



November 2021

NEW HAVEN YACHT CLUB NEWSLETTER

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ISSUE 11

BARNACLE ISSUE (SEE INSIDE)

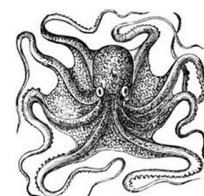
FAMOUS FRENCH PHILOSOPHER PRAISES NHYC WORK DAYS



The famous French thinker, Henri Merlan-Frit, who'd come to New Haven for a philosophy conference, dropped by the Yacht Club last Saturday and liked what he saw. "One can say that the New Haven Yacht Club has perfectly understood the foundations of human serenity," he told your newsletter. "Your members gather to perform repetitive tasks which create numbness in the mind. Like the rock of Sisyphus, these tasks roll through your consciousness, vanquishing all thoughts of pleasure or personal fulfillment. In this way, serenity is attained." Merlan-Frit says that of all the repetitive tasks he's studied, nothing beats undoing rusty shackles. "Especially when they are incrustated with small crustations and other detritus of marine life, these devices of ancient steel

impress the mind with the utter impossibility of ever finishing the task and getting on to something else. Hence, we become the chains we coil and the shackles we undo—and we do this in the knowledge that we must later *uncoil* the same chains and *open* the same shackles. It is the closest man can come to the ineffable happiness felt by rocks and trees." Enjoying a modest lunch beneath our pavilion (chicken salad on Atticus baguette, *oeuf dur*, *mayonnaise* and a small bottle of pinot noir) Merlan-Frit described NHYC workdays as "*extrêmement chiante*," an idiomatic phrase which is difficult to translate. At the upcoming philosophy conference, he's slated to deliver a paper on "The Effervescent Joy of Pointless Activity Throughout Time."

Your newsletter thanks the eminent professor for his visit!



MINUTES OF THE MEETING OF THE NEW HAVEN YACHT CLUB BOARD OF GOVERNORS MEETING,
6 October 2021

ATTENDING OFFICERS:

Commodore: Drew

Vice Commodore: Mike

Rear Commodore: Joe

Secretary: Cheryl

Treasurer: Frank

Membership Secretary: Carlo

MINUTES: Vice Commodore Mike called the meeting to order at 7:11 p.m. A motion was made and unanimously passed to accept the minutes of the September 2021 meeting minutes as published. The October meeting minutes are pending.

COMMITTEE REPORTS

Launch: 4 stroke carburetor repair cost is going to be \$1100.00 dollars and that does not include the lower motor oil leak. We discussed purchase of a new motor in the spring for \$2400 for a Yamaha through a current service vendor. The new launch that Nick is working on will require a designated motor which may improve the longevity/wear and tear on the motor. Discussion on the new motor was tabled for the time being.

Launch bonuses will be decided on in November. Members gave testimonials on performance of Rob and AJ. The backup launch transom condition is questionable and needs to be inspected for repair versus replacement. We need 2 reliable launches.

Moorings: haul out date is pending.

Yards and Docks: no report

Website: no report

House and Grounds: there was discussion on the porch roof. Venting the porch was proposed. Carlo proposed to remove roof to inspect true extent of the damage. The front façade needs to be painted prior to installation of new signage. Kevin is going to measure the front window and quote replacement.

The ice machine is working, Rob power washed the pavers.

Social: We discussed whether to have a physical gathering for the annual meeting and banquet. A motion was made to cancel the annual meeting in November in favor of a zoom meeting. We will defer the decision on the banquet until later in the year to decide up this.

Cruising: the last trip to Clinton had 3 boats. 20 people had dinner at the Aqua restaurant.

Membership: there are 60 total, 46 full, 7 Associate and 7 honorary.

Race Committee: it was proposed that we organize a zoom meeting with racers to determine solutions to committee issues, course of the race, self-monitoring race time etc.

Old Business:

Telecom: no discussion

Dredging: no discussion

Seawall- repair in the spring.

Kayak membership: there was limited discussion on this topic. There seemed to be little membership interest in adding this to the membership. The board chose not to move forward with offering this membership.

NHYP signage restoration is in progress. Weather and obtaining supplies have limited progress on completion. The front needs to be painted prior to re-install. We discussed replacement of the window as the potential source of water.

New Business:

There was an issue with lock on the shed combination being changed. It is unclear how that transpired. It needs to be reset.

Unlocked unattended clubhouse: Gary found the clubhouse and shed open prior to launch attendant presence during a recent visit.

The oar lock on the dinghy needs to be replaced.

The nominating committee needs to recommend a new slate of officers for the November meeting.

Lockers in the shed: need to be paid for annually if you store items in the shed.

Carlo proposed that the club consider a By-law revision to reflect gender neutral language. Carlo has adapted the by-laws to reflect gender neutral language and will distribute a copy to board for consideration. We hope to present changes to membership at the annual meeting for a vote.

Adjournment

A motion was made and unanimously passed to adjourn at 8:36 p.m.

Respectfully submitted,

Cheryl
Secretary



Just a reminder: if your hull is fiberglass, you don't have to caulk between the strakes.

Upcoming events:

November

A nifty Zoom meeting with all the members

December

A banquet, maybe

Christmas, almost for sure.

New Year's Day, shortly afterwards

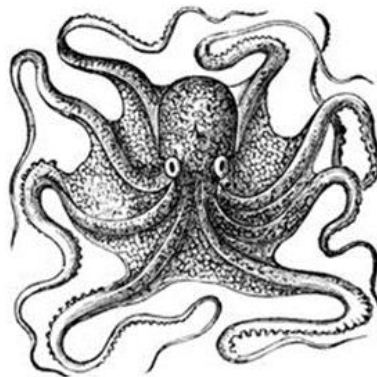
FORTY-TWO FOOT CATAMARAN VISITS NHYC

It anchored in Morris Cove.
The owner came ashore in dingy.
Later, he returned to his vessel.
The owners are a couple who are new to sailing, but they have an experienced captain aboard. It seems they're bound for Biloxi, Mississippi and plan to go "outside" as much as possible. We wish them calm seas and favorable winds.



Your newsletter failed to get any interesting information about this couple and their boat.

You really should think about getting a new newsletter editor.



THIS MONTH'S RECIPIE:

HOW TO COOK BARNACLES

Important note: barnacles scraped off of hulls treated with anti-fouling paint SHOULD NOT be used in cooking. <https://seafoodtasty.com/how-to-cook-barnacles/>



INTERESTING FACTS ABOUT BARNACLES

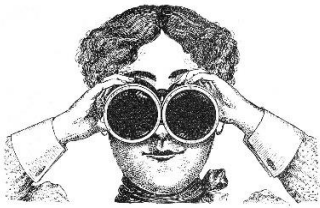
There are about 1220 known species of barnacles. The most common type is the acorn barnacle which secretes a hard shell to protect itself.

Barnacles feed using 6 pairs of feather-like feet called “cirri.” The cirri also allow the animal to breathe.

The U.S. Navy estimates that barnacle growth on some ships increases drag by as much as 60%, and hugely increases fuel consumption.

As a general rule, barnacles do not make good pets. Despite being a relatively simple animal, barnacles are surprisingly difficult to keep as pets. They require a carefully regulated flow of water, and large amounts of the correct types of nutrients for them to filter for food. They may also be preyed upon by other animals in the aquarium. Most barnacles die within a few months when kept as pets.

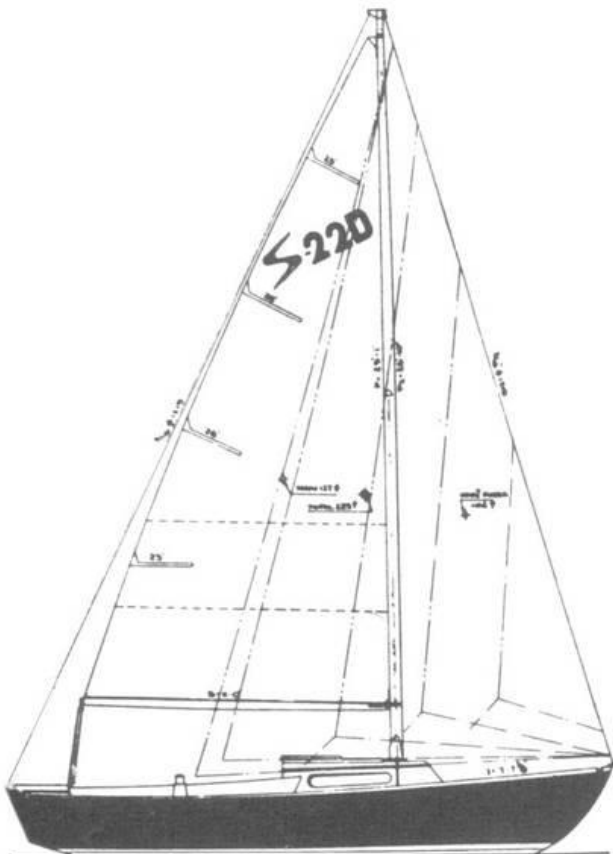
Source: <https://animals.net/barnacle/>



Spotted on Craigslist

“Lustre” a 1966 Saimaster 22

The Saimaster 22 was designed by Sparkman and Stephens, built in Holland and imported into the United States by Saimaster Inc. of Shelter Island, NY from the early 1960s until the mid 1970s.



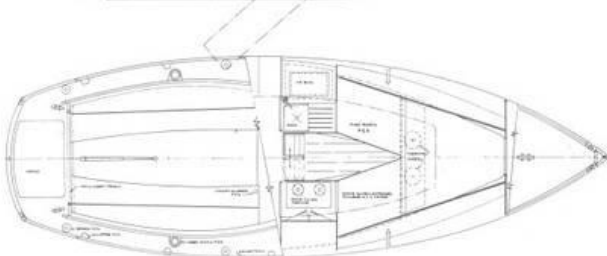
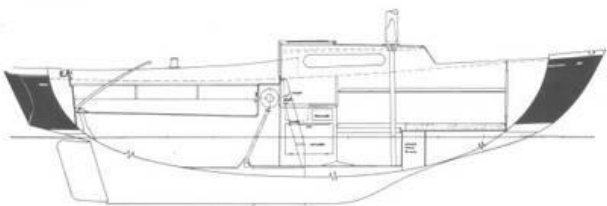
There were two factory versions of the Saimaster, the Daysailer and the Weekender. *Lustre* is a Weekender, whose original design included a larger cabin, a complete galley with ice box, a sink with freshwater system, and a head. She also has four berths (two quarterberths under the cockpit seats).

The Saimaster was built in the early days of fiberglass boat construction and the solid fiberglass lay-up of the hull is typically more substantial than found on more modern boats of the same size.

Auxiliary power for the Saimaster 22 is provided by an outboard motor, which is included. Evinrude 5HP 4 cycle outboard. Engine only used twice...Still has break-in oil

Lustre has beautiful lines, but she needs some love.

\$1,200 (Guilford



Wind-blown Pages

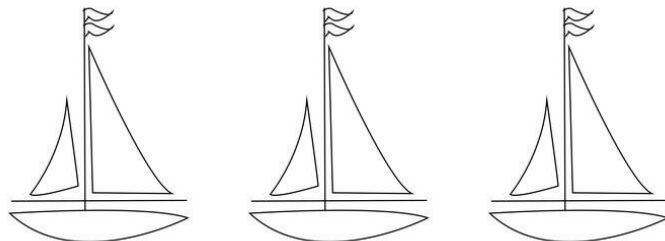
Your newsletter presents pages torn from nautical literature. This month we excerpt *Youth: A Narrative*, by Joseph Conrad. Old Marlow is sitting at a mahogany table regaling his companions with stories of his youth at sea. His vessel was in trouble.

“We pumped all the four hours. We pumped all night, all day, all the week, watch and watch. She was working herself loose and leaked badly—not enough to drown us at once, but enough to kill us with the work at the pumps. And while we pumped the ship was going from us piecemeal: the bulwarks went, the stanchions were torn out, the ventilators smashed, the cabin-door burst in. There was not a dry spot in the ship. She was being gutted bit by bit. The longboat changed, as if by magic, into matchwood where she stood in her gripes. I had lashed her myself, and was rather proud of my handiwork, which had withstood so long the malice of the sea. And we pumped. And there was no break in the weather. The sea was white like a sheet of foam, like a cauldron of boiling milk; there was not a break in the clouds, no—not the size of a man’s hand—no, not for so much as ten seconds. There was for us no sky, there were for us no stars, no sun, no universe—nothing but angry clouds and an infuriated sea. We pumped watch and watch, for dear life; and it seemed to last for months, for years, for all eternity, as though we had been dead and gone to a hell for sailors. We forgot the day of the week, the name of the month, what year it was, and whether we had ever been ashore. The sails blew away, she lay broadside on under a weather-cloth, the ocean poured over her, and we did not care. We turned those handles and had the eyes of idiots. As soon as we had crawled on deck, I used to take a round turn with a rope about the men, the pumps, and the mainmast, and we turned, we turned incessantly, with the water to our waists, to our necks, over our heads. It was all one. We had forgotten how it felt to be dry.

“And there was somewhere in me the thought: By Jove! this is the deuce of an adventure—something you read about; and it is my first voyage as second mate—and I am only twenty—and here I am lasting it out as well as any of these men and keeping my chaps up to the mark. I was pleased. I would not have given up the experience for worlds. I had moments of exultation. Whenever the old, dismantled craft pitched heavily with her counter high in the air, she seemed to me to throw up, like an appeal, like a defiance, like a cry to the clouds without mercy, the words written on her stern: ‘*Judea, London. Do or Die.*’

“O youth! The strength of it, the faith of it, the imagination of it! To me she was not an old rattle-trap carting about the world a lot of coal for a freight—to me she was the endeavor, the test, the trial of life. I think of her with pleasure, with affection, with regret—as you would think of someone dead you have loved. I shall never forget her.... Pass the bottle.”

The rest of Conrad’s story is here: <https://www.gutenberg.org/files/525/525-h/525-h.htm>



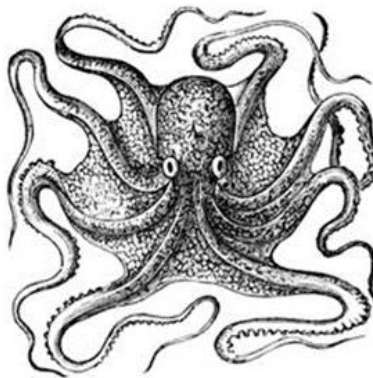


THIS MONTH'S LINK:

Un-stepping the mast in November

A desultory video about fixing a broken mast late in the year on a chilly day in Sweden. The narrator isn't particularly engaging, but the musical score is quite nice. Enjoy!

<https://youtu.be/6v14vhmav2o>



MEMBER INTRODUCTIONS

If you are interested in sharing a story with other club members in a future issue, please send it to Bob. The content and length of the story are up to you. The author will be able to review and accept edits before publication.

The newsletter would also like to publish member profiles. Is there somebody in the club you'd like to know better? Why not interview that person for the newsletter?

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