



Great Blue Hill



November 2020

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Commander's Message

Cdr. Michael J. Hanlon, JN



Hi Everyone,

It's hard to believe that we are nearing the end of October! The foliage is reaching its peak locally, and it's painfully obvious that our days are getting much shorter, but still, not too cold, yet. This means for most of us the end of our boating season. Time to decommission our boats, change the fuel filters, oil and winterize the engine and water systems as well as cover her up to handle the cold snowy winter.

Once I realize that I cannot sail my *S/V Solstice* anymore, I embrace this process, and begin checking off my checklist of maintenance items, as well as some new projects. This year, I am looking into getting my mast painted, varnishing the interior as well as replacing a fixed portlight. Some of these projects I will take on myself, and some the "Yard" will complete.

I recommend to those that are hiring "the yard/marina" to maintain their boats, to take on one project each season, or see if you can watch the process so that you can get comfortable working on for instance, changing fuel filters, or winterizing the water systems. I find it so helpful to get to know your boat, and really enjoy learning new skills, giving me confidence on knowing all/more about a certain system. Let me know what you are working on? Enjoy the process!

Normally this time of year, we are well into our courses and seminars. Unfortunately, we cannot teach in person this year and possibly next year. Teaching safe boating skills is the foundation of our organization, and is still very important for all boaters to know how to safely operate their vessels.

Continued on next page ...

Commander's Message ... *Continued from previous page*

I subscribe to several monthly boating magazines, well to be honest, too many because I have a boating obsession. In one that I received a few days ago, (*November, 2020 Soundings Issue, article "Are You Worth Your Salt"*), which I felt was so informative and important. The article was telling about the boom in boat sales this summer, the ultimate social distancing, being on the water. The problem is that many of the people buying boats have little or no knowledge of how to boat safely. The US Coast Guard and Harbormasters are seeing an uptick in accidents on the water this season, with many running aground due to not knowing how to use the Aids To Navigations (ATONS) properly, speed and not having situational awareness. According to Boat US, "90% of boating accidents are the result of the operator and passengers displaying a lack of situational awareness. They're not aware of sea conditions, the seaworthiness of their vessel and the boats actual location."

The recommendation that the article gave to help these new boat owners as well as current boat owners, is to take a safe boating class with the US Power Squadrons or the US Coast Guard Auxiliary or an On-line Course to discover and develop knowledge needed to properly operate and maintain your vessel.

Since we are unable to teach in person, I challenge all of our members to try one of our US Power Squadron online courses, read a maintenance book, or do some charting this off-season for destinations to visit next year! I think you will thank yourself.

Stay well and stay safe.

Best regards,

Cdr Michael J. Hanlon, JN

Executive Officer's Message

Lt/C David F. Albanese, S



Well, friends, it appears we are coming to the end of another boating season in New England. To say that this has been an unusual year would be an understatement. However, for those that have been able to get their boats underway....what a better way to social distance! We had to cancel our cruise and other events, but we have been the thinking of ways to get together virtually until things get back to normal, whatever that normal might be me. Hopefully by the time the next boating season comes around we'll be able to see each other face to face, plan a cruise, meet up at a rendezvous or two, and see that our GBH burgee is flying on our boats across the region. Stay safe and well!

Best wishes to all,

Dave Albanese, S

Administrative Officer's Message
Lt/C James P. Andersen, Jr., N



Hello all,

Remember our previous dinner speaker, Michael Tougias? Well I loved his presentation back then so much I bought all of his books. I recently completed one of them called “So Close to Home”, and I was totally embarrassed by it. My jaw was on the floor and I couldn’t put it down. I didn’t realize how little I knew about American history, particularly about World War II, until I read this book. The history books that I was exposed to never told the story about the hundreds of ships that were sunk off U.S. shores during World War II. Michael’s book tells the gripping story of one family who was affected by such a sinking, as he masterfully weaves the history of these U-boats and how devastating they were to us way back then.

As I read this book, all I could think about was how great it would be if Michael could come back and give us a dinner talk about this fascinating topic. But unfortunately our plans for Squadron dinners is on the back burner for a while.

But then I learned that Michael didn’t let a virus stop him from telling his stories. He gives his talks virtually by Zoom now, and he has agreed to come back to us in November and present “So Close to Home” to us. **So mark your calendars for Thursday, November 19th at 1900 hours, and Zoom in with us to hear his fascinating talk.** We’ll be providing details on how to do this soon.

Don’t know how to use Zoom? No worries, we’ll get all the info out to you, and we plan on having a practice session two weeks prior. We’re calling it a virtual cocktail hour. We want to see how your summer boating season was, while practicing Zooming together at a safe social distance. More on this later.

If this Zoom session with Michael Tougias goes well, we’d like to do more of them this season to keep us all engaged.

So let’s continue to keep our spirits high and do our best to enjoy our Squadron’s upcoming season as best we can. We all look forward to being able to continue our camaraderie in person as soon as we can. Together we can get through this.

Fair winds to us all,

Jim Andersen JN

Great Blue Hill Sail & Power Squadron
FALL - WINTER 2020 CALENDAR

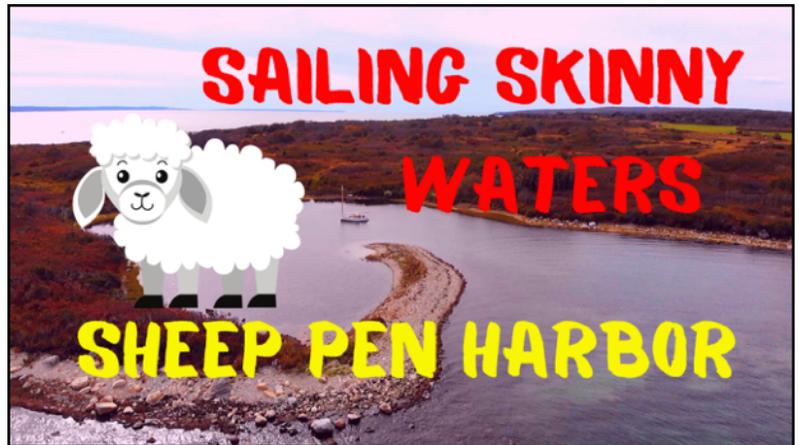
GBH VIRTUAL Member Meeting, via Zoom	12 November
GBH VIRTUAL Member Meeting, via Zoom	19 November
GBH Executive Committee Meeting, Via Zoom	3 December
GBH VIRTUAL Member Meeting, via Zoom	14 January 2021

Sheep Pen Harbor

By Jim Andersen N and AO

Sheep Pen??? Where the heck is that?

So are you looking for that little cove or harbor to tuck into to get out of that nasty Buzzards Bay southwest wind? Or maybe you just want to take a break and have lunch or a cup of tea. Well I've found just the place. It's called Sheep Pen Harbor and it is right across from Woods Hole. Although I have to admit the waters are a bit on the skinny side, so the centerboard has to come up.



So where is it? If you go to your chart and look directly across from Woods Hole, there on the corner of Nonamesset Island look for Mink Point. And then look just a little further and you'll discover Sheep Pen.

How do you get there? Well, that depends on whether you want to navigate through the fury of Woods Hole or not. There is an alternative. If you look carefully on your chart you'll see a little channel called Pine Island Passage. It is right next to an elongated string of rocks way over to the west of the Hole, near the Nonamessett shore.

I love going through that little section of Woods Hole. It's a cool thing to do because almost no one does it. And you get away from the giant wakes left behind from those annoying 50 foot cabin cruisers that roar through there. I have to admit that I've thought of raising my middle finger towards them from time to time, but the gentleman in me always resists. And now I have that alternative. Give it a try the next time you go through Woods Hole..



I recommend that you only attempt Sheep Pen Harbor between two hours before and two hours after high tide. And then you will enjoy about 4 feet of depth while you are enjoying that cup of tea. In any event it is a real gem of a gunkholing spot where you can hang out over and over again, especially if you want a place to rest on your way to and from Martha's Vineyard.

Here's a little video of that beautiful little (and I mean little) harbor. Click on this link if you are viewing this article from the electronic version of View from the Blue.

<http://bit.ly/SheepPenHarbor>

Alternatively you can go to my YouTube site, *Catboat Adventures*, and you'll see the video there as well.

Enjoy!

Is your Safety Equipment “Readily Available?”

by Jeff Gardiner, AP - Vessel Safety Examiner

The following are some comments from a Roundtable discussion of the National Association of State Boating Law Administrators (NASBLA). Where do you think you are on this scale of safe boaters?

“Over the last few boating seasons I've noticed when I've asked for certain safety equipment such as a whistle or pfd or especially a fire extinguisher, it always takes the operator some time to find this stuff. I was wondering what the thought was on this topic or if anyone has ever had issues with this. I stopped a guy last weekend and it took literally close to 10 minutes for him to find his fire extinguisher.”

“In California safety equipment must be readily available. I would have cited him in five minutes, lol.”

“It seems emergency & survival equipment are generally not items of particular interest to the general boating public. One, it seems that emergency response (and the gear that goes along with it) is a public service that is largely taken for granted. Two, the average boater focused on recreation is not interested in these topics, in training, etc. They are primarily interested in just that--recreation. Likewise for many commercial boaters/employees, are focused on work. And three, most people very likely do not grow up in an emergency-response social environment where that interest could be nurtured. Therefore, not much attention is paid to the equipment or their placement onboard, and the equipment is often neglected. This is based not only on my observations over the years, but also self-reflection.”

*“This is an excellent question to raise. According to the information taught in the Virginia boating safety course, a life jacket must be readily accessible, if not worn. That means you must be able to reach it and put it on **without delay** in an emergency. Fire extinguishers should be placed where they are accessible and can be reached **immediately**.”*

“Clearly, a boater who takes 10 minutes to find the fire extinguisher is not prepared for any emergency.”

*“Every so often, I find myself running into the same issue you write about here. I have successfully had our Federal Crown Counsel argue that as per the provision of Section 3 and 5(1)(b) of the Small Vessel Regulations, the accused was "Operating vessel with safety equipment **not readily accessible and available for immediate use**" The accused was operating a small 8 foot inflatable at night and had his lifejacket inside a large black garbage bag which was tied off at the top. Our argument was that in the case of an emergency, despite being 'close' to the lifejacket inside the bag, the knotted top met the requirements of the above section, and the accused would not be able to 'grab' the lifejacket for use. The judge agreed and the \$230 fine stood.”*

The above comments illustrate the need for an annual Vessel Safety Check for your boat. Get a Coast Guard recognized Safety Sticker every year to show the Coast Guard and other authorities that you have been checked and passed the safety examination. **AND - IT'S FREE!**

To Schedule your FREE Vessel Safety Check next Spring contact:

**Jeff Gardiner @ (617) 416-2388 or
Carole Falcone @ (781) 752-9752**



NORTHWEST GUTTER (NEXT TO HADLEY HARBOR)

By Jim Andersen N and AO

So is Hadley Harbor a little bit too busy for you? Are you looking for an alternative place to go where you can be all by yourself with no one else around? Well I found just the spot and I really love this place!

It is known as the "Northwest Gutter". The "Gutter" is located just north of Hadley Harbor and its really easy to get to. The best thing about it is that it is spitting distance from Hadley, but no one really knows about it. Mainly because you need a shallow draft boat to enter. What does that mean? If you raise the centerboard and you enter and depart between 3 hours before and after high tide, you will enjoy about 3 feet of depth.



What is a "Gutter" you ask? I've been trying to research it but I can't find the definition anywhere. Ridge, help!!!

But if you decide to venture there, you will never forget it. You will be all alone in one of the most beautifully protected coves anywhere. As most of us know, Hadley Harbor and, therefore, the Northwest Gutter are directly across from Woods Hole. Both harbors are part of the Naushon Island in the Elizabeth Islands chain. And as most of us know, the Elizabeths are a chain of islands off the coast of Woods Hole. The majority of these islands are

privately held by the "Naushon Island Trust", a family trust dedicated to the preservation and natural beauty of these islands since 1898. The family requests that you respect their privacy, and so you cannot go ashore.

But that's OK because you get to enjoy the peaceful beauty of this place from the water, and you really can't ask for any more than that. I hope you enjoy the video.

<http://bit.ly/NorthwestGutter>

Alternatively you can go to my YouTube site, *Catboat Adventures* and you'll see the video there as well.

Enjoy!



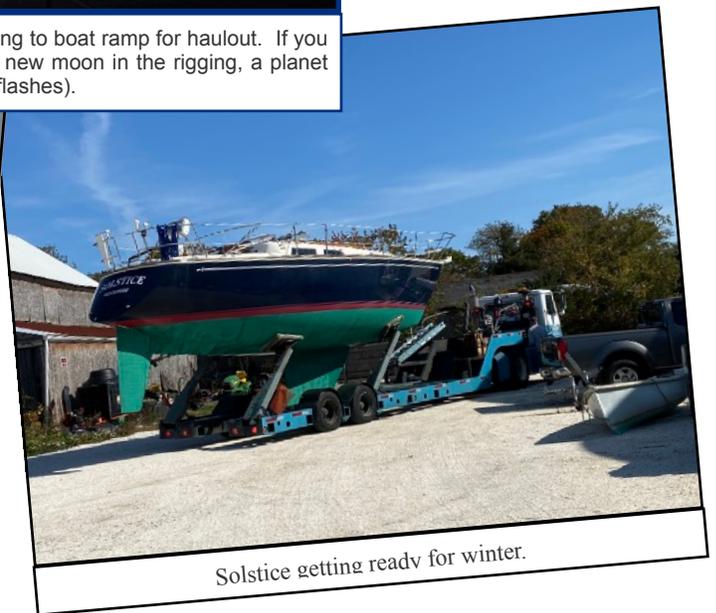
The Commander gets ready for Winter



Mattapoissett Harbor just before heading to boat ramp for haulout. If you look closely, you can see the almost new moon in the rigging, a planet as well as Neds Point Lighthouse lit (flashes).



Mattapoissett Harbor early morning.



Solstice getting ready for winter.

CLASSIFIED ADS

Mercury 3.3 HP Outboard – Lightweight (28 lbs.), two-stroke, short shaft with F/N shifting. Barely used with recent service. Includes extras: custom stand with casters, service & parts manuals, fabric cover, 50:1 oil, etc. \$599. John Gedaminski, 603-938-2685, j32080@yahoo.com (5/19)

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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