



THE TRIDENT

DSPS.darien.org

JULY/AUGUST 2016

DSPS DISTRICT 2

ALTHOUGH IT'S BEEN A PRETTY HOT AND HUMID SUMMER, a nice breeze off the Sound kept things very pleasant for the DSPS Lobster Bake at Weed Beach on Saturday, July 23. Those who came feasted on some excellent lobsters and had a great time talking about boats with friends. For those who didn't come, just to make you jealous and to encourage you to come next year, here's the lobster picture again:



UNFORTUNATELY, an ominous weather forecast for thunderstorms and possible heavy rain led to the cancellation of BOAT/CAMP 2016. We just didn't want to take a chance with our 100+ Campership kids, many of whom have never been out in boats before. Our crew of 21 volunteer boats, along with an on-shore team of food arrangers, jacket-adjustors, dock-masters, pirates, and good-will generators, stood down until next year. We all look forward to BOAT/CAMP 2017 — which will be #20 in the wonderful succession of days sponsored by the Darien Sail & Power Squadron, Noroton Yacht Club, Person-to-Person, The Darien Boat Club, The Coast Guard Auxiliary, the Norwalk Seaport Association (Sheffield Island), the marine units of the Darien Police and the Noroton Fire Departments, SoundWaters, and the U.S. Coast Guard - Station Eaton's Neck.



The Bridge

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P/Lt/C Minnie Ingardia, AP

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Roger Klein

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Lynn Oliver, AP

DON'T BE LOST AT SEA

Sign up for our Piloting course that starts Tuesday, September 6, 2016

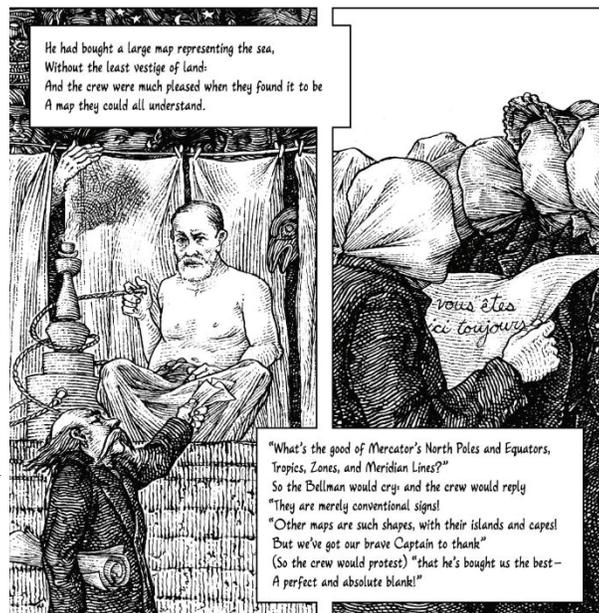
Are you a boater who wants to venture outside the harbor? Are you confident in your ability to get to the Norwalk Islands or across Long Island Sound to Northport — and then back again safely?

The skill involved in getting your boat safely to a destination is called "Piloting," and Piloting is the first in the sequence of courses on navigation presented by the Darien Sail & Power Squadron, a member of United States Power Squadrons®. The

Piloting course covers the basics of coastal and inland navigation, including how to plan a safe course and how to monitor your progress while en route.

The course focuses on using GPS as a primary navigation tool — reviewing typical GPS displays and pre-planning safe courses by setting up GPS waypoints and routes—but also covers traditional navigation techniques so that you can find your way even after your GPS fails (or gets dropped overboard). Topics include using nautical charts, understanding aids to navigation, plotting courses and determining direction and distance, using the mariner's compass and converting between True and Magnetic, and monitoring progress and determining position through the use of bearings and dead reckoning. The course includes many in-class exercises to develop the student's skills through hands-on practice and learning.

The cost of the course is \$125.00 for DSPS and Norwalk Yacht Club members and \$175 for non-members. The class will be taught by Chris Winalski and John Pedersen, and will meet for 8 sessions at the Norwalk Yacht Club, 10 Nathan Hale Drive, Norwalk. To register or ask a question, please go to <https://www.usps.org/cgi-bin/nat/eddept/800/getregformx.cgi?L-13693>.



Kayaking Around Manhattan

Why would anyone sit in New York Harbor in a 17-foot long, tippy kayak surrounded by fast-moving ferries, tugs and freighters? That's what a handful of kayakers organized by the Yonkers Paddling and Rowing Club have been doing every summer since 2004, when the first "Manhattan Circumnavigation" took place. The event is not a race, just a vigorous 9-hour, 32-mile paddle. This year's July 9th event attracted over 120 kayakers from the U.S. and Canada.

This was my second year doing the "Circ" and I've got an answer to the question, "why do it?" Most weekends I'm happily on my sailboat, but the sailboat is complex with all of its navigation instruments, rescue equipment, sails, hal-yards and lines. A kayak lacks all that equipment. I'm reduced to relying on raw skills and what I know. It presents a stripped-down boating experience – elemental in nature – *and that change-up is extremely refreshing!*



So what do you need to know to paddle around Manhattan? Current prediction and collision avoidance top the list. The trip starts in upper Manhattan, heads down the Hudson, traverses the Battery, and heads up the East and Harlem Rivers. Maximum currents ranged from 3.3 knots in the Hudson to 4.0 at Hell Gate. You must cleverly plot your passage to ebb and flood currents or you simply won't make it! It's also critical to know nav aids and the Rules of the Road. There are enough ships barreling down those channels to wreck anybody's day – you must steer clear of them. There's more to know – the right pfd, signaling devices, protective clothing – and all these and more can be learned in DSPS courses!

KAYAKS AND SUPs – DID YOU KNOW?

YOU MUST COMPLY WITH MOST BOATING LAWS AND REGULATIONS – You probably won't be surprised that kayaks and canoes are considered by the U.S. Coast Guard to be "manually-propelled vessels" and therefore subject to various laws and regulations, but did you know that Stand-Up Paddleboards (SUPs) are also "vessels" whenever used "beyond the narrow limits of a swimming, surfing or bathing area"?

- **LIFE JACKETS REQUIRED** – You must have a "readily available" life jacket (PFD) for every person aboard, and PFDs must be worn by children under 13.
- **VISUAL DISTRESS SIGNALS REQUIRED** – When boating on Long Island Sound or Fishers Island Sound between sunset and sunrise, you must have at either 1 USCG-approved "electric distress light" or least 3 approved and unexpired combination day/night red flares
- **SOUND PRODUCING DEVICE REQUIRED** – A whistle is acceptable as the required "sound producing device." A human voice is not acceptable.
- **LIGHTS AT NIGHT** – You must have at least a flashlight that can be shown in time to prevent collision with another vessel

WEAR A LIFE JACKET AND CARRY A WHISTLE AT ALL TIMES

PADDLE OUT OF MAIN CHANNELS

PADDLE DEFENSIVELY — YOU'RE HARD TO SEE

KNOW WHEN TO USE A LEASH ON YOUR SUP

