



Great Blue Hill



March 2020

Volume 51, No. 2

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Commander's Message

Cdr Joseph F. Frawley, AP



Dear Fellow Members,

I hope that all is well with you and your families.

Winter is on the wane and Spring (hopefully) will be here in less than a month. The Sox have started Spring Training and the "Mary T" will be splashed in mid April.

A big THANK YOU to all of our Members that set up, staffed and broke down the District booth at the Boat Show. GBH was well represented.

Another THANK YOU to P/C Joe Kelliher for landing our March Dinner Speaker. Mr. Don Wilding will tell us the story of the disappearance of the SS Portland in a raging blizzard off Cape Cod in 1898. This promises to be an excellent presentation. For more information and to register, please visit our Squadron's website www.abc-gbh.org.

A Cruise Committee has been formed and we are in the process of putting together a short 3-4 day Cruise on Cape Cod at the end of July. More information to follow.

Very impressive array of educational opportunities this Spring for new boaters and veterans looking to brush up on the basics. To learn more and to register, please log into the Squadron's website.

I look forward to seeing you all at our Annual Meeting on the 12th of March.

Commander *Joseph F. Frawley, Jr.*, AP

Executive Officer's Message

Lt/C Bette O'Conner, S



Dear Members of Great Blue Hill:

As you perhaps know, at the January meeting Commander Frawley, Members of the Bridge, and general membership in attendance were advised I would not assume the responsibilities as the next Commander of GBH. I will continue my term as your Executive Officer planning to work with the current Bridge as closely as possible. My advocacy and commitment to the Squadron activities along with other work to be done remains strong.

Continued on next page ...

Executive Officer's Message ... Continued

Our membership and educational offerings to members are the most valuable asset of GBH. Yes, there is money in the bank and this does not always mean survival. As stated there, indeed, needs to be a stronger link between the Bridge and a way for membership to work closely together as GBH moves forward. The Bridge takes the lead from the membership not the reverse.

Over the past few years there has been demise of other squadrons often resulting in a merger. As an organization each member of GBH needs to figure out how not to run aground on a sand bar vs. stay afloat to enrich the organization for membership and promote the foundation of which we believe, advocate, and commit as members when we each took the oath of membership.

Happy Boating,
Bette

Administrative Officer's Message

Lt/C David F. Albanese, S



Dear Members of Great Blue Hill:

March has arrived and a sure sign that boating season is just around the corner. Due to a scheduling issue on the part of the Legion Hall, we have moved our March/Annual Meeting to Conrad's Restaurant in Norwood. This is actually in line with one of the popular suggestions from our Strategic Plan in which we thought it would be nice to meet at a different site for a meeting. So, perhaps it was serendipity at work, but we're moving off-site for March! We also have an interesting guest speaker, Don Wilding, who will discuss the Portland Gale of 1898 which wreaked havoc on shipping off the coast of Cape Cod. Of course, as it is our Annual Meeting, we'll be electing officers for the upcoming year. On the horizon, we've got the Change of Watch (COW) coming up in May and we're beginning to plan our Summer Cruise. It should be a great night. See you there!

Fair winds and following seas,
Dave

Great Blue Hill Sail & Power Squadron
SPRING 2020 CALENDAR

GBH ANNUAL MEETING - Election of Officers, Conrad's, Norwood	12	March 2020
Joint D12/D14 Change of Watch, New Bedford, MA	28	March 2020
GBH Executive Committee Meeting, CoA, Westwood	2	April 2020
Hingham South Shore Boat Show, Hingham Shipyard Marinas	24-26	April 2020
GBH Dinner Meeting & COW, Location TBD	14	May 2020



United States Power Squadrons

Great Blue Hills Sail & Power Squadron Dinner Meeting

Come for the boating education...stay for the friends

The Portland Gale on Cape Cod

On Thanksgiving weekend of 1898, the S.S. Portland, known as the 'Titanic of New England', disappeared off the coast of Cape Cod during a raging blizzard, claiming 192 lives. Learn about this historic event, forever known as the "Portland Gale", which caused dozens of other shipwrecks in a 24-hour period. Bodies and debris were washing ashore on Cape Cod's Outer Beach for weeks, making it the worst storm in the long annals of Massachusetts' maritime history.



Since the start of the millennium, Don Wilding has been telling stories of Cape Cod Outer Beach history through lectures, video, and the written word, on Cape Cod and across New England. An award-winning writer and editor for Massachusetts newspapers for more than 30 years, Don is the author of the book, "Henry Beston's Cape Cod: How 'The Outermost House' Inspired a National Seashore."

Annual Meeting, with election of officers, Thursday March 12, 2020

↙ This is new!!!! ↘
Conrad's Restaurant

728 Washington Street, Norwood Center

1830 attitude adjustment 1900 dinner 2000 business meeting

Register and make payment on-line by going to www.abc-gbh.org/registration
You may also contact A/O Dave Albanese at 617-908-2150, or ao@abc-gbh.org. Then bring your cash or check to the meeting. \$25 if registered by Sunday 3/08, \$30 after Sunday.

We really don't want the extra money- we want you to register right now!

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ECHO is Wounded

(...but stands up to 91 mph winds!)

by George Hagerty, P

On the day before Halloween of 2017, having handily survived hurricanes Jose and Maria packing over 50 mph winds in Narragansett Bay, ECHO was badly surprised by a “no name” storm that quickly blew up into a tropical storm directly over her beautiful bows.

With her new anchorage outside the safety of the inner harbor (25 year waiting list) and with a bad Northeast fetch, I had rightly moved ECHO onto temporary moorings during the hurricanes. As the last days of October advanced I readied her for what was forecast to be 25-35 mph winds on her last weekend in the water. Knowing she had easily handled such lashings I patiently went about my usual batten-down procedures including doubling up my pendants, chafing gear (especially for those bobstays!), unbending sails, etc. Thankfully I had made a solid Starboard© companionway hatch for the prior storms so she would not ship water through her original screened hatch should she ever go on her beam ends or worse, turtle.

At any given time there are about six boats of various sizes and descriptions that inhabit the outer mooring field off the Town Beach in Wickford, RI including a re-purposed steam launch of approximately 48' (I truly believe it is an old Herreshoff from across the Bay) and a steel ketch of at least 65' all black and looking a tad forlorn like a haunted pirate ship. During Jose and Maria we all came inside the harbor for safety. For this storm, again, not forecast to be anything terribly out of the norm for Narragansett Bay we all stayed outside. A fateful decision.

Late that Sunday afternoon after having put ECHO to bed for the night my wife and I drove back to our home in Stoughton, MA and sat down to a simple supper in front of the evening news. As soon as the weather came on and nary within the first graphic there she lay: that ominous international symbol for a tropical storm with spinning vortex shape and two sharp blades like knives lying right off Point Judith. It was now 6pm, cold, dark, an hour's drive back south to RI where all the marinas and the yacht club to which we belong were now closed. The die was cast. We and all my fellow captains were caught outside. I was sick to my stomach. I could not sleep. I tossed and turned all night as the wind howled. I simply had to trust Øistein Lie-Nielsen (I have just discovered that Merrill Young of Matinicus Isle was the actual builder at Lee's Boat Shop...) had built her in 1965 as strong and well as the Friendships of old. I felt ashamed and embarrassed. I had let her down at the 11th hour. She was all alone that cold and violent night...

Early the next morning I tried not to rouse my neighbor whose house is on the shoreline and looks directly out over ECHO's mooring – they said they would keep an eye out and let me know. I could not leave work – an agonizing day. I pried my hands repeatedly from the phone until at last I got the text: “She made it!” accompanied by a tiny phone camera picture from afar, blurry but distinct, her gorgeous silhouette sitting silently on the quiet water of a dawning new day. She sat cleanly on her lines as if it was a bright August morning. I dismissed the dark blur or spot on her starboard bow – probably rain on the lens or perhaps seaweed tossed up and caught on deck or in the shrouds. The good news was she had not parted her lines, not shipped water and her batteries and pumps were functional. She was on her mooring and all was well. I teared up at my gallant little girl telling that storm too...well you know

Continued on next page ...

ECHO is Wounded ... *Continued*

I sped down to Wickford that evening and could barely see her in the half light of evening sitting patiently and all seemingly still in good order. Being alone, I did not venture the paddle out late at night as the wind had kicked up to 20+ again. She was there, she was calm and she was strong – that much was proven. One more night and I would hug her again. Getting up at 5am the next morning I was on the water and aboard before first light. As I approached her from the starboard and out of the morning sea smoke it now became clear: the bowsprit had been torn off and was wrapped around and entangled in the starboard shrouds from that long night of battering. That dark blur! But, the mast was up, all else seemed fine, the morning was quite beautiful and I was on the water. I boarded with a wound in my heart, a cry and apology to this magnificent creature who just wants to be loved and put her shoulder to the waves without a care, charging endlessly ahead into any seas afforded her. Alternating between bouts of sorrow and crisis management I now worried the stability of my mast. Yes, 25+ mph winds were on the way again that night. Setting to work I jury rigged a head stay with both the jib and stays 'l stays to the stub of my sprit and lashed the broken rig strongly to the deck.

After tidying up I finally stood and phoned in to say I would not be at work that day, surveying the cove for the first time. And there it was, off my starboard quarter: the steel ketch was up on the rocks, above the high tide line on Poplar Point now in full sun! She was over almost 60 degrees with her masts in the trees, high and dry and on a very foul and rocky shore. Small dots scrambled around her – gear was off and strewn on the beach as they lightened her and checked the rudder now jammed on the rocks. I have to believe she is 35 ton or more and she tore loose. ECHO braved it and survived, alas wounded but afloat. I was horrified imagining the strength of the winds and tides I did not witness but that were now attested to by this massive ship gone ashore only a few boat lengths from me. I later found out the winds were clocked at 91 mph on the tip of Jamestown – 1 mile east of my mooring.

Tropical storm – try hurricane. The third in as many months.

I attach some photos of recent work to repair her trail boards chaffed by the tangled gear along with the saddest part of all: her original billet head was lost overboard. I have scoured the beaches and coves and spelunked the rip-rap breakwaters to rescue this signature element of a Friendship sloop, going so far as to run and ad with a reward in the local newspaper: all to no avail.

Therefore I have set myself the task of carving a new one and in the interim have made a clay model from memory, a silicone rubber mold and a urethane resin casting as a backup. The process to make a mold is quite easy for me having worked for a sculptor for twelve years. If you have the need to cast a decorative or other element for your boat, I hope these snap shots help you in your own repair projects.

As to carving, we shall see but I relish the task.

Regards and here's to sailing again,
George Hagerty.
ECHO.

Continued on next page ...

ECHO is Wounded ... Continued



Mocked up bows with stem end for new billet head



A Christmas-time modeling clay billet head!



The dried clay model removed from mock up.



The casting vessel from above.



The dried model sealed and coated with release spray.



The silicone casting liquid filling the vessel.

Continued on next page ...

ECHO is Wounded ... Continued



The clay pattern removed from the new rubber mold.



Vessel with new mold, filling with the resin.



The mold opened again to reveal the final casting.

Products used:

- Water-based air dry artist's modeling clay
- Krylon Spray Acrylic Coating
- Smooth-On Ease Release 200
- Smooth-On OOMOO 25 silicone rubber
- Smooth-On Smooth Cast 310 urethane resin

Silicone rubber cures in 4hrs
Urethane resin cures in 4-6hrs

www.smooth-on.com

NB: I have kept the clay model purposely rough to mimic hand carved wood. Final finishing and painting will unify it with the trailboards.





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- May 4 Emergencies on Board — Preparation to Handle Common Problems
- May 11 Knots and Line Handling — The Knots You Need to Know

Six Mondays • April 6 – May 11, 2020 • 7:00 – 9:30 p.m. • Westwood Senior Center, 60 Nahatan St., Westwood, Mass. • *April 27 class is 7:00–9:00 pm at Westwood Library, 660 High St, Westwood, Mass. • Instructors: Dave Albanese, S, Jeff Gardiner, AP, Joe Kelliher, AP, Laurie Reilly, S, and Gordon Talley, JN • Intermediate level: America's Boating Course, a safe boating class or prior boating experience recommended • Class size is limited

Register: abc-gbh.org/registration More info: abc-gbh.org (click LEARN) or info@abc-gbh.org

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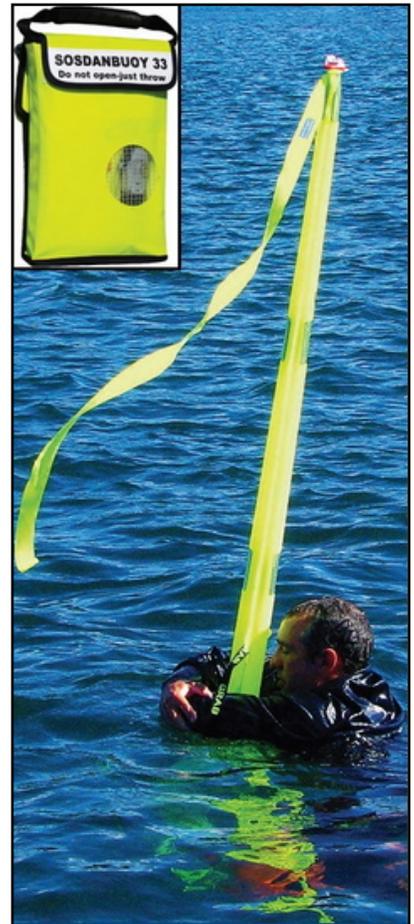


[HAZMAT SHIPPING\(L\)](#)

SOS Dan Buoy is a compact, self-contained device, specifically designed to make rescue and recovery, simpler operation. There is no need to set or activate the SOS Dan Buoy, just throw it into the water, towards the person overboard.

Description

SOS Dan Buoy is a compact, self-contained device, specifically designed to make rescue and recovery, simpler operation. There is no need to set or activate the SOS Dan Buoy, just throw it into the water, towards the person overboard. Throw the SOS Dan Buoy into the water and within seconds of Immersion a it inflates, and stands 2.0 meters above the waterline, highly visible up to 1,700 meters. SOS Dan buoy has webbing loops, allowing the person to put their arms around the marker to help support them when fatigued. This gives extra support and security while awaiting rescue. Within a seconds of submersion the SOS Dan buoy will fully inflate deploying, 6' high, easily visible, fluorescent green inflated pole. The pole includes a at its top, an automatically triggered strobe light for easy night spotting, reflective strips for search light contact, whistle for sound notification a large drogue to slow wind drift, handholds for the victim to support himself, and a foot long streamer, also near the top, which whips in the wind and seaway providing movement recognition against the background. It meets ISAF Offshore Special Regulations 2012 -2013, section 4.22.1b(ii) and is used by many yachts in the hazardous Sydney to Hobart yacht race and used by navies and rescue groups around the world.



Features/Benifits:

- Ready-to-go man overboard equipment.
- SOS Dan Buoy is packed into a portable valise-compact, ready for use. Tested to elements of ISO 12402.
- Self-contained disposable CO2 inflation system, the same mechanism as an inflatable lifejacket.
- , large drogue (120cm circumference, 60cm long) to reduce downwind drift. Designed along life raft specifications.
- The SOS Dan Buoy marker allows the person overboard to place their arms through the webbing loops, giving an extra sense of security and stability, especially when fatigued, until help arrives.
- SOS Marine has made every effort to augment visibility. The fluorescent yellow, 2.5 metre streaming ribbon waves back and forth in a breeze, allowing it to be seen up to 1700 meters.
- Fitted with an automatic SOLAS light for night rescues and SOLAS grade high-visibility, retro-reflective tape.
- Easy maintenance and service. Lightweight (weighs, kilos) and compact for transport and stowing on all vessels.
- Service Window: provides the added benefit of detecting, at a glance, that the SOS Dan Buoy is set to go. There is also, service reminder inside the flap.
- Reusable and repackable, only requires a 33gram replacement cylinder and an activation cartridge.

The SOS Dan Buoy has the extra benefit of removing the drogue and attaching an anchor, so it can then be used as a temporary marker for wrecks, channels, and dive or crash sites, at sea.

- SOS Dan Buoy is smaller than a tackle box; extremely beneficial for safety in small boats, like the fisherman's tinny.

Our Dan Buoys feature the latest "Pro Elite" Sensor Actuators.

GBH Summer Cruise Planning is Underway by David Albanese, S, A/O

Our 2020 Cruise Committee has met to begin planning our summer cruise. This year's objective was to have a short, manageable cruise, primarily over a weekend, with ports that were accessible by both boat and car. We decided to do Cape Cod Bay from July 24-July 26. Of course, members can add days to either end of the cruise, but the official portion will start on Friday, 7/24 in Scituate Harbor, followed by Saturday night, 7/25, in Provincetown Harbor, followed by Sunday night, 7/26, in Barnstable Harbor. We're looking at a clambake at Dave Albanese's house in Barnstable Harbor on that Sunday. We'll be looking for Port Captains and figuring out the logistics as the year goes on. Stay tuned!



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Mooring Ball - TaylorMade 24” Includes collar and short length of chain. Will deliver to anywhere in eastern MA. \$75 or best offer. George Kyte, 978-475-9432, gbkyte@verizon.net (9/17)

Cost of an Ad is \$15 for up to 40 words. No pictures. Include description, condition, price and contact info. Please send your Ads (with your check payable to “GBH Sail & Power Squadron”) to the editor, Jeff Gardiner, 398 Central Ave., Needham, MA 02494.

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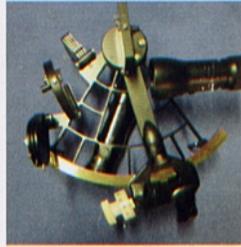
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