



Darien Sail & Power Squadron

District 2, United States Power Squadrons®

[DSPSCT.org](http://DSPSCT.org)

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May, 2025



## The Bridge

Commander

Cdr Jeff Brown, S

Executive Officer

Lt/C Fred Elliott

Education Officer

*open*

Treasurer

D/Lt/C John Pedersen, SN

Admin Officer

*open*

Secretary

Lt/C Marilyn Ramos

P/C Lynn Wise Oliver, AP

P/C Geoff Axt, AP

## Members At Large

Peter Adler

P.J. Adler

Mark Bodian

Lorraine George-Harik

Gerry Raasch

## Advisers

Jeff Gerwig

Neal Konstantin

Roger Klein

Rob Steckel

Jim Travis

Marc Cohen

Greetings from your Commander Jeffrey Brown. We will email you this bi-monthly newsletter The Trident, to keep you up-to-date with squadron activities and events of interest. This issue is the reincarnation of our great newsletter.

Winter is over and with the warm spring weather, the Darien Sail & Power Squadron (DSPS) members with boats, start their annual "commissioning" ritual to get their boats running. This is a great time to review the Boating "Rules of the Road" and to contact our DSPS Vessel Safety Inspectors to perform a safety check on your vessel and hopefully award you the USPS Safety Placard Label. This sticker alerts the Coast Guard that your craft meets their standards, thus avoiding their random inspections. You can contact us through the DSPS website, [DSPSCT.org](http://DSPSCT.org), to schedule an inspection.

If you need to "refresh" your boating skills, or get a reminder of operational procedures, be sure to sign up for the DSPS Annual "Spring Refresher," scheduled for June 7th, 2025. where we gather at the Noroton Yacht Club and a DSPS Instructor (along with a Skipper) takes you out on a boat for a few hours to practice navigation, anchoring, docking and review other on-water procedures. Please check the DSPS website to sign-up.

We are marching in the Darien Memorial Day Parade on Monday May 26th, 2025 and all DSPS Members are welcome to walk with us. Some can get a ride our towed boat being donated by Bass Pro Shops in Bridgeport CT. The 1.3 mile walk starts about 9:30 from the Goodwives Shopping Center and ends down at the Spring Grove Cemetery. Public Channel 79 videos the parade and thousands of Darienites line the Boston Post Rd, waving & cheering. If we are lucky, the Governor will have arranged for another Military C-130 Cargo plane fly-over which is exhilarating! Contact us via the DSPS website to let us know you are coming. Last minute attendees are also welcome.

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We meet at the North end of the Goodwives Shopping Center Parking Lot, just past the Post Office-Look for the Boat & Trailer!

Our New Member's Summer Party, scheduled for June 22nd, 2025, is a great event to enjoy good food and drink, as we swear-in our newest members (approximately 70, thanks to PC Frank Kemp's Winter Education Program). Also, our Executive Officer Fred Elliott has scheduled some "On-The-Water!" events which include 4 "Dock-N-Dine" events. Members can come by boat or car (given the traffic in our area, arriving by boat is more fun and possibly faster!). Check the DSPS Website Calendar for all the event dates and times. The first Dock-N-Dine is scheduled for Saturday June 14th, 2025, at the "Rockin' Fish" Restaurant, in Northport NY. Details are in this issue of The Trident.

Lastly, the Squadron is looking for some additional Communications and Technology Volunteers to help in maintaining and upgrading our webpage, helping with squadron email messages and electronic preservation of historical Squadron information. If any of our DSPS Members want to help with the Communications and Technology Maintenance of the DSPS, please email me, Jeff Brown, at [JeffreyBrown2@Optonline.net](mailto:JeffreyBrown2@Optonline.net) to so we can talk along with our long-time Technologist PC Peter Adler.

Thanks,  
Jeff Brown



## ***ENB is now taking requests for pumpouts in the Western Long Island Sound!***



ENB's Pumpout Program is kicking off the season a few days early, the program will run until the end of October. Boaters can enter their pumpout request in online at <http://www.eastnorwalkblue.org> by clicking on the Online Pumpout Request icon on the home page and completing the form. We are operating along our usual service area from Bridgeport, CT to the Bronx, NY. Boaters can use our mobile pumpout service to decrease waste tank dumping in the Sound and to protect water quality. Fish and shellfish suffer from water quality degradation, but everyone benefits with clean and healthy water!

East Norwalk Blue, Inc. 3 Edgewater Place, Norwalk, CT 06855  
203-857-1077 [info@eastnorwalkblue.org](mailto:info@eastnorwalkblue.org) | [www.eastnorwalkblue.org](http://www.eastnorwalkblue.org)

## **“Let’s Go Boating!!”**

The Darien Sail and Power Squadron is known and respected for the excellent educational programs that we offer. We also have a vibrant Speaker Series during the colder months and great land gatherings (Summer Start-up/New Member party, Lobster Bake, Change of Watch to name a few).

But now...*It's time to have some fun **on the Water!!*** It’s time to practice safe boating with a short excursion to points nearby and enjoy a good meal at a notable restaurant!

Our “Dock-n-Dine” dates, locations, and procedures are as follows. Details of where to moor or tie-up and meet will follow as we get closer to the initial date.

**June 14<sup>th</sup>: Rockin’ Fish, Northport** “Gastropub in Northport Village, fresh seafood and oysters, creative sandwiches, and 16 craft beers on tap.” [Rockinfish.net](http://Rockinfish.net).

**July 12<sup>th</sup>; Captain’s Cove Seaport, Bridgeport** A Boardwalk with various shops, lower and upper deck restaurants, a local history exhibit, and amusements for the children! Docks and mooring/launches available. [Captainscoveseaport.com](http://Captainscoveseaport.com)

**July 26<sup>th</sup>; Louie’s Dock, Port Washington** We return to Louie’s! Ample dock space (arrive early) and great food (seafood, meats, sandwiches). Completely renovated! [Louiessince1905.com](http://Louiessince1905.com)

**August 16<sup>th</sup>, Danford’s, Port Jefferson** An iconic port for boaters, this Summer will see the unveiling of the Black Pearl Seafood Chophouse...“a refined yet relaxed restaurant concept poised to redefine waterfront dining in Port Jefferson.” [Danfords.com](http://Danfords.com)

**All Dock-n-Dine events are for Darien Sail and Power Squadron members and their guests only.**

If you wish to attend any of these Dock-n-Dine events, contact Fred Elliott ([elliottfc.07@gmail.com](mailto:elliottfc.07@gmail.com)). If you plan to go by boat, please let him know. If you wish to attend but do not have a boat (and don’t wish to drive or ferry in the case of Danford’s), also contact Fred. We’ll try to find a boat for you (no guarantees).

## **Proposed Removal of USCG Navigational Aids Along the U.S. Northeast Coast**

### **The Issue**

Do you have GPS or a chartplotter? Does your navigation rely solely on that device? What happens if your electronics go down? Have you ever relied on a “noise-maker” AtoN to find your way in the fog or a lighted buoy to find your harbor at night? Do you constantly monitor your chartplotter to avoid underwater dangers?

The U.S. Coast Guard has proposed a wide-reaching plan to remove or alter hundreds of navigational markers along the Northeast US coast, including buoys, daybeacons, and lights that have long helped mariners safely navigate coastal and inland waters. These changes, published in the [Local Notice to Mariners \(LNM\) 01-16-2025](#), are part of an effort to streamline the Aids to Navigation (ATON) system — but many in the maritime community have raised concerns about how these removals could impact safety, access, and local knowledge.

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### **How You Can Help**

If you're concerned about the proposed removal of navigational markers in your area, you can make your voice heard. The U.S. Coast Guard is accepting public comments, and feedback from mariners and local communities is critical in shaping final decisions.

To share your perspective, email [D01-SMBDPWPublicComments@uscg.mil](mailto:D01-SMBDPWPublicComments@uscg.mil) with your observations, concerns, or support regarding specific markers. Refer to Project No. 01-25-015. They are taking public comments until June 13th.

To make your comments as impactful as possible, please include the type and size of your vessel (recreational or commercial), how the aid supports your navigation, and the distance at which you typically begin to rely on it.

To zoom in, click on the image to go to the interactive chart.



## ***It Became the Best Boat***

**{The second in a series; see July 2024 Trident for Part 1}**

To recap the progression of boats in our family;

*Skimmer* was my Dad's first boat when he was a young boy, spending Summers in Matunuck, RI. A 10' open boat with an outboard motor.

*Skimmer II* was our family's first boat, a 23' Jersey Skiff. The craft gave us a taste of fishing, boating, and water-skiing. And the need for a larger boat.

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*Skimmer III* was the 29' "dream boat" of my Dad's at the time, teak decks, dinette that became a bed, vee-bunks, a head, galley, and ice box. After a few seasons I think we all decided that this was the worst boat ever built; leaked like a sieve when it rained, engine died whenever my Mother was not aboard and it was the antithesis of seaworthiness.

One Saturday in the Fall of 1963, my Dad said "Let's go take a ride." I could tell something was up--he had a big smile on his face, and Mom wasn't coming with us. 20 minutes later, after traveling roads that I had never seen before, we pulled into Nichols Yacht Yard, in Mamaroneck, NY. We pulled alongside a good-sized powerboat. Through the eyes of a 9 year-old, boats on land seemed twice as big as they really were. This one had lots of varnished wood on the exterior of the cabin and lower helm area (I learned the term "lower helm area" that day because this boat also had a "flying bridge," making it seem that much bigger). The bow had a sharp rise in height above the waterline, and it was bulbous in shape. This boat would plough through rough seas, I thought.

"This will say *Skimmer IV* when we launch her next Spring," my Dad said joyfully, standing next to the transom which had *Barbara J* on it. "Wow!" I exclaimed and then I hugged him. We climbed aboard and I immediately ascended the ladder up to the flying bridge. "So high up!" I remember thinking. I looked at the various dials and throttles and realized that this boat had 2 engines. Remembering all the times Dad and I had gotten towed-in on *Skimmer III*, I immediately felt safer. Climbing down to the cockpit, my Dad lifted an engine hatch to reveal two dark blue engines. A person could stand between the engines!



*Skimmer IV*

The cabin area had a dinette (oh no, more vocabulary words), a galley with a two-burner stove (I wondered if Mom would ever use it) and a decent-sized head area. Varnished wood was everywhere on the interior except for the ceiling, which was some white, leathery material with lots of little holes punched in it. The Vee bunks had their own door! I quickly thought of how I could close the door and pretend I was going to sleep, while sneaking out through the hatch above my bunk.

By the time *Skimmer IV* was ready to launch in the spring of '64, my Dad had already made changes. He had gotten Ben, a residential carpenter by trade, to build a couch in the lower helm area that could easily unfold into a double bed. Ben also made a door with some deck-to-ceiling panels alongside which nicely enclosed the lower-helm area for sleeping. Dad wasn't going to deal with dinettes anymore--not if he could help it!

At Nichols, our 32' Manson, built in Maine, didn't look nearly as big in the water as it did out of it. Some of that was perception and the other reason was that we were on a pier that had many boats as large if not larger than ours!

One of the first things I learned from *Skimmer IV* was the operation of a sander and sandpaper grades. While the exterior varnish or "brightwork" was distinctive and beautiful, it required lots of maintenance. We'd have to sand and varnish just prior to launching and at least once, sometimes twice, during the season. Sand and varnish, "with the grain, always with the grain;" that almost took the fun out of boating!

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The New York World's Fair took place in 1964-1965, in Flushing, NY. We went by boat and tied up at the World's Fair Marina for a few days; my Dad took a nearby subway and commuted to New York City for work, while Mom, my brother, and I toured the Fair. On the way to the marina, my Dad and I were up on the bridge, and a jet came in for a landing at nearby LaGuardia airport. We could see the plane come directly towards us, sinking closer and closer to the water while the jet-engine noise increased rapidly.

When the jet was almost immediately above us, Dad yelled "Duck!" and we both crouched down. I've never been quite sure of why we ducked; I mean, it's not as if the jet was going to touch us, or drop something on us. I guess he felt he should do something in the name of safety.

While at the marina, I befriended a boy a year or two younger than me, who had his arm in a cast. Late one afternoon after we returned from the Fair, I heard a splash, then more splashes with a gurgling "Help!" I went to the aft deck and saw my friend in the water and immediately jumped in to help him. The water was uncharacteristically warm; I'd learn later that Flushing Bay's water was unsafe for swimming. I got my friend to the dock and was able to push him up high enough that he could climb out.

My friend's father came over to our boat that night, to thank me. He gave me \$5.00 in appreciation of saving his son, who barely knew how to swim and certainly was struggling with his cast. My Dad was smiling broadly.

This first Summer with *Skimmer IV* brought an entirely new pattern to our weekends—overnights on the boat. We'd leave the dock Friday evening and head to various anchorages on Long Island; Lloyd's Neck, Eaton's Neck, Huntington Bay, Lloyd Harbor, Northport. We had an 8' dinghy with a gaff-rig sail, where

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## New Members

We're growing! Since January, 2023, DSPS has added over 140 new members. **Welcome Aboard!**

Eduardo Altamirano; Jacki, John III, Tad, and John Bainton; Caroline, Molly, Nate, and William Baldwin; Bridget and Darragh Bepler; Connor, Emma, Jack, Kevin, and Susan Blenke; Keith Bockus; Anna Boezen, Nieuwe Boezen, and Willem Boezen and Julie Deiters; Caroline, Jack, John, Kathryn and Stephanie Brady; Melanie Brandston; Bill Burnham; Andrew, Conor, Ian, and Mary Ann Carman; Cate, Ellen, Nicholas, and Scott Connery; Bill and Patricia Cunningham; Benjamin Diesbach and Meredith Mitchell; Ben, Georgia, Izzy, Morgan, and Tiffani Djiounas; Henry, Henry, Jr., Matthew, Paige, and Suzanne Domenici; Brian, Darren, Jane, Michael, and Peter Drittel; Anders, Camilla, Henrik, Kris, and Lauren Erickson; Bruce and Leigh Failing; Joseph Falco and Jennifer Ware; David and Tara Filaski; Bridget, Dan, Maura, and Thomas Fox; Oksana Fuller; Georgia, Mike, Samantha, and William Gault; Melissa, Noelle, Scott, and Owen Gluck; Laina Will Grady; Britt Hall; Dan and Erik Hanson; Manny Harik; Brent, Brynn, Carter, and Erin Hayes; Maxwell and Thomas Howard; Charles Jackson; Steve Kerr; Daniel, Doug, Heather, and Levi Kornreich; Eva, Marcel, and Rudy Koszkul; Annabelle, Dennis, Lilah, Mary Martin, and Rosemary Martin; Andrew, Katharine, Lia, and Michael Mastellone; Frankie, George, and Martin Masterson and Maria Smeriglio; Audrey, Brett, Emily, and Kelly Miller; Alexa, Julia, Matt, Nancy, and Vincent Morano; Delores and Richard Orsi; Eric, Ned, and Stephanie Osterhus; Robert Pedersen; Briony, Luke, Rhys, and Vaughn Raymond; Ada, Deirdre, and Tom Rossi; Dennis Ryan and Diane Santangelo; Jane Shapiro, Eloise, Lauren, Olive, Penelope, and Timothy Stisser; Johanna Ward and Sean Whitehead; Missy West; and Elizabeth Wolf.

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I learned how to sail. My Dad also taught me how to row in that dinghy. Lloyd's Neck as I recall had a sizable marsh area, and I could row for what seemed to be miles through these various canals in the tall seagrass. I also learned that come sunset, the bugs and mosquitoes that came out in those marshes made one row faster and harder than I ever imagined!

Late that Summer as we approached our slip, my Dad turned to me and said "OK. Your turn. Get us into our slip." I had watched my dad maneuver the boat skillfully; having two engines made this large, heavy wooden boat seem nimble. He climbed down from the bridge and left me in control as he took my place on the deck, line in hand. The conditions were perfect—no wind, little current and a bright afternoon sun. I eased the boat into our slip seamlessly! My confidence soared, and my Dad's smile was memorable. The people on the boat next to us even congratulated me! As a 10-year-old I was pretty ecstatic, which lasted until my Dad realized that I was cleaning the exterior varnish work with a scrub brush! While I was basking in the successful docking, I wasn't thinking—he got really annoyed with me. More sanding and varnishing was in my immediate future.

It was Columbus Day, which would be our last weekend on the boat for the season, and we were in Lloyd's Neck. It was chilly as I recall, not many boats were out and fewer still spent the night. We tried twice to return on Sunday, but the winds were strong and the waves were 4'-6'. While *Skimmer IV* and her great bulbous bow was extremely seaworthy, My Dad didn't want to subject my Mom to the constant pounding of the waves. So, we spent the night, got up early the next morning (my Dad never used an alarm clock), and we crossed the Sound on calm water with a beautiful sunrise to enjoy. I got home in time to catch my bus to school! It was a memorable journey.

That Winter, my parents joined the Westchester Power Squadron to learn more about best boating practices. My Dad would tell me later that he would always sit next to my Mom during exams, in case he needed to get an answer to a question he didn't know. She was the smart one.

That Summer, we went on the Power Squadron cruise, up the Hudson river and into the far reaches of Lake Champlain. I don't recall if we went all the way to Montreal. I do remember 18 power boats, the largest being a 53' Huckins built yacht, owned by the Squadron Commander. There was a perfectly maintained, classic 28' Pacemaker with lots of brightwork and various other crafts. Most were fiberglass, a construction material my Dad was still unsure of.

The locks were pretty cool. The lead boats would enter, hugging either wall and someone would climb from the boat to a ladder, with long lines draped across their body and climb to the top of the lock. The lines would then get tossed down to the boats, so they would have a means of staying in position while the lock closed and filled with water, lifting the fleet 15' or greater. I think the cruise lasted two weeks.

*Skimmer IV* also allowed my Dad to organize what became an annual camping trip to Port Jefferson. It was "Boys only," an Uncle and his 3 sons, close family friends and sons, and a neighborhood teenager to chaperone us. The boys would all camp on the beach, while the Dads would stay on the boat. We normally wouldn't see the Dads until late morning the following day. I once peeked in the bilge after the trip was over and found some garbage bags filled with empty bottles and beer cans.

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The following Summer was another good one for boating. Every weekend was overnight trips, I got better at piloting and maneuvering the boat and my 5 year old brother was with us all the time. I liked having him with me, as we sailed and rowed the dinghy when anchored.

My Dad for many years had said that he never would go to the famed New York Boat Show for fear that he might buy a brand new boat. He broke his own rule in the Fall of 1966.

– Fred Elliott

## Awards

The following outstanding Squadron members were recognized at the March 16, Chage of Watch.

### The Edwin (Bus) Betts Bell Award

The solid brass ship's bell (in memory of Past Commander Edwin Betts, JN) is awarded annually to a member of the Darien Sail & Power Squadron for outstanding contribution to the boating community. The Betts Bell Award for 2024 was awarded to Lt/C Fred Elliott.

### The Monroe Dinell Memorial Trophy Award

The Monroe Dinell Memorial Trophy is awarded annually by the Executive Committee of the Darien Sail & Power Squadron to that member who, during the preceding year, has best typified the spirit of the Darien Power Squadron and that of one of its founders, Monroe Dinell, N. It recognizes the recipient for outstanding efforts during the year, particularly in education, and for those qualities which go to make our squadron better. The Dinell Trophy Award for 2024 was awarded to P/C John Pedersen, SN.

### The Commander's Award

The Commander's Award is awarded in recognition of significant contributions to the welfare of the Squadron and promotion of its mission. Awarded annually by the squadron commander to the member(s) whose contributions were most outstanding for their quantity, quality or innovation. The Commander's Award for 2024 was awarded to Mary Kay Daughters., S.

### The Adler Communication & Technology Award

New this year, the Adler Communications & Technology Award is awarded to Squadron members whose efforts continue to keep our Squadron email communication and other Squadron technology running smoothly. The Adler award for 2024 was awarded to PJ Adler, P, and P/C Peter Adler, N.



*Monroe Dinnell Award*



*Betts Bell Award*



*Commander's Award*



*Adler Award*