



DARIEN SAIL & POWER SQUADRON
DISTRICT 2, UNITED STATES POWER SQUADRONS®

DSPSCT.org
DSPSCT@gmail.com
August, 2022

It's Been A Long, Long Time

It's been a year and a half since the last issue of *The Trident*, and a lot has happened. Despite COVID, we've presented two ABC classes – one via Zoom and one live and in person – and a Boat Handling class (formerly known as Seamanship); a successful speaker series, two Changes of Watch, and several well-attended parties. See page 5 for a list of graduates.

Despite falling national membership and the dissolution of our neighboring Westchester Sail & Power Squadron, DSPS is doing well. As of today, we have 184 active members, which puts us in the top 10 squadrons nationally.

But numbers are only part of the story – we need more members, especially new members, to become active participants in the squadron. Do you want to teach? Do you want to organize a party or an on-the-water event? Would you like to write an article for *The Trident*? Are you a computer expert who would like to maintain our website or supervise our email operations? Do you want to – gasp! – become a member of our squadron Bridge?

If you can answer “Yes” to any of those questions, or if you would like to get more involved with our squadron in any other way, just get in touch with one of the folks listed on the right. How do you do that? Once we get around to composing, printing, and distributing the next issue of our roster (membership directory), you could look up the information there. Until then, go to our website: DSPSCT.ORG where you can find contact information for the Bridge officers. DSPS members can view or download a copy of the last (2020) issue of the roster from the “Members Only” link on the home page. This part of the website requires a password in order to protect members' information from bots, spammers, and Internet trolls. DSPS members can get the required credentials by emailing DSPSCT@gmail.com



The Bridge

- Commander
Cdr Lynn Oliver, AP
- Executive Officer
Lt/C Jeff Brown, S
- Education Officer
P/C Mark Dam, P
- Treasurer
D/Lt/C John Pedersen, SN
- Admin Officer
Lt/C Mark Bodian
- Secretary
D/Lt/C John Pedersen, SN
- Asst Education Officer
P/C Peter Adler, N
- Asst Admin Officer
1/Lt Marc Cohen, AP
- P/C Mark Dam, P
- Members at Large**
- P.J. Adler, P
- P/C Geoff Axt, AP
- Fred Elliott
- Lorraine George-Harik
- P/C Frank Kemp, JN-IN
- Roger Klein
- Neal Konstantin, AP
- Marilyn Ramos
- Rob Steckel
- Advisor**
- P/D/C Jeff Gerwig, AP-IN

**SAVE THE DATE: THE ANNUAL DSPS LOBSTER BAKE
WILL BE ON SUNDAY, SEPTEMBER 18.**

Early Learning from the Squadron

Next year will mark my 30th as a member of the Darien Sail and Power Squadron. Yikes! Three decades! Three different boats (not counting my single scull used for rowing). Grandchildren aboard! However, the most important years of my association with the Power Squadron happened well before 1993.

My father, a gifted athlete, loved golf. He would play every Saturday and often on Sunday. My mother however, was not athletic. My dad's love of golf conflicted with his more important love of family, and golf could never be a family sport. So he ventured into boating, having summered in Matunuck, RI as a kid and enjoying a skiff there.

Our first boat was a 23' Jersey Skiff, lapstrake hull, single engine with vee-bunks, a head and small cabin. *Skimmer II* Dad named her, after his Matunuck boat. I'm guessing this was in 1960, when I was 6 years old. We did lots of flounder fishing in that boat, and I remember the frustration of trying to bait the hook with sand-worms without pricking my finger. Usually we caught a good amount of fish which my Dad would clean and grill that night. Now those were tasty!

But the boat wasn't big enough, and had its share of engine problems. It also didn't handle too well, but I didn't know if that was my Dad or the boat. In spite of these issues, we took a lengthy journey to "Terra-Mar," a large, full-service marina at the mouth of the Connecticut River. Mom and a friend drove by car and met us, and we stayed in the marina's hotel. While there, my Dad saw a 23' Trojan cabin cruiser for sale, and was smitten by it! Teak decks, a dinette that became a bed, a stove, an ice box, a sink, plus the head and vee bunks. "Overnights!" he exclaimed. "We can do overnights, and take cruises! And fish! And eat them here!" We arrived in a skiff and left in a cabin cruiser.

Worst boat E V E R that Trojan, *Skimmer III* was. When it rained, it "poured" into the cabin through multiple leaks that we never seemed to plug. Potato chips on the boat were forbidden – heaven help you if the teak got stained! When my Mother was not aboard the boat, which was maybe half the time, the engine *always* failed. There wasn't a "Sea Tow" back in those days, we just relied on friendly boaters to give us a tow back into harbor. It wouldn't surprise me if our repeated tows instigated the "Sea Tow" concept.

We all liked boating, but the constant frustration and lack of confidence in *Skimmer III* got my Dad back into the used boat market. In 1964, he found a 33' Manson, wood hull, lots of brightwork (varnished wood) both in and out, a flying bridge and two engines. Space. Roominess. The Manson's bulbous bow was raised, allowing the craft to plough through waves and send the spray off to the side. This boat was seaworthy, and it was so much better than the previous crafts we had, *especially* its predecessor!

With *Skimmer IV* came the responsibility of "knowing about boating," which led my parents to join the Westchester Power Squadron. While my father joked that he passed the final exam "because I was looking at your mother's answers," at least someone now had basic boating knowledge. My dad practiced all of the "rules of the road," and I saw his seamanship skills rise. The vision of his passing buoys on the wrong side became history; he often explained the "danger zones" of oncoming boats and how to react in those situations, to me or anyone who would listen. On-board safety equipment which was up-to-date also became a requirement. He even took an engine maintenance course, and would make the effort to explain much of it to me.

(Continued on page 3)

(Continued from page 2)

Mom became the “navigator,” plotting all of our courses. She instructed me on how to use a compass rose, plot a course and “always add your degrees of variation.” Truth be told, a few years later we were in a somewhat foggy area off of Martha’s Vineyard and had we not caught sight of a buoy and checked it against the chart, we would have ended up in Portugal; Mom had forgotten the variation!



In 1965, we were part of a Power Squadron cruise which began in Tarrytown, NY on the Hudson River. Our destination was Montreal, which meant going through 13 locks (as I recall, but the chart says 12 now) to get to Lake Champlain, and navigating waters far different than our Long Island Sound. We did the same cruise two years later, again with the Westchester Squadron, to see “Expo ’67.” Our fleet in both voyages, consisted of approximately 18 power boats; from a 53’ custom built Huckins to a 23’ cabin cruiser, many built of

wood, some with the new technology of fiberglass. My Dad was skeptical of fiberglass; “You don’t know if that hairline ‘crack’ you see is deep, you don’t know if chips of the material will start to fall off.” He learned...eventually.

The locks were fun. We had 8-foot 2x4s suspended from the boat, on the outside of our bumpers (fenders), to protect the hull from the rough, gravel-like sides of the locks when empty. For our first trip, my Dad had asked a teenaged neighbor to join us, and he was the one who scrambled up the slippery ladders to the top of the lock and then tossed down lines for us to secure to. He did the same for other boats as well. During our second trip, my Dad had the confidence in me to handle that job. I was so happy!



I recall anchoring in a very secluded cove in Lake Champlain, when there was no wind nor current nor tide to be concerned with. The Squadron Commander, owner of the 53’ Huckins, set his anchor and all of the remaining boats rafted up to him. One anchor holding 15 boats. It was nice to see adults bending the rules!

In 1967, my Dad broke his own rule of never going to the New York Boat Show, because “I’m afraid I might buy a boat.” He went to the show and bought a new, custom-built 37’ Post double cabin. What a great boat this was, the culmination of his confidence in his boating skills, thanks to the Power Squadron. He proudly piloted this boat on our second trip up the Hudson, to see Expo ’67 in Montreal.

While next year will be my official 30th year in the Power Squadron, it really feels like it’s my 50th. Thanks to all of those unofficial years, I have been able to enjoy safe boating and all that comes with it for decades.

Fred Elliott

Across The Sound

Living here in southwestern Connecticut, we are very fortunate in having many interesting boating destinations within relatively easy reach. If you have a favorite destination that you’d like to share with your fellow DSPS members, please write up something, send it to DSPSCT@gmail.com, and we’ll include it in the next

(Continued on page 4)

(Continued from page 3)

issue of *The Trident*. In this issue, we present The Clam Bar at Bridge Marina in Bayville, NY. You can go there, have a leisurely lunch, and get back before dark.

The Clam Bar at Bridge Marina is not only a great lunch destination, but getting there will let you practice some of the navigation skills you learned in the Basic Boating or Piloting courses.

For boaters, The Clam Bar has a 160-foot floating dock for you to tie up, along with a launch service to bring you to the restaurant and return you to your vessel when you're finished. All types of watercraft are welcome.



The Clam Bar opens at noon Tuesday through Sunday (and Mondays for Memorial Day, July 4, and Labor Day). No new guests will be seated after 8:00 pm (but you probably want to head home earlier than that anyway). Set your GPS to 40°54.2'N 73°33.0'W. For more details, see their website: <https://bridge-marina.com/the-clam-bar>

To get there, head about 200° M from Darien's Green "1" buoy for about 6 and 3/4 nm to Green Gong "1" at the mouth of Oyster Bay. If you're using the Water-

proof Chart of Western Long Island Sound, be sure to see the inset showing Oyster Bay for details. See the excerpt from [NOAA Chart 12365 – Oyster and Huntington Bays](#) below.

As you leave Gong "1" and head into Oyster Bay, keep in mind that the tidal variation here is about 7 feet. So at high tide, much of the bay is navigable for almost any vessel, while at low tide you probably should choose to leave the light tower near Lloyd Neck to starboard. Turn right after you leave the light and head into Oyster Bay Harbor. Just past Plum Point to starboard is the Seawanhaka Yacht Club. Perhaps you can persuade Dick Woods to take you there sometime. To port as you enter Oyster Bay Harbor is Cove Neck, atop which is Sagamore Hill, Teddy Roosevelt's home.

Follow the channel into West Harbor, paying close attention to the buoys and avoiding any oyster stakes. Unless your boat doesn't draw much, you'll probably want to time both your entrance and exit to avoid low tide – and keep monitoring your depth sounder.



(Continued on page 5)

(Continued from page 4)

At the northwest corner of West Harbor, you'll find the Bayville Bridge that gives its name to "Bridge Marina" (see the yellow arrow on the chart excerpt above). When closed, the vertical clearance is only 9 feet, so you'll almost certainly have to ask the bridge tender to open the span. From May 1 through October 31, the bridge will open on request between the hours of 7 a.m. and 5 p.m. Bear in mind, however, that bridge schedules are subject to temporary change due to repairs, maintenance, events, etc., so check the Local Notices to Mariners for alerts: <https://www.navcen.uscg.gov/local-notice-to-mariners?district=1+0&subdistrict=n>.

The best way to ask for the bridge to be opened is by using Channel 13 on your VHF radio. If you're not familiar with how to do that, read this article: <https://www.boatus.com/expert-advice/expert-advice-archive/2014/december/navigating-opening-bridges>

Once past the bridge, tie up at the floating dock. If there's no one there and you can't figure out the correct VHF channel to use, call Bridge Marina at (516) 628-8688.

Have a great lunch!

Boating Education Report

Congratulations to the graduates of the February 2021 Boating Course (Zoom), the February 2022 Boating Course, and the March 2022 Boat Handling course.

February 2021 Boating Course

Jennifer C. Antoszewski

Pippa Bailey

Ethan S. Beery

Katherine E. Beery

Tyler J. Beery

Peter E. Bretschger, Jr.

Neil Chaudhari

Thomas Christopher

Vanessa De Samame

Andrew Del Boccio

Andrew O. Devens

Ellie Dey

Monty N. Everett

John G. Fales

Susan Fales

James C. Furlong

James W. Furlong

Kyra Gardner

Lorraine F. George-Harik

John Goetz

John Goetz

Thomas Goetz

Donna Gunya

Susanne R. Handler

Alexandra W. Higbee

Michael Jacoby

Emma K. Lesko

Gregory J. Lesko

Kelly K. Lesko

Julie Mainelli

Matthew Mainelli

Glenn Morrison

Jeffrey G. Morrison

Laura O'Grady

Thomas O'Grady

Margarita Oliva Sainz De Aja

Connor Peck

Kristin Peck

Robert Peck

Gavin Redmond

Mary Roberts

Max Roberts

Ryan Roberts

Sean Roberts

Theodore Roberts

Eduardo Samame

Charlie Schwind

James Schwind

Scott Schwind

Ella Seymour

Bill Smith

Robert B. Stewart

John J. Tomaszewski

Liam J. Tomaszewski

Paul C. Wagner

Lisa J. Washburn

Tracy Young

February 2022 Boating Course

Joseph G. Casaccio

Mike Considine

Alyson Dunlap

Isabelle Dunlap

Alexander Evans

Emma Grzymiski

Kristen Grzymiski

Susanna Grzymiski

Emmanuel Hamon

Berat Islami

Elizabeth F. Keogh

(Continued on page 6)

(Continued from page 5)

Kristina A. Larson
Thomas Malloy
Bryan Paine
Ryan F. Primmer
Marilyn J. Ramos
Jean Ryan
Steven Sosnick
Mike Spellman
Tucker Stevens

Conrad Straden
Robert Vegliante

March 2022 Boat Handling

Mark Bodian
Joseph G. Casaccio
Mike Considine
Michael Dangelo
Jan Engelhardtson
Lynn Engelhardtson

Kristina A. Larson
Thomas Malloy
Drew Mayer
Maureen Mayer
Paul Michalski
David Moran
Barbara Sheridan
Bill Smith
Lisa J. Washburn

And thanks to all of the instructors: *P.J. Adler, Peter Adler, Geoff Axt, Marc Cohen, Mark Dam, Jeff Gerwig, Frank Kemp, Roger Klein, Norman Marsilius, Shawn Munday, Lynn Oliver, John Pedersen, Rob Steckel, Jim Travis, and Chris Winalski*

It Is *THE* Best Day

For 24 years, I have heard the phrase “It is the best day on the water!” exclaimed by cheerful Skippers and their mates. Whether the Skipper has participated a few times, all of the time, or it’s been their first outing, Boat/Camp is “THE Best Day on the Water.”

I began participating in Boat/Camp from its inception. Shortly after one of these events, all of the campers wrote “thank you” notes to their respective “Captains of the day,” and mine was priceless.

“Dear Captain Fred,” the note began. “I had a lot of fun on your boat. Thank you. My phone number is xxx-xxx-xxxx.” The next time you go out, please call me. I want to go, too. Love, Jared.” How could I not participate in Boat/Camp the following year? Or any year?!



Well mannered, well behaved, and well supervised campers genuinely appreciate this unique opportunity to go boating. Most haven’t ever been on a boat. Some don’t know what salt water is or tastes like. Rarely have they seen our coastline, let alone a lighthouse.

For me, I feed off of the campers’ excitement, their curiosity, their appreciation; there is no better definition of pure enjoyment than seeing their eyes widen as the boat moves forward, or “goes fast,” or they wave at their friends as they pass by. Let them steer the boat? Wow, does that get them pumped up!

(Continued on page 7)

(Continued from page 6)

This year's Boat/Camp was on July 29th, and here are some of the memorable take-aways:

From a first-year camper: "Oh my gosh this is so much fun! I have to be in this camp next Summer so that I can be on a boat again!"

From a first-time skipper: "I don't know how I missed not being a part of this event years ago. I could do this every day!"

We had 56 campers and counselors this year, filling 13 boats. 2022 was our 24th successful event out of 27; we lost one year to Covid and two others to Mother Nature. Our high water mark was 22 boats, roughly 100 campers.

The last Friday in July is marked on my calendar a year in advance. The amazement, the joy, the new experience the kids embrace makes me appreciate each and every year how fortunate we are to be able to "go boating." A few hours certainly sustains me for a year; I hope you will join in on July 28th, 2023. Contact either Gerry Raasch (raaschg@aol.com) or Fred Elliott (elliottfc.07@gmail.com) if you'd like to volunteer you and your boat, or act as a "guest Skipper," or help in any other capacity.

Fred Elliott

