



December 2021

NEW HAVEN YACHT CLUB NEWSLETTER

VOLUME CXXXIX

ISSUE 12

Don't just walk on by...

**THAT BOAT ON THE BEACH COULD GIVE YOUR
HOLIDAY DÉCOR A SPRITELY, NAUTICAL TOUCH**





MINUTES OF THE NEW HAVEN YACHT CLUB BOARD OF GOVERNORS MEETING, 3 November 2021

ATTENDING OFFICERS:

Commodore: Drew
Vice Commodore: Mike
Rear Commodore: Joe
Secretary: Cheryl
Treasurer: Frank
Membership Secretary: Carlo

ATTENDING MEMBERS: Deborah, Nick, Stephen, Paul, Kevin, Raimund, Elizabeth

MINUTES: Commodore Drew called the meeting to order at 7:05 p.m. A motion was made and unanimously passed to accept the minutes of the October meeting minutes as published. The November meeting minutes are pending.

COMMITTEE REPORTS

Launch:

Bonuses for launch attendants was agreed upon. Payroll has increased significantly over the last few years. The 2 stroke motors are going to be winterized and stored. The 4 stroke needs to have the carburetor replaced. We discussed clean versus replace. A re-built kit would bring cost of \$50.00. The question is to repair or replace. Nick volunteered to replace the carb for the cost of the carb. We agreed to trial replacement. There is no oil leak that was detected. Carolina skiff needs to have the bottom done.

Moorings: recent replacements over the last 2 years put us in good shape.

Raimund suggested a mooring fund since we currently look pretty good with recent up grades. Frank already does this in some way, a capital purchase fund type of scenario.

Yards and Docks: metal pilings have been removed without issue.

Website: there are regular updates.

House and Grounds: clubhouse, shower, winterized. Notices set up not to use plumbing. Kitchen door outside fixture is not operational. Outside shed light lightbulb is out. It is on a timer.

Social: Fees from members for social events has not changed in a long time. Do we need to consider increasing this? Nothing was decided.

Annual meeting is November 13, 2021.

Awards banquet is next event. Mike is going to pursue reservations for this if we decide not to cancel due to covid. This is to be decided at the annual meeting in November.

Old Business: none was discussed.

New Business: there was an increase in cost of mooring removal this year. There was an increase in administration fee for quick books due to need for payroll upgrade but that will double in price soon. Launch costs increased due to probability of needing a new engine. Property taxes have remained stable.

Frank suggested increase in initiation fees and membership fees by \$100.00 and missed work party fee would be increased \$10.00 up to \$150. A motion was made and unanimously passed to move forward with this increase.

We need 1-2 more combination locks.

We discussed By-law change proposal to reflect gender neutral language. It will be submitted to the general membership for consideration at the annual meeting. A notice will be sent in accordance with by-laws to notify general membership of the proposed change.

Cross training for operation of Beastie is planned. Nick will put out an email for training session for interested members.

Signage report: Debbi reports that the sign renovation for the front of the club is nearly complete but that it had considerable wear and will likely need to be replaced in the next 5 years.

ADJOURNMENT

A motion was made and unanimously passed to adjourn at 8:41 p.m.

Respectfully submitted,
Cheryl, Secretary





Some of you may have noticed the Catamaran in Morris Cove that was there for a few days. It was a 410 Lagoon, 41', "LunaSea Owners Model" (as opposed to the more common Charter model). The boat had been berthed up in Bristol, Maine for years until, through a convoluted series of relations and connections it was purchased by a delightful couple, Mary and Adam from Biloxi, MS.

Mary and Adam have lived along the MS gulf coast for a long time. They have been thinking about boat life for the past few years – reading, studying and dreaming of living on a boat and catamarans especially. They were ready for an early retirement and have been getting their ducks lined up. Adam was able to sell (even during covid!) his small chain of coffee shops along the coast that were killing him with the daily grind (pun intended).

Finding the boat through family connections (daughter or niece dating a guy who was related to the previous owner who was ready to sell), they drove up from Biloxi in their pick-up and bought the boat. They needed to have it off the dock by early Oct but had never actually sailed anything bigger than day sailors and not a lot of that. Their insurance required that they have someone experienced on board so they started calling friends who knew sailing. Through those connections they eventually connected with my "boat brother," Chris, who lives and sails on a 40' Beneteau in Gulfport, FL and is also a USCG 100 Ton licensed captain. He contacted all the sailing members of our family and his friends about the pending trip. His friend, Gary who lives on a 42' Morgan Ketch (416 Morgan), has years of sailing the Bahamas and Caribbean, and is a very good maintenance and electronics guy, decided to join the party.

They took off from Maine and my brother, Drew and I were able to join them in Boston on Friday evening Oct 15th. Our downtown Marina was no place to try and get any sleep! Between the background hum of the city, the barking sea lions at the aquarium next door and the planes taking off and landing – not very peaceful. At dawn we were on our way, dodging lobster pots everywhere. It was mostly headwinds until we got out into Massachusetts Bay. We were able to sail along into Cape Cod Bay and anchored up for the night outside Plymouth near shore in the lee of the hills where we spent a pretty peaceful night with light rain on and off. The next morning, we were up at dawn and timed it right to be at the mouth of the Cape Cod channel at the beginning of the tide change. We fueled up just inside the channel and rode the tide through the channel and down Buzzards Bay. We made it to Point Judith Sanctuary where we anchored for a peaceful but cold night. We started out for New London the next morning where my brother, Drew, was going to jump ship and take a train back home for work appointments. Along the way the Mainsail blew out – it was really old and in bad shape to start with... and it was the only sail we had. The rest of the trip was going to be motoring to New Haven.

I called my friend, Bob, co-owner of Neil Pryde sails, about possibly fixing the sail and/or replacing it. He let me know he was down at the Annapolis Boat Show and wouldn't be returning to Hamden in the wee hours of Tuesday Morning. Nevertheless, he would meet us at the boat in Morris Cove at 9:30am.

After dropping Drew off at the city dock in New London, we made it to Duck Island Rhodes for the night. The next night we made it to Morris Cove, anchored up for the night and met Bob the next morning. Bob came out to look at the sail and

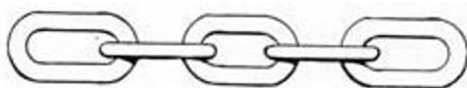
thought he could put it back together, but it seriously needed to be replaced. We spent the next bunch of hours getting the sail to Bob's loft in Stratford by about 2:00pm. He was very patient and informative, giving Adam and Mary a short but incisive education about sails, pluses and minuses of different design features, how they wear out, what the history of their sail had been, etc.

Adam and Mary had family in the Naugatuck Valley and there were a number of repairs and upgrades that had presented themselves over the last week, so everyone took advantage of the anchorage, the use of my car and proximity of Liquor stores, Goodies and West Marine to spend a few days regrouping.

Bob had the sail back to them the next day. They were able to continue their trip down Long Island Sound and running Hells Gate on the tide in the wee hours of the morning to make it down to Sandy Hook, NJ, to weather out a storm for a few days before heading on.

They are still planning on being in Miami for Thanksgiving and Biloxi before Christmas. As I write this, Nov. 8th, they are on the dock in Charleston, SC, visiting with family, picking up parts they had ordered enroute, and planning to continue the trip by Wed. Nov. 10th.

This was a great opportunity for me to experience being on someone else's boat and get some time on a catamaran. All in all, it was a good trip with great company on a fine boat.



THIS MONTH'S LINK:

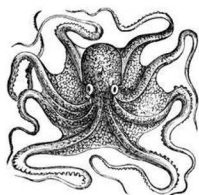
The Shipping Forecast from BBC Radio Four

The Shipping Forecast has been compiled by the meteorological office continuously since 1867. It's never more than 350 words and lasts no more than three minutes. Precise, carefully paced and clearly spoken, it's an audio touchstone for all who live within reach of the transmitter. Many use it to fall asleep.

<https://www.bbc.co.uk/programmes/b006qfvv>

The URL below will take you to Guardian video feature saluting the Shipping Forecast and highlighting some artistic derivatives.

<https://www.theguardian.com/uk-news/2017/aug/24/shipping-forecast-marks-150-years-service-bbc-met-office>

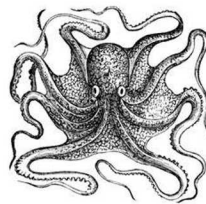


Sailor Profiles

WOMAN WHO HEARD “LITTLE DRUMMER BOY” 380 TIMES ON A CHRISTMAS TEMP JOB GOES TO SEA AND STAYS THERE

Shirley Mouncy, 49, recalls how she discovered the sailor’s life:

I’d taken a semester off from college just to get oriented, ya know? ‘Cause I really hated the stuff they were teaching me. When November rolled around, I took a temp job at the Norwalk Macy’s to earn a bit of money. At first, the Christmas music didn’t bother me. I actually thought it was kinda sweet. “White Christmas” fine, most of the carols were okay, but “Winter Wonderland” started to get on my nerves. That up-rhythm intensity, the lyrics that are just a little too clever, ya know what I mean? Like rhyming “snowman” with “no, man.” And how many times can you pass around the coffee and the pumpkin pie? But if “Winter Wonderland” was annoying, “The Little Drummer Boy” was torture—that incessant, pile-driver beat, the maudlin sentimentality, the excruciating slowness of it. The CD changer in the store where I worked broke and started played the same CD played over and over again. I heard “The Little Drummer Boy” thirty-eight times a day for ten days. On the eleventh day I cracked. I staggered out of the store; I didn’t know where I was going or what I planned to do. Maybe I was gonna kill myself. They found me at the marina lying in a fetal position in the cockpit of a Morgan 38. The owner was cool about it; turns out he’d worked retail himself. He took me on as a deck hand and later as a mate. When he died, he left me the boat. Ever since, I don’t touch land between Thanksgiving and New Year’s. I just won’t do it—not for love or money.



The NHYC Sailing Seminar:

“Is this salvage or a tow?”

Wind gone? Boat broken? Motor won’t start? A tow can be begged or purchased or claimed as an insurance benefit. Someone may offer you a tow spontaneously. If your boat is in peril, however, the tow—or other assistance proffered—may constitute salvage. The law entitles your salvor compensation which, in extreme cases, can amount to the value of your boat. It’s better to work out ahead of time whether the help you’re getting is salvage or a tow. I complete discussion can be found at the following link:

<https://wavetrain.net/2013/07/15/salvage-law-when-do-get-to-keep-an-abandoned-boat/>

MINUTES OF THE NEW HAVEN YACHT CLUB ANNUAL MEETING via Zoom, 13 November 2021

ATTENDING OFFICERS:

Commodore: Drew
Vice Commodore: absent
Rear Commodore: absent
Secretary: Cheryl
Treasurer: Frank
Membership Secretary: Carlo

ATTENDING MEMBERS:

Debbi, Manning, Paul, Felix, Nick, Stephen, Elizabeth, Wayne, Raimund, Mark

MINUTES: Drew called the meeting to order at 7:05 p.m. Reading of the 2020 minutes was deferred. A motion was made and unanimously passed to approve the minutes of 2021 annual meeting as published.

COMMITTEE REPORTS

Launch: Drew suggested that we move forward with obtaining a new engine to replace the 4-stroke engine. One of the motor mounts on the work float was damaged and may need to be replaced. The plywood pads need to be replaced as well. Nick thinks that there may a motor mount in the shed. He thinks we can fabricate replacement pads.

Moorings: overall conditions of the moorings look good. We are not going to disassemble the moorings this year as we have done in the past. We discussed the best way of storing for the winter in terms of covering and tipping the moorings sideways so as not to collect water in the base. Chain and shackles will need to be inspected in the spring. Raimund to address winter storage of the moorings. 60% of the chain has been replaced over the last 2 seasons. FYI Wayne budgeted for 1/3 of the chain to be replaced annually. The middle part of the top chain is a high stress area and tends to get high wear.

Website: Paul keeps the site up to date.

House and Grounds:

The water is off for the season. Signage has been posted not to use the toilet or sinks. There is no conclusion on how to best manage the porch roof. There is a mouse problem in clubhouse. Decon remedy was proposed. There is an issue with the lock on the doorknob that needs to be addressed. The light sensor on the back door does not seem to be working. Manning will address. Shed light bulb needs to be replaced. Elizabeth to address.

Dock and Yards: Nick will contact piling installer to try to arrange a meeting.

Social: The 2022 awards banquet is canceled for this year. We can perhaps have an awards event in conjunction with the Memorial Day event.

Membership: there are 60 members, 46 Full time members. There is one firm interest in joining. Carlo keeps a record of past inquiries and sends them communication annually to see if there is any renewed interest. He will be sending out membership forms in November

Old Business: none.

New Business: The board at the last meeting recommended that the club increase the missed work party, initiation and full membership fees. A motion was made and unanimously passed to increase the initiation fee and full membership fee by \$100.00 each and \$10.00 increase for missed work party fee.

General membership was notified of a By-law revision to reflect gender neutral language. A motion was made and unanimously passed to amend the by-laws are published by Carlo. Wayne made a point that there were some dollar fee structures in the by-laws that perhaps should be revised in the category of the associate membership and cruising membership to read “dues will be listed in membership forms for each calendar year”.

ADJOURNMENT

A motion was made and unanimously passed to adjourn at 8:47 p.m.

Respectfully submitted,
Cheryl, Secretary



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 focus of the story are up to you. Submissions should be limited to 900 words. The author will be able to review and accept edits before publication.

UNSUBSCRIBE REQUEST

If you wish to unsubscribe from this publication, please contact Bob.