for assistance with the operation. She may be navigating or



communicating with her navigator while eating a peanut butter sandwich. It's a big job, but hey, somebody's got to do it (yes, it **MUST** be done) and you make your crew so very proud of you!

2) We've been taught a lookout should be posted in times of reduced visibility (fog). It seems prudent that a lookout should *always* be specially designated; further, all the crew should be advised to sing out if they observe a threat. The lookout can greatly assist the operator, which can be most effective if the distribution of tasks and expectations are discussed beforehand.



3) An operator's experience must be earned on the waters and also the vessel he will control. It is wise to learn and mentally record your local waters to enhance the confidence and competence on day sails, and to apply that knowledge as you sail further from home. It is also important to learn your vessel, how her controls function and how she reacts to input, both external and internal. Docking in a wet slip adjacent to a \$500K yacht is not the time to learn how sensitive her throttle might be. As the owner of a new vessel yet to touch water, your SO will be practicing a lot this spring and may be seeking guidance from the more experienced skippers among you.



4) Excessive speed means running too fast for the existing conditions. The operator should consider traffic, the possibilities of floating or submerged obstructions, visibility, and the water conditions.



Unsettled seas combined with certain hull types can cause a vessel to swamp, capsize, or pitch-pole. Higher speed among slower traffic can create the dangerous wake situations also mentioned here. Also, at higher speeds, **bad things happen more quickly**. See 1 above and slow down if your attention can't keep up.

5) Mechanical failures can result in inconvenience and unexpected expenses such as towing. Apparently, they also frequently result in accidents. Loss of power and/or steerage could leave you unable to get out of harm's way or could leave you adrift on the water in a shipping lane after dark. Attempting mechanical repairs while afloat could result in injury, and you must



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be mindful of fuel and other flammable compounds. The rigging of a sailboat could be classified as “mechanical” where a failure might involve crashing masts and booms and whipping steel cables. Keep up with your maintenance and inspections of your vessel and have some backup plans in mind.

6) Violation of navigational rules generally are factors in collisions with other vessels. One or both vessels may contribute; remember your number one rule is to avoid collision even at the exception of other rules. Know the rules. This spring, before you go out, take a few minutes to brush up on your Safe Boating text.



7) Do not be misled by the #7 ranking of alcohol-related accidents in terms of numbers. Alcohol was considered a factor in over 75% of boating fatalities, making it **the number one killer** in boating. I’ll not preach. As educated operators, you know what to do, and remember to watch out for the inebriated idiots sharing the channel with you.



8) Weather threats include wind, rainstorms, and lightning. In my opinion, rough seas should be included here, even if the causal weather event is remote. The operator can utilize VHF radio, news services, and a myriad of available apps for weather prediction. For recreational boaters, the most conservative decision may be to stay in port. If out beyond reach of your home dock, find safe harbor if you can; otherwise, make sure all passengers are secure in PFDs and tethers and maintain control of your vessel.



9) Tidal flow and river currents are examples of hazardous waters for sail- and power boaters. Charts and knowledge of local waters can help in their avoidance. Accidents involving canoes and kayaks are comparatively more frequent in this category, being caused by eddies, rapids, low head dams, water falls, and “strainers”.



10) Wake is worse than inconsiderate rudeness. We experience wake frequently as big powerboats blast along the channel. While PWC operators may enjoy jumping the wake, not many others appreciate it. Wake will rock and



roll any vessel nearby which can toss passengers around and even overboard, upset sail configurations causing accidental gybes, and cause the utterance of unholy diatribes.

11) Although not listed separately by the USCG, improper anchoring is considered to a causal to numerous accidents. Collisions can occur on high density anchor grounds while dropping or weighing anchor, and a boat who has dragged her anchor may drift aground or collide with another vessel.



12) For sailors, vision is often restricted by the drape of the sails which may block nearly half of your forward vision. For all boaters, fog, rain, darkness, and a bad sun angle can restrict your vision. It is imperative that lookouts be deployed (see 2 above) to assist the operator. Radar and chart plotters may also be useful for conflict avoidance. It is also wise to remember that if you can’t see, you likely can’t be seen. Use your sound makers, lights, and radar reflectors to make yourself visible.



Accidents of all types often result in victims in the water. 75% of boating deaths were from drowning; 87% of those victims were not wearing PFDs.

75% of accidents involved an operator with no boating safety instruction. In their press release, USCG gave praise to both government and non-profit organizations who endeavor to encourage boating safety through training. I give my personal thanks to those Mansfield Squadron members who have taught classes and shared experiences which have added to my enlightenment. In the holiday spirit, I think of your dedication and generosity as treasured gifts.

Yours in safe boating,

Lt. Webb Bernhardt, P
Safety Officer

Sources: United States Coast Guard, Recreational Boating Statistics 2023

USCG Press Release, May 28, 2024,
re Recreational Boating Statistics

NauticEd Sailing Blog, “Boating’s
Deadly Dozen”, Grant Headifen

Mansfield Power Squadron 2025 Calendar

Date	Time	Event	Location
January 14	1900	Executive & Membership Meeting	Elks
Jan 16- 19		Cleveland Boat Show	IX Center
January 25	1830	Game Nite	TBD
February 11	1830	Executive & Membership Meeting	Elks
February 18	1900	Madison ABC Start (5 weeks)	Madison Adult CC
February 20	1800	Shelby ABC Start (5 weeks)	Marvin Memorial Library
February 22	1600	Reunion Fish Fry	Elks
March 15	1600	Executive, Membership and Annual Meeting	Lexington Sr. Center
March 26	1830	Rules of the Road Seminar	Elks
April 2	1830	Offshore Navigation/Junior Navigation (12 weeks +/-)	Elks
April 25 – 27		Catawba Island Boat Show	
April 8	1830	Executive & Membership Meeting	Elks
April 23	1830	Confidence in Docking & Undocking Seminar	Elks
April 26	1600	Change of Watch	The Cabin, Mifflin
May 7	1830	Crossing Borders Seminar	Elks
May 13	1830	Executive & Membership Meeting	Elks
May 15	1830	Education Banquet	TBD
May 17 -23		Safe Boating Week: Vessel Safety Check and other events	TBD
May ??		Safe Boating Week Event	TBD
June 7	0800	ABC Course at Bay Point Yacht Club	Bay Point Yacht Club
June 10	1830	Executive & Membership Meeting	Elks
June 21-22		Free Fishing Days	
June 25	1830	Man Overboard Seminar	Elks
June 27-29		Huron Rendezvous	Huron Boat Basin
July 11-13		Kelly's Island Rendezvous	Seaway Marina
August 2		Marblehead Light Tour & Cookout	Dan & Lynn's Lake House
August 13	1830	Executive & Membership meeting	Elks
August 22-24		South Bass/Middle Bass Island Rendezvous	Middle Bass State Park Marina or Put-In-Bay
September 6		South Bass Island History Days & Stone Lab Tours	
September 9	1830	Executive & Membership Meeting	Elks
September 13		Charles Mills Lake Pontoon Boat Rides & Cook out	Charles Mill Lake Marina
September 22		Fall Equinox Party	South Park, Mansfield
October 1	1830	Celestial Navigation/Navigator (12+/-weeks)	Elks
October 11		Fall Harvest Party	Ed Corley's house
October 14	1830	Executive & Membership Meeting	Elks 499 Park Ave W
October 15	1800-	ABC Class (5 week class)	Marvin Memorial Library
October 17	1900	ABC Class (5 week class)	Madison Adult Education
November 11	1830	Executive & Membership Meeting & Veterans Appreciation Chili Dinner	Elks 499 Park Ave W
December 7	1830	Executive & Membership Meeting & Holiday Party	Elks 499 Park Ave W

AMERICA'S BOATING CLUB



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Mansfield Yachtsman
Ellen Wells
701 Twp. Rd. 1102
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PLACE
STAMP
HERE

