



# NEW HAVEN SAIL & POWER SQUADRON

A Unit of the United States Power Squadrons® • Sail and Power Boating • District 1

# BULLETIN

THE OLDEST CONTINUOUS SQUADRON IN USPS - CHARTERED 23 APRIL 1914

Come for the Boating Education ... Stay for the Friends<sup>SM</sup>

[www.nhsp.org](http://www.nhsp.org)

• SEPTEMBER 2022 •

AMERICA'S BOATING CLUB®



3 Favorite photos from Wednesday night racing. Bonus points if you can identify one of the boats in the third picture!

Photos: Cdr Robert B. Frost, AP

PHOTO: CDR ROBERT B. FROST, AP



Message from Cdr Robert B. Frost, AP

## Onward to the best part of the season

Your NHSPS Bridge hope that all our readers have had a safe and enjoyable summer and are gearing up for the post-Labor Day season, perhaps my favorite part. The water is still warm, the wind is more consistent and it's not so hot out during the day that you can enjoy it all.

It's too early for a post-mortem of the 2022 year and I am looking out my window wondering if I can wrestle the sunfish into the water for a quick afternoon sail, so this message is a short one. I am also exercising some restraint so there is room for the excellent article on (finally!), **Maine Cruise** written by our Executive Officer, and lifelong cruising boater, Peter Jenkin, SN. He and his Admiral, Nancy piloted their boat hundreds of miles in waters and into ports that we've all heard of but perhaps haven't visited. The story of this adventure, years in planning, is a great read.

As you will also read in this issue of the *Bulletin*, there

are lots of upcoming NHSPS events that we all hope you will join us in and enjoy.

Our September member's meeting will be a fun and informative night with a special guest presentation. Mark your calendars and we'll see you at our home port located at Latitude 41.278050 and Longitude -72.853660.

Our Education team will be teaching **Marine Navigation** this fall at our new training center, rekindling an old relationship our squadron has with a local Marine Supply enterprise. We are grateful to our SEO Peter DePascale, AP for reconnecting us with West Marine in Branford.

There will also be a big event in October you and all your crew members are invited to. It has been a few years since we hosted a **Wine Tasting Fundraiser** and still the memories of those fun events are easily recalled. Given the great location, wines to taste and cause to support, and the good people to share an evening with, I know this event will be another memorable occasion not to be missed.

And lastly, our **November Member's Meeting** will give us all a chance to see many photos and hear in-person about the voyage by Nancy and Peter described above. You won't want to miss that.

All the details you need to plan your time with us are inside. So, onward to that content. Stay safe and stay boating as far into the season as you can. Fair Winds.

## September 2022

# Calendar

**13 September 1830 (second Tuesday)**

**NHSPS Bridge Meeting**  
Virtual Meeting on Zoom.  
Membership invited.

**17 September 1830 (third Saturday)**

**Hartford and Middletown 90th Anniversary Celebration**  
Middlesex Yacht Club,  
276 Middlesex Tpk., Chester, CT  
Membership and guests invited.  
Details in *Bulletin*.

**20 September 1830 (third Tuesday)**

**Membership Meeting:  
Presentation on "Fun with Latitude  
and Longitude"**  
Allegra's Café 249 W Main St., Branford, CT  
Membership and guests invited.  
Details in *Bulletin*.

**11 October 1830 (second Tuesday)**

**NHSPS Bridge Meeting**  
Virtual Meeting on Zoom.  
Membership invited.

**12 October 1830 (second Wednesday)**

**NHSPS Marine Navigation class begins  
Wednesdays through 7 December.**  
West Marine, 33 Business Park Dr. Branford, CT  
Details in *Bulletin*.

**18 October 1830 (third Tuesday)**

**NHSPS Bridge Meeting to Prepare  
for Fundraiser**  
Virtual Meeting on Zoom.  
Membership invited.

**28 October 1830 (fourth Friday)**

**Wine Tasting Fundraiser**  
Amarante's Sea Cliff  
62 Cove St., New Haven, CT  
Membership and guests invited.  
Details in "Bulletin".

**8 November 1830 (second Tuesday)**

**NHSPS Bridge Meeting**  
Virtual Meeting on Zoom.  
Membership invited.

**15 November 1830 (third Tuesday)**

**Membership Meeting:  
Presentation "Maine Musings"  
by Nancy Miller and Peter Jenkin**  
Allegra's Café  
Membership and guests invited.  
Details in *Bulletin*.

**19 November 0900 (third Saturday)**

**District 1 Fall Conference**  
TBD Membership invited.

**04 December 1300 (first Sunday)**

**District 1 Holiday Party**  
Campagna's Restaurant  
151 Marlborough St., Portland, CT  
Membership invited.

**6 December 1830 (first Tuesday)**

**NHSPS Bridge Meeting**  
Virtual Meeting on Zoom.  
Membership invited.

**13 December 1830 (second Tuesday)**

**Holiday Party - TBD**  
Membership and guests invited.

### Links:

[New Haven Sail & Power Squadron](#)  
[District 1 Sounds of 1](#)

## NHSPS EDUCATION DEPARTMENT

P/C Peter DePascale, AP - NHSPS Education Officer

This October the **Marine Navigation Course** (formerly called Piloting) will be taught by New Haven Sail & Power Squadron instructors for 8 weeks on Wednesdays 6:30 PM - 8:30 PM starting Wednesday, 12 October at West Marine in Branford located on 33 Business Park Dr. Branford, CT. This course covers the basics of coastal and inland navigation for the recreational boater with GPS as a primary navigation tool while covering enough of traditional techniques so the student will be able to find his/her way even if their GPS fails.

### Topics covered include:

- Charts and their interpretation
- Navigation aids and how they point to safe water
- Plotting courses and determining direction and distance
- The mariner's compass and converting between True and Magnetic
- Use of GPS - typical GPS displays and information they provide, setting up waypoints and routes, staying on a GPS route.
- Pre-planning safe courses and entering them into the GPS
- Monitoring progress and determining position by both GPS and traditional techniques such as bearings and dead reckoning
- The "Seaman's Eye" - simple skills for checking that one is on course.

The class meets for seven weeks with the 8th week a review followed by a take home exam. The class costs \$80 for members and \$181 for non-members. Students will automatically become New Haven Sail & Power Squadron members, if they aren't already, and all who complete the Marine Navigation Course and pass the exam will earn the Piloting grade and will gain a wealth of knowledge that will keep them safer on the water. Sign up now. To register, contact P/C Pete DePascale, AP at (203) 671-2420 or [bathworksinc@gmail.com](mailto:bathworksinc@gmail.com). Registration closes on 5 October, and class size is limited.

## SEPTEMBER MEMBERSHIP MEETING

### Fun with Latitude and Longitude: Visiting a Confluence

1830 - Tues., 20 September

Come join fellow Squadron members and friends for our membership meeting in September. Join us at Allegra's Cafe in Lakeview Center, 249 West Main St., Branford, on Tuesday 20 September at 1830. We will begin with socializing and dinner followed by an entertaining and informative presentation called **Fun with Latitude and Longitude** by Jim Long, AP of the Meriden Power Squadron. This short presentation will include an explanation of how the Latitude and Longitude system was set up, how it uses a numbering system from ages ago, what tools you have at hand to find your location, and how an intrepid threesome of couples set out to find one of the intersections of Latitude and Longitude (called a "Confluence") out on the vast ocean. New Haven Sail & Power Squadron members John and Sally Noonan were one of the three couples involved in this adventure.

Come for dinner, or drinks or the presentation, or all three. It promises to be a good time to socialize and converse about any and all boating activities. New members who have not yet received their membership pins will be sworn in and presented with their pins.

Allegra's is casual and has a reasonably priced bar food menu. If you plan on coming, please contact Peter at 203-671-2420 or [bathworksinc@gmail.com](mailto:bathworksinc@gmail.com) so that he knows approximately how many people will be attending. Although it is not mandatory, it will help in determining which side room we will use.

## NOVEMBER MEMBERSHIP MEETING

### Maine Musings

1830 - Tues., 15 November

Join us at Allegra's Cafe for a presentation with lots of photos and stories from **Peter Jenkin's and Nancy Miller's four-week cruise to Maine** as written in this issue. The evening will begin with socializing and dinner followed by the presentation. Come for dinner, or drinks or the presentation, or all three. If you plan on coming, please contact P/C Peter DePascale at 203-671-2420 or [bathworksinc@gmail.com](mailto:bathworksinc@gmail.com) so that he knows approximately how many people will be attending. It will help in determining which room we use.

## Hartford & Middletown Power Squadron's 90th Anniversary Celebration

The Hartford and Middletown Power Squadrons are celebrating their 90th Anniversary and want to invite all members of District 1 to the celebration. The party will be at the Middlesex Yacht Club in Chester with a picturesque view of the Connecticut River.

The meal will be outstanding with appetizers including a cheese and cracker tray and raw vegetables with dips; Caesar salad; entries including a beef carvery, chicken marsala, stuffed filet of sole, and sausage and peppers; side dishes of penne a-la vodka, roasted potatoes, and a vegetable medley; bread and rolls; desserts of cookies and a brownie tray; and finally, a coffee station.

We will be entertained by Steve Kazlauskas, "Echoes of Sinatra" for a truly memorable evening. Please make your reservations early.

**When:** Saturday, 17 September 2022 17:00

**Cost:** \$30 for dinner with a cash bar.

**Place:** Middlesex Yacht Club, 276 Middlesex Tpk., Chester, CT

**Reservations:** Contact Jim Salvatore at [jimsall@comcast.net](mailto:jimsall@comcast.net) to hold your reservation and send a check for \$30/person made to "HPS" to Cliff McKibbin, 44 Copplestone Rd., Avon, CT 06001

**Dress:** Uniform Class A or other appropriate attire

Please join us for this important occasion,  
Cdr. William J. Waseleski, AP – Hartford  
Cdr. Robert E. Borden, P – Middletown

*This information is from an email sent to all members of the District 1 of USPS on Friday, August 26, 2022 by [cliff15.mckibbin@comcast.net](mailto:cliff15.mckibbin@comcast.net)*

## Welcome New Member

The NHSPS is pleased to welcome our latest new member. Congratulations. We look forward to seeing you at a membership meeting where you will be sworn in and receive your membership pin.

**Michael Thompson of North Haven** owns a 27-foot sailboat named Cheers. He keeps it in Branford. He saw and used our Squadron mooring, and contacted us through our website to say that he had taken a boating course in the past and wanted to join. He immediately completed an application and bought a burgee to fly when he uses the mooring. He is willing to help our Squadron with community service as needed.



NHSPS SAFETY DEPARTMENT

## Boating Safety Information for Recreational Boaters

We hope everyone has been safely enjoying their summer boating adventures, as we move into the autumn boating season. Sadly, there have been a number of boating accidents this year in Connecticut. The Coast Guard emphasizes that you can make a difference. As they note on their website for recreational boaters ([www.uscgboating.org/recreational-boaters/](http://www.uscgboating.org/recreational-boaters/)):

*“Each year hundreds of lives are lost... thousands are injured... and millions of dollars of property damage occurs because of preventable recreational boating accidents on U.S. waterways. Too often pleasure outings turn tragic. You as a boat operator, passenger, or concerned individual can make a difference.”*

They continue by pointing out that boater education is key:

*“Human error remains the leading cause of boating accidents. Learn the rules, your responsibilities, and how to safely operate your power, sail, or human-propelled vessel.”*

Of course, this is where we, as Power Squadron members, can help. **Our group’s mission to bring boating education to the public and improve boating safety overall**, is very important. The Coast Guard website for recreational boating has a section listing boater education options and the Power Squadron training material, specifically the ABC 3 course, is considered “the most compre-

hensive boating safety course available. [www.uscgboating.org/recreational-boaters/boating-safety-courses.php](http://www.uscgboating.org/recreational-boaters/boating-safety-courses.php)

The ABC 3 course was presented by our squadron this past spring and we are working out a schedule to offer it again in the spring of 2023. This fall the Education Department will be presenting the Marine Navigation Course. (See article in this issue.) Spread the word to your friends and neighbors.

Another area the Coast Guard emphasizes is wearing your life jacket while boating:

*“The U.S. Coast Guard estimates that life jackets could have saved the lives of over 80 percent of boating fatality victims. Accidents can, and do happen with terrifying speed on the water. There’s rarely time to reach stowed life jackets.*

*As the boat operator you are responsible for the safety of your passengers. The U.S. Coast Guard challenges you and your passengers to wear your life jacket all the time while underway.”*

They have additional details at [www.uscgboating.org/recreational-boaters/life-jacket-wear-wearing-your-life-jacket.php](http://www.uscgboating.org/recreational-boaters/life-jacket-wear-wearing-your-life-jacket.php)

Your continued support of the Power Squadron keeps quality boating education going. Thanks!

Happy Safe Boating!

## Fall Boat Shows

There are a variety of boating related shows coming up this fall. Some close by and some farther away, but all full of nautical related fun.

The 2022 Connecticut Maritime Heritage Festival is holding **OpSail 2022** on the weekend of dates 9-11 September in New London, Connecticut. This festival honors all those who work on, under or with the sea in naval, marine, and other maritime industries and shows Connecticut’s connection to the sea. There is live music throughout the festival, lots of food and activities for the kids and tours aboard various vessels docked in the harbor. Details are available at [ctmaritimefest.com/](http://ctmaritimefest.com/)

That same weekend the **Atlantic City In-Water Boat Show** at the Farley State Marina, Golden Nugget, Atlantic City in New Jersey is being held from dates 8-11 September.

Additional information is available at the website: [www.acinwaterboatshow.com/](http://www.acinwaterboatshow.com/)

Next up is the **Norwalk Boat Show** on 22-25 September at Norwalk Cove Marina in Norwalk, Connecticut. This boat show has quite a variety of activities including displays of classic and antique boats, free boat rides, and hands-on activities for children. Detailed information can be found at their website [www.boatshownorwalk.com/](http://www.boatshownorwalk.com/)

Then there are two back-to-back boat shows in Annapolis, Maryland. The **Annapolis U.S. Powerboat Show** is 6-9 October, and the **Annapolis U.S. Sailboat Show** is 13-17 October. Both are held at City Dock, Annapolis, Maryland. Details for both shows are available at [www.annapolisboatshows.com/](http://www.annapolisboatshows.com/)

If you are looking for some nautical related fall fun, these events seem sure to please.



Our reliable and comfortable vessel *Pearl*

## Maine Cruise

Story and Photos by Peter Jenkin, SN

Summer 2022 finally saw us cruising to Maine after three abandoned attempts. The year 2019 saw us breaking off at Block Island to have the generator repaired. Four weeks and five boat units later we said, “next year.” Then 2020 was the year of Covid-19, which saw us exploring Narragansett Bay instead of Maine, and 2021 saw me struggling with a bad hip which has since been replaced. So, 2022 was the year to go. We traveled with NENTOA, the Northeast Nordic Tug Owners’ Association, which turned out to be the Captain Tuna Club (Chickens of the Sea). Out of ten boats starting the trip, three actually got to Maine and made the whole cruise.

Rendezvousing in Cuttyhunk, we spent a day walking the island. We lost one boat there, as his autopilot went crazy on him. Leaving Cuttyhunk, the plan was for the fleet to converge on Scituate, MA. Some boats started from New Bedford, some from Falmouth as well. Arriving in Scituate we encountered a strong west wind. This was not a problem while traveling from the Cape Cod Canal to Scituate as we were sheltered from the wind. The harbor, however, was swept with strong winds. This combined with moorings that

are extremely close together made for a dangerous dance when picking up moorings. We were hit by a small skiff that skittered into us in the wind, but no damage. Two of the 42-foot tugs, with lots of windage, hit other boats. One of the 42s suffered a bent stanchion. No one was happy; the harbormaster was summoned by the locals, and there was a lot of cursing from a “lady” on a local vessel.

Next day we headed for Gloucester and lost more boats. They hadn’t been to Scituate before and wanted to spend a day there. We had moorings from the Gloucester Harbormaster in the inner harbor. We found it to be restless, as there were constant wakes from local boats. We recommend taking the highest number mooring you can get, as the low numbers are the most exposed. Outside of the moorings you will find the anchorage area even worse than the moorings. Launch service was provided. So, the crews of the four remaining boats (we lost quite a few in Scituate) went to shore and had a grand dinner at the Topside Grill. Good food. Nancy had the seafood casserole and loved it. We intended to top off our water tank here but were told that the water at the town dock was contaminated.

Postponed to the next stop. The skipper of *Poseidon* (one of the four remaining) had gone for a walk earlier and saw the drawbridge at the Blynman Canal. He was absolutely certain that his boat would not fit through there.

The next morning, Tuesday, we headed for said canal. He was not up for going through until he saw *Pearl* make the run, so he followed suit. It’s narrow with a strong current, so one has to use a lot of power to maintain steerageway if going with the current as we were doing. This led to a railroad draw with a 90 degree turn to port immediately after going through it. There is no visibility as to the possibility of meeting another boat head on, so we had to make a “securite” call and go for it if there was no answer. All in all, it’s a challenge. But it’s well worth it because it puts one in the Annisquam River. It’s beautiful, scenic, and saves a couple hours when compared with passing outside Cape Ann. *Pearl* and *Poseidon* continued north to the Biddeford Pool Yacht Club, while the other boats went only as far as Portsmouth, NH. That same day the stragglers sailed from Scituate to Gloucester and, (this could be predicted) they opted to spend a second night there as well putting them three days behind schedule.

Some advice on Biddeford Pool. It’s a nice place as long as the wind stays away from the northeast. We had anchored there in *Ladybug* in 2012 and the wind went northeast. We bounced and banged around all night, and the ship’s cat was not happy. The admiral was a little out of sorts as well. This year we had a mooring from the B. P. Y. C. and the wind was good. Also, there are more lobster pots per square foot of sea space than you can imagine. Picking a clear path through them is a constant challenge. We asked to fill our water tank, and were told that the current is so strong at the dock that there is only a 30 - 45 minute window at slack tide every six hours to get in to the dock. And there were three or four other boats who also wanted water, so we would have to plan on being at the dock at 1130 hours. *Poseidon* came to the rescue. Dave, the skipper, had a portable watermaker on board. His wife had bought it years ago,

and he was using it to fill his tank. He volunteered to bring it over to fill our tank as well. What a great idea! So, we called the club launch, and they brought Dave and his watermaker to our boat. I started the generator for 110 volt power, and in a little over an hour we had converted enough salt water to fresh to fill our tank. The watermaker is large and expensive, but boy that was nice.

We got a ride to shore in the morning and walked the village. Go there if you get the chance, It's picturesque southern Maine beauty. Weather was pleasant, not too hot, and we had enjoyed the ride there in calm seas. Whales, seals, and dolphins were spotted but, it's time to move on. Next stop, Dolphin Marina & Restaurant in Harpswell.

Another clear day with sun and cumulus clouds made this leg another fine trip. Arrived at Dolphin in 2 hours 45 minutes. So far we had put 185.1 miles on and burned 78.7 gallons of diesel. Water was in short supply here, and we could not have filled our tank. Thanks however to Dave and his watermaker, we were not in need for a few more days. We had intended to have dinner ashore, as Dolphin has a fantastic restaurant. But the launch service stopped at 6pm. So, we waited for the next day to have lunch ashore instead, since launching the dinghy from the saloon roof is a minor project. Dolphin is famous for serving coffee and blueberry muffins to all boats on their moorings every morning. We spent two nights on the mooring there and had two mornings with great big muffins. I ought to note here that traveling with this group of powerboats we found our schedule was designed to stop at marinas all the time. We took moorings, but some of them always went to slips. In my humble opinion, that's a waste of money that could be spent ashore in fine dining establishments, but some of these folk simply **must** take bikes ashore or walk dogs. On our own we would anchor out more often than we did on this trip.

Subsequent stops were made at

Boothbay Harbor, where we spent two nights on a mooring at Tugboat Inn, took a free trolley ride around the town, got our holding tank pumped out and went to dinner with the group at Fisherman's Wharf. Thence to Tenant's Harbor where we sat on a remote mooring and didn't get ashore at all. Beautiful harbor with trees, homes, rock walls and lobster boats all around.

Monday came up rather overcast.



Eaton's Boatyard in Castine, Main

Topped off the water tank with 144 gallons and left for Camden. Picked our way through lobster pots running through Muscle Ridge Channel, saw a seal and porpoises, and arrived in Camden about noon. We were assigned a mooring. All the moorings are in the outer harbor. Somehow the tide held us broadside to the wind, so we rolled constantly. I called the marina on channel 9 to see if they had anything inside the harbor, and we got the last float available. These are floating docks moored fore and aft inside the harbor, well protected. It was worth it. Had a beer ashore at Sea Dog Brewery, dinner at Cuzzy's, and got a few groceries. Fog rolled in on Tuesday, but we had already planned on two nights in Camden, so we didn't have to go out to play with our radar. We found that the radar could pick up lobster pot buoys, making an unholy clutter on the screen.

Off at 1000 hours for Belfast on Wednesday, where we arrived at 1230 and picked up a city mooring near the dinghy dock. The trip was marked by the scene of a herd of

gray seals basking on rocks and porpoises off the port bow, and lots more lobster pots, of course. Got ashore in time for happy hour at Front Street Pub. Spent a second day at Belfast, an interesting town with lots of shops and pubs.

Friday was a trip further east to Castine, where we had a mooring from Eaton's Boatyard. Eaton's was the real thing in my opinion, but Nancy thought it was a dump. Old, cluttered, "casual" in the extreme, simply perfect Maine. Found a book swap ashore, so got some fresh reading matter after a lunch at The Captain's Galley. Walked the town and found lots of lovely old homes, most of which were in very nice states of repair. But, we must continue on so it's on to Bucks Harbor, where there is nothing but a small marina, general store and expensive restaurant. Oh, and blackberries that my crew gobbled off the bushes. Got a quart of Maine blueberries at the store, which we shared with

the other two tugs who were still with us. *Poseidon* had work commitments, so had left us earlier, but *Marjoe* and *Gem'N I* stayed with us all the way. Had a great happy hour aboard *Gem'N I*. Sunday found us leaving for Southwest Harbor, where for the first time we had a slip rented. It was a four-hour run through minefields of lobster pots, many of which had toggles to boot. A toggle is a second buoy on a line about ten feet long attached to the main pot buoy. Do not try to go between them.

Southwest Harbor is the "quiet" part of Mt. Desert Island. Stayed one night and hosted docktails on board *Pearl*. Lots of really big boats were here. The scenery is beginning to look all the same and it's hard to differentiate one harbor town from another at times, but I did find another book swap. Blueberry pancakes for breakfast, yesssss!

Onward the next day to Northeast Harbor, a short hop and the last stop on our cruise in company with the tugs. We motored up Somes Sound to see what it was before going to Southwest Harbor. There we were directed to a slip behind two huge motor yachts, which turned



An example of the beautiful scenery on the Maine coast – here en route from Castine to Bucks Harbor.

out to be just fine. We met some of the crew and had a beer with one of them. Played tourist in town, which was small but nice. Obviously, they cater to the large yachts, judging by the prices of things. We found the marina facilities to be really nice, modern, and the staff friendly and accommodating. Filled the water tank again, pumped out the holding tank, then headed for home on our own. Next stop, Pulpit Harbor. Went through Casco Passage, then onward through Deer Island Thorofare past Stonington. Although it's reputed to be a great anchorage, we found Pulpit Harbor to be loaded with moorings. We managed to anchor in the middle of the harbor on the edge of the mooring field.

Next stop was Port Clyde for two days. Got a mooring, went to shore and had dinner at the Dip Net and hit the barn bar, which is in an old barn; rustic, a local hangout, and only open on Thursday nights. Been there before, so we knew the drill. Everyone wants to know who you are, where from, etc. On Friday we took the morning ferry to Monhegan Island and wore ourselves out walking all over it. Got some pizza for lunch and found the Monhegan Brewing Company for our thirst. Got the T-shirt, too. It's about a one-hour ferry ride each way, and well worth the time and \$40 fare. Dined again at the Dip Net, and found the barn was open again but had few customers. Thursday is the happening time there.

Topped off fuel and water tanks at Port Clyde. 138 gallons of fuel, \$700.00 at \$5.059 a gallon. Some places were getting \$7.00/gallon. Made a five-hour run to Quahog Bay in Casco Bay. Saw more dolphins off Boothbay, or maybe porpoises? I can't tell the difference. Quahog Bay is a fine anchorage, well protected by surrounding islands. We had a calm night at anchor admiring the moon reflecting off the calm water following a spectacular sunset. Raised anchor and set out for Kennebunk, a five-hour run.

Kennebunk has no anchoring room, nor moorings either as it's on a tidal river. The current is strong, and we had a strong cross current when docking. They sent out three dock hands to help, as they know what it's like there. The only reason to go there was to see some friends who live there in summer and Texas in the winter. We walked to their home after giving a tour of our boat, had burgers and a nice visit. We could only have one night at the marina, so left the next morning amidst promises of future visits to Texas and Essex. Motoring out of the Kennebunk River at dead low tide (we left then so as to get away from the dock easily) was an experience. High mud banks were exposed on both sides due to the 9-foot tides, making the river much narrower than it was when we arrived.

We set course for Scituate, MA, leaving Maine at 0820 and arriving at Scituate Harbor Yacht Club at 1700. It was a sunny day, calm seas, and light wind.

Perfect powerboat weather, and we picked up a mooring with no problem. Took the club launch to the town dock and went to dinner at Hibernian Tavern to celebrate our return from Maine waters. Topped off the water tank in the morning and were under way for the Cape Cod Canal by 0600 hours.

Northeast winds were forecast for the afternoon and continuing throughout the following day, so we didn't wait around at the eastern end of the canal for a favorable current. Going against the current in the canal is tricky, with swirling waters at times making steering critical. Instead of making 10 knots over ground we made 5 knots, but eventually made the turn into Onset arriving at 1115. Ended up staying for three days waiting for the winds and seas to calm down. Onset is a good place in which to be stuck, as there are some decent restaurants, stores, a waterfront park, ice cream shop, etc. So, no reason to be bored here. Got some reading done, however, and reunited with *Marjoe*, who had arrived the previous day, for one last round of docktails.

After three days at Onset we set out at 0530 on Friday, headed for Point Judith Pond. At that time of the morning the sun was just beginning to light the way, and we had a glorious sunrise astern as we motored down Buzzards Bay. Three-foot seas most of the way, somewhat lumpy but manageable in a heavy tug. Made our way up the channel at Point Judith to the anchorage nestled in among Plato Is., Gardner Is., and Beach Is. This area is marked by "No Wake" buoys specifically for open anchorage. It has good holding in 10-12' and is usually not very crowded. It's a long, slow ride going in and out, but it's a great anchorage.

Left on Saturday morning at 0930, having a slow ride until we picked up the first of the flood off of New London. Entered the Connecticut River and arrived at Ragged Rock Marina after an uneventful trip. Backed into our home slip and officially arrived at 1515 hours. We had put 610.2 Nautical miles on the log and burned 242 gallons of fuel. Most importantly, we completed the trip with no boat problems, and Nancy & I are still speaking to each other.

## Wine Tasting Fundraiser

Friday, 28 October, 2022

Please join us at our famous wine tasting and silent auction fundraiser. Our last one was in the spring of 2018. This current one was delayed due to the pandemic, so it's time to kick up our heels and have some fun!

The event will be held at Amarante's Sea Cliff ballroom in the Morris Cove section of New Haven. We will have entertainment in addition to passed hors d'oeuvres, tapas, a pasta station, a carving station, and a custom cocktail party with cash bar.

Also included is the wine tasting provided by Coastal Wine & Spirits, which will be bringing to the event several wine vendors who will each offer tastings of a wide variety of their wines. There will also be two beer vendors for beer aficionados.

The **silent auction** will include many preferred items that have been generously donated by local vendors and friends of the New Haven Sail & Power

Squadron. There will also be a raffle held for a variety of smaller items. You see that there are many ways to win a gift at this event. (Note: If you are able to donate an item for the silent auction or raffle, it would be appreciated. We are always looking for more items.)

Invite your family and friends as it is open to the public. We are looking forward to a terrific evening that will help raise money for our Squadron so we can continue to improve boating safety through boater education. Ticket donations are \$75 per person and include entertainment, food, wine, beer, and an opportunity to participate in the silent auction and raffle where you may go home with a treasure.

For tickets contact P/C Peter DePascale at 203-671-2420 (leave a message) or [bathworksinc@gmail.com](mailto:bathworksinc@gmail.com). Make checks payable to NHSPS and mail to Peter DePascale, 839 Donna Drive, Orange CT 06477. Payment deadline is 18 October. Also contact Peter DePascale if you have any auction or raffle items to donate.



**NEW HAVEN SAIL & POWER SQUADRON**  
A Unit of the United States Power Squadrons® • Sail and Power Boating • District 1

## Wine Tasting, Social Hour & Dinner Fundraiser

**October 28, 2022**  
**6:30 – 10:30 PM**



**Wine by: Coastal Wine & Spirits**

Ticket donation: \$75/pp

*Live Music by: Michael Nigretti*

**United States Power Squadrons®, a 501(c)(3) non-profit organization dedicated to boating safety and education.**



**Hors D'oeuvres, Tapas, Pasta  
Station, Carving Station,  
Wine & Beer Tasting, Silent  
Auction, Raffle, Music**

Location:  
Amarante's Sea Cliff  
62 Cove Street  
New Haven, Connecticut

**FOR TICKETS** contact:  
P/C Peter DePascale  
203-671-2420 (leave a message)  
[bathworksinc@gmail.com](mailto:bathworksinc@gmail.com)