



# Dredgings

## Saugatuck River Squadron

**VOL 53 No 6**

**SAIL AND POWER BOATING**

**SEPTEMBER 2010**

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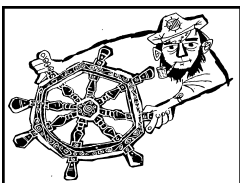
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*DREDGINGS* is published monthly except combined July/August. The deadline is

the 10<sup>th</sup> of each month. *Send your articles and address changes to: P/C Stephen H. Raffel, SN, 6 Janson Drive, Westport, CT 06880 or email to the following: raffel@post.harvard.edu.*

*Articles and opinions do not necessarily reflect either SRSPS or USPS policy or endorsement unless so designated.*

*Saugatuck River Sail and Power Squadron is a unit of the United States Power Squadrons® and District 2.*



*Bring a book to the next picnic for a book swap. Don't buy one just take one off the shelf you no longer need.*

The picnics start at 5:30 pm. Look for the Squadron flag in the picnic area of the south beach. The

August	31
Sept	14

Squadron provides the fire; you bring your food and beverages.

Here are some of the regulations that need to be followed:

No containers of beer in excess of one liter.

No glass containers

If you don't have a beach sticker, tell the gate guard you are attending the Saugatuck River Sail and Power Squadron picnic. We have waivers for 15 cars in our permit. Lt/C Diane Valante, P, will be happy to answer any questions. 226-6424.

**Call Al Stauderman at 762-9527 to arrange your VSC inspection.**



## Commander's Message



I do have interesting news for boaters in general, a basic rule in boating.

About three weeks ago, a

client that I know was sailing on a beam reach and out of the channel, near Seymour's rock, when another sail boat, about forty feet collided into him. The sailboat, my client, was sailing, and the other boat was a sailing vessel, but under power and bare pole. My client waved, sounded and pushed back at the approaching vessel. Boom, split, crack, my client fell backwards and almost overboard. The boat suffered severe damage. The toe rail, teak trim, rub rail, upper decking, stanchion and side of hull, were crushed and split open. The other vessel had a small amount of damage. He had T-boned this day sailor right head on. The failure to observe or failure to obey the rules of the road was the cause of this accident. The pecking order, sailing vessel has right over power. Ok, so here it is. Because of this person's ignorance of the law, he is looking at failure to keep right of way, failure to have a lookout, failure to appoint a lookout, failure to have radar on. By the way he told the Marine unit and my client, "I didn't see him, I was sitting down in the cockpit"

Each infraction is \$5,000.00 payable to the United States Coast Guard, in addition, the CT state statute is \$75.00 penalty for failure to give right of way as well. If this boater was not so ignorant of the law, then this would not have happened, instead it will cost him over \$20,000.00 in fees, ouch.

I also just witnessed yesterday a Larson powerboat hitting the Longshore dock at Strait Marina, the T dock and shaking all the slips.

*Continued next column*

## Commander's Message continued

He had a few children aboard and was stopped by a neighboring person, who was sitting on his boat. This person waved them back to see if they had injuries, boat damage, instead all the helmsman did was flip the bird. Eventually this boat took on water.

Keep a watchful eye on the weekend warriors and those who don't care about the law. Remember the old Westport Police boats' transom. "YOU PLAY, YOU PAY" Well this accident sure will cost someone a lot of dough. Have a good rest of the boating season and enjoy the picnics.

Craig Burry, P  
Commander

## Do You Know the Answers?

1. When departing should the shore power cord be unplugged from the boat or the dock first?
2. What 2 actions can you take to reduce weather helm and excessive heeling?
3. Slanted lettering on a chart indicates what?
4. What constitutes a "splice"?

### ANSWERS:

1. Unplug the dock side first to avoid the chance of dropping a hot wire into the water.
2. Reef and or fall off.
3. Something that is affected by current or tidal change.
4. Two lines joined together by intertwining them together.

## EDUCATION REPORT

We are preparing a list of courses that are likely to be offered in the fall. Let me know what courses you are interested in taking. You can reach me at 227-6184.

Russ Levine, P  
SEO

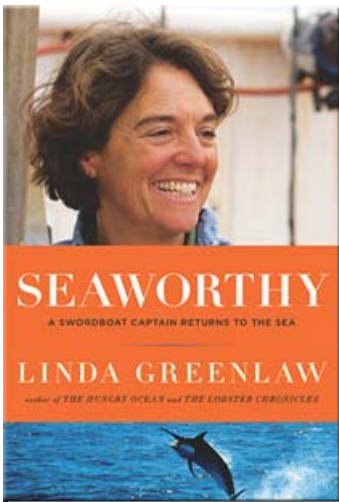


The Coast Guard has fined a Gloucester, Mass., man who was shooting flares even though he was not in distress on July 4, 2010.

Coast Guard Station Gloucester was able to identify the man, who was fined 180 dollars when he admitted to wrongfully setting off the flares.

The Coast Guard takes false distress calls very seriously and actively pursues those who make them. The person responsible can be ordered to pay restitution to the government in an amount equal to that spent on responding to the hoax, a fine of up to \$250,000 and up to 6 years in prison.

Hoax distress calls put responding Coast Guard crews in unnecessary danger and divert limited resources from responding to legitimate emergencies.



*“There are no atheists at sea. In times of peril, even the most stoic of seaman becomes quite prayerful.”*

Linda Greenlaw  
*Seaworthy*

## Collision at Sea



Windcheck magazine recently published an interview with Captain Daniel Ronan, U.S. Coast Guard Commander, Sector Long Island Sound.



In the article he stated that “80% of all collisions at sea are due to Pilot error.” He points out that you are re-

quired to depart from the rules to avoid a collision. An extreme example he sites is that if someone hits you, you are partially responsible because you didn’t take action to avoid the collision.

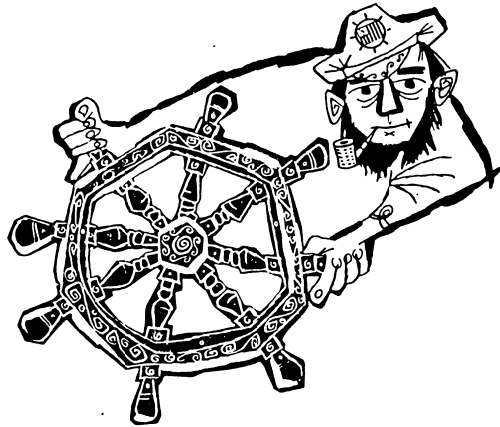
Three common situations where vessels are meeting are:

1. You are the give way vessel if you are overtaking another vessel
2. If you are meeting another vessel head-on, both vessels must turn to starboard. Both vessels are give-way vessels.
3. A vessel crossing your vessel from your starboard, has the right of way. You must turn to starboard or stop you boat to allow the boat to pass.

The conclusion the article quotes the old adage:

*Here lies the body of Michael O’Day  
Who died maintaining his Right of Way  
He was right, dead right, as he sailed along  
But he’s just as dead as if he’d been wrong*

**Saugatuck River Sail and Power Squadron  
 6 Janson Drive  
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**Dates to Remember:**

<b>Compo Beach Picnics</b>	<b>See Schedule Page 1</b>
<b>Executive Meeting</b>	<b>Sep 7</b>

## **Schedule of Meetings and Events**

SRSPS: [http://www.usps.org/localusps/d2/saugatuck\\_river/index.html](http://www.usps.org/localusps/d2/saugatuck_river/index.html)  
 Dredgings: [http://www.usps.org/localusps/d2/d2\\_squadron\\_news.html](http://www.usps.org/localusps/d2/d2_squadron_news.html)

<b>Date</b>	<b>Time</b>	<b>Event</b>	<b>Location</b>
<b>Schedule Page 1</b>	<b>5:30 pm</b>	<b>Compo Beach Picnics</b>	<b>Compo Beach*</b>
<b>Sep 7</b>	<b>7:30 pm</b>	<b>Exec Committee Meeting</b>	<b>Earthplace</b>

\* Details This Issue of *Dredgings*