



# THE TRIDENT

DSPS.darien.org  
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## DSPS DISTRICT 2

### FIVE GREAT ITEMS FOR A LIVE ABOARD SAILOR



Gandalf<sup>3</sup>

In 1977, I sold a 22-foot power boat to buy a 32-foot sailboat. My thought was to live aboard till retirement and then sail south. I did not know what I would need to be comfortable living on a boat. It takes time to know what you now treasure.

Here are my five favorite comforts for living aboard and making offshore passages.

#### **A Good Winter Cover**

The first winter, I pulled the hatch back early one morning to go up to the shower room. The cold snow fell, waking me up. I needed a winter cover. I called Eddy Fairclough and asked him to make me a cover. I am now on my third sailboat, and Eddy has made three covers for three boats. I could not go comfortably through a winter without one. A good winter cover keeps the boat warmer and the snow and ice out of the cockpit.

#### **Refrigeration**

I froze big blocks of ice in a freezer I had in my brother's basement. In the summer, they lasted a week. In the winter they lasted two to three weeks before I had to grab another one. When boat refrigeration came along, I knew that was going to be on my short list. I put it on my next two boats. My present boat even has a separate freezer. Not only is the beer cold, but I can have a rum and tonic.

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#### **The Bridge**

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Cdr Mark Dam, P

Executive Officer

Lt/C Lynn Wise Oliver, AP

Education Officer

Lt/C Peter Adler, N

Treasurer

Lt/C John Pedersen, SN

Admin Officer

Lt/C Jim Travis, JN

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Lt/C Gerry Raasch, P

Asst Education Officer

1/Lt P.J. Adler, P

Asst Admin Officer

1/Lt Marc Cohen, AP

P/C Geoff Axt, AP

#### **Members at Large**

Jeff Brown, S

P/C Frank Kemp, JN-IN

Roger Klein

Neal Konstantin, AP

#### **Advisors**

P/D/C Jeff Gerwig, AP-IN

Peter Lasalandra, AP

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## Autopilot

An autopilot was something I wanted the first time I was offshore or in the fog. Trying to stare into a compass to hand steer gets long quick. I had a ball chain off a gear on the wheel operating a cheap compass that was not very waterproof and worked some of the time. A belt driven unit on the second boat worked most of the time. On my present boat, I have a below decks unit that works very well, even in following seas.

## GPS

A Global Positioning System must be at least as great as roller furling. I had a Texas Instrument Loran<sup>1</sup> on boat two which gave me TD's (time differences). After picking the best two TD's, I had to find where those TD lines on the chart crossed to get a position. This was usually done at the chart table. I had to keep my charts out of the wind and dry, and be able to mark my position (fix). If I was sailing shorthanded, I had to do this on my off watch and miss sleep time. GPS gave us Lat and Lon directly. If you purchase your GPS with a Multi-Function Display, you will see your position on a chart.

## Multi-Function Display

A Multi-Function Display can show charts, radar, wind, depth, and speed. Some of the new ones can have weather, predict the wind, and even play your favorite music or video. The MFD can be mounted in view of the helm station so you can see the display while steering.

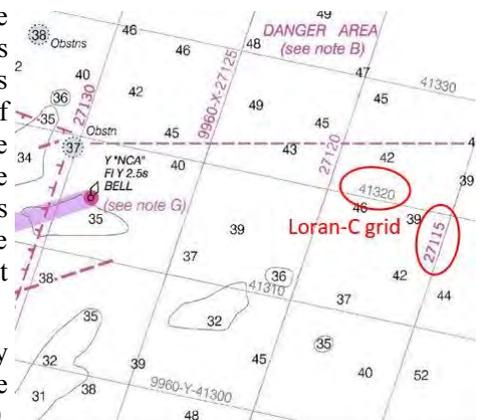
— Marc Cohen, AP

<sup>1</sup> If you first learned marine navigation after about the late-'90s, you may not be familiar with LORAN. A quick history lesson: Loran (**Long range navigation**) was a hyperbolic radio navigation system developed in World War II. Loran grid lines (actually hyperbolas) representing the time difference (TD) of the reception of signals from separate shore transmitters first appeared on nautical charts during the 1950s. The intersection of these electronic lines of position generated from shore transmitters provided mariners with accurate positions, within hundreds of feet, as their vessels operated nearshore as well as many hundreds of miles offshore. In the 1970s, the U.S. Coast Guard (USCG) upgraded Loran-A to Loran-C, a system that was even more accurate and much easier to use.

However, positioning technology marches on. With the dawning of a high accuracy Global Positioning System (GPS) in the early 1990s, Loran-C slowly became antiquated and finally the USCG took Loran-C transmitting stations offline in 2010.

With no Loran-C signal, Coast Survey followed suit and began to eliminate Loran-C lattices from nautical charts. Most charting customers welcomed the removal of the busy lattices from the chart as it made the chart more readable.

So is Loran gone forever? Not quite. In fact, Loran is making a comeback as Enhanced Loran, i.e. "eLoran." With increased awareness of the vulnerabilities of satellite positioning systems, there is a growing consensus in the national security community that an independent back-up positioning system is required. The USCG and other organizations within the Department of Homeland Security are conducting tests on eLoran. Like the original Loran-C, the new system would have shore-based transmitters that generate hyperbolic grids. Unlike the old system, eLoran would be much more accurate with differential corrections built into the signal transmissions. When and if eLoran comes to fruition, you will not see Loran grid lines returning to NOAA charts since receivers will likely be working in a Lat/Lon coordinate system.



## Watch Where the Weight Goes

Do you remember this slide from the first night of the Coastal Boating Competence course?

Except for sailboats, canoes, kayaks, and inflatables, monohull boats manufactured after November 1, 1972, that are 20 feet or less in length must have a capacity plate defining the safe load limits. The capacity plate must have the legend “U.S. Coast Guard Maximum Capacities” and meet certain legibility characteristics and must be displayed near the helm so that it is “clearly visible to the operator when getting underway.”

On all boats for which a capacity plate is required, the information must include the maximum number of persons or pounds as well as the maximum weight of persons, motor, and gear. In addition, on a boat with an outboard motor, the plate must specify the maximum horsepower of the motor.

Although boats longer than 20 feet are not required to have a capacity plate, boats up to 26 feet in length often have them as well, like this one on a 24-foot Hurricane OB:



Just knowing the maximum capacity of your boat isn't enough, however You need to load your gear and your passengers so that the weight is distributed evenly.

Here's what happened to a Donzi 23 (capacity 12, like the Hurricane 24) anchored in Darien's Ziegler's Cove with only 7 people aboard (note the lack of PFD):



“They were inside Ziegler’s Cove anchored when water came over the transom. There were too many people in the back of the boat,” said Towboat U.S. skipper Jay Wiggington, adding that there were seven people in the boat when it began taking on water. ... “It’s just the older style boats that have their transoms really low to the water. Even when it is floating normally there is probably only six or eight inches of freeboard back there and it took water over the stern,” he added.



## Why are Catboats so alluring?

*“A catboat is a boat that is traditionally fitted with a gaff-rigged sail on a single mast set well up in the “eyes” of the boat.”*

Well, that definition is fairly cold, and does not capture the grace of a trusty old sailboat that has charmed generations of happy sailors. In fact the Catboat is loved by all ages, from “newbie” sailors from 6 to 16, to “Seniors” having fun like a kid.

Lets start with the kids. The Optimist (Opti) dinghy dates from 1947, when an Optimist Club tired of making soap box derbies, and wanted a low-cost equivalent for sailing. The simple pram was specified to be built from two 4' x 8' sheets of plywood, with only sawdust to spare. The result was a 7' 9" dinghy that has been replicated at least 150,000 times in the largest youth racing class in the world, with over 60 countries participating. The Opti is a Catboat at heart: gaff rigged sail on a single mast set well up in the “eyes” of the boat.

Fast forward to the Seniors. The Catboat is the most comfortable and gracious day-sailer on the water, with a roomy cockpit that can accommodate 6 (before the social-distancing guidelines), and also be sailed and enjoyed single-handed. Usually just 18' in length, the most prevalent brands are: Marshall, Herreshoff, and Menger. The Catboat is ideal for day-sailing, racing, and long-distance voyaging (Klein and Kemp day-hopped their boats 220-miles around Long Island in a six-day trip—and survived to say: “Lets do it again!”



Roger Klein's Owl  
in the East River



Frank Kemp's Lovinde  
off Long Island's South Shore

As you might expect, the Catboat's gaff rig is not very efficient in sailing upwind compared to a modern sloop, but when they are all sailing as a “class” in our local regattas, they quickly become “sleek racing machines.”



In recent years, at least eight members of our Squadron have enjoyed sailing their Catboats on local waters (Earle, Faurot, Wells, Fallon, Josefsson, Klein, Dam, and Kemp).

Anyone interested in learning more about these beautiful and safe boats should contact our Squadron Commander, Mark Dam.

— Frank Kemp, *JN-IN*

## Water Sports on Little Moose Lake

With July temperatures into the 90's in Fairfield County, we decided to go back in time and do what has been done for over a century: go north for cool mountain air at a lake resort. Little Moose Lake in the Central Adirondack Region was just such a place, with temperatures into the 60's at night, with highs in the high 70's during the day, and most of all a very low number of Covid-19 cases.

My wife Angelita and I have been doing a 10 day "Grandparent Camp," (her idea) for 6 years. We currently have six grandchildren ranging from 5 months to 13 years old, and on a lake with kayaks, canoes, row boats, sailboats, they ended their days exhausted. The mother of the 5-month-old and 2-year-old was with us, thank God!

The best adventures were taking kayaks and canoes out to explore islands. We did this at least once a day. Swimming and playing "Marco Polo" and "infection" was a 3-times-a-day activity, needless to say all supervised with safety as the first goal. No power boats are allowed on the lake. The best part of my vacation was giving sailing lessons on a Sailfish: they learned to tack and gybe, and most of all, how to get back to camp.

Eye candy for me were the cedar Adirondack Guide Boats with cane woven seats. They are works of art, with each boat builder trying to one-up the other on craft and details. These and the sun setting on the spectacular scenery; what a delight.



Cedar Adirondack Guide Boat

— Mark Dam, P, Commander, Darien Sail and Power Squadron



"Is it so nice as all that?" asked the mole, shyly.

"Nice? It's the *only* thing," said the Water Rat solemnly, as he leaned forward for his stroke. "*Believe me, my young friend, there is nothing — absolutely nothing — half so much worth doing as simply messing about in boats.*"

"Simply messing . . . about in boats — or with boats. In or out of 'em it doesn't matter. Nothing seems to matter, that's the charm of it. Whether you get away, or whether you don't; whether you arrive at your destination or whether you reach somewhere else, or whether you never get anywhere at all, you're always busy, and you never do anything in particular; and when you've done it there's always something else to do, and you can do it if you like, but you'd much better not."

"Look here! If you've really nothing else on hand this morning, supposing we drop down the river together and have a long day of it?"

— Kenneth Grahame, *The Wind in the Willows*