



April 2021

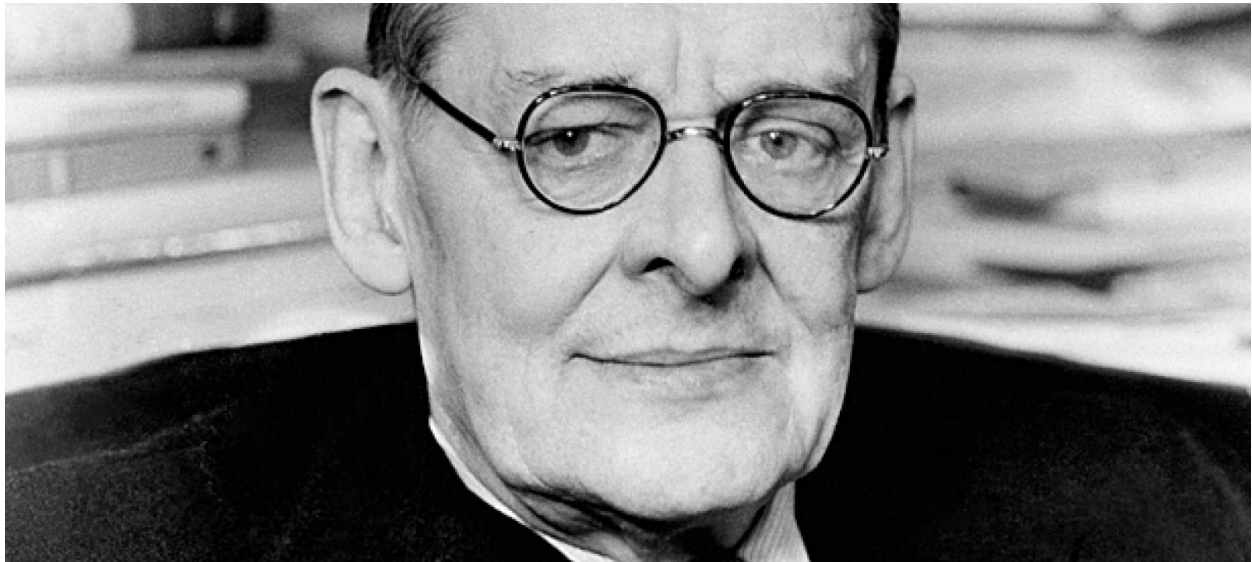
NEW HAVEN YACHT CLUB NEWSLETTER

VOLUME CXXXIX

ISSUE 4

ANNUAL “CRUELEST MONTH” ISSUE

NHYC INDUCTS T. S. ELIOT POSTHUMOUSLY AS HONORARY MEMBER



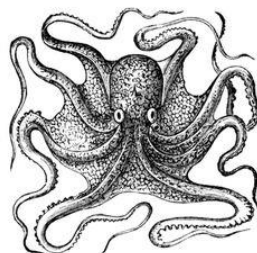
Phlebas the Phoenician, a fortnight dead,
Forgot the cry of gulls, and the deep sea swell
And the profit and loss.

A current under sea

Picked his bones in whispers. As he rose and fell
He passed the stages of his age and youth
Entering the whirlpool.

Gentile or Jew

O you who turn the wheel and look to windward,
Consider Phlebas, who was once handsome and tall as you.



MINUTES OF A VIRTUAL MEETING OF THE NEW HAVEN YACHT CLUB BOARD OF GOVERNORS – WEBSITE VERSION

3 March 2021

COMMITTEE REPORTS

Launch: 4 of 5 launch attendants are returning to work for this season. Nick has offered to fill in as necessary.

Yards and Docks: the pile driver is in Florida for the next couple of weeks and he still has to have his crane repaired so no time soon for the install of the pilings. The floating dock needs some repair, planks and hardware.

Website: Paul is going to update the website with upcoming events and activities.

Cruising: Mike and Stephen are working on the schedule. [See below, ed.]

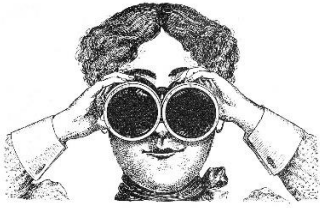
Social: we discussed a pre-Memorial Day potluck that may be possible after boats go in. Stay tuned

Membership: 3 potential new members showed some interest in joining.

New Business: Carlo is going to create a spread sheet to put in the membership directory and possibly the web site of all the clubs that we have associations with. The notion being that members can take advantage of whatever reciprocity arrangements are available to us when sailing in their area. Nick is going to facilitate getting the crane operator lined up for May haul-in.

ADJOURNMENT: A motion was made and unanimously passed to adjourn at 7:50 P.M.





Spotted on Craigslist:

For only \$500 and the expense of a trip to Ulster Park, NY, this vessel can be yours!

But what sort of vessel is it?



Your newsletter is betting it's a shoal-draft Yamaha 25, but we can't be sure. Are there any connoisseurs out there?

Felix has news for us!

Off Center Harbor has provided me with free Guest Passes to the [Worldwide Classic Boat Show](#) that I'm attending. Here's how you can attend for free.

1. [CLICK HERE](#) to get your free ticket.
2. Checkout for free, and **the username and password you create become your ticket.**
3. To login, go to [ClassicBoatShow.com](#), click "login" in the top right corner to get full access, and enjoy the show!

If the show turns out to be an enjoyable and valuable experience for you, they have a voluntary "tips/donations" button on the top of the screen where you can contribute.

Here is the full link to the free ticket if you need it:

<https://classicboatshow.com/product/one-free-ticket-for-full-access-to-the-worldwide-classic-boat-show/>



New Haven Yacht Club 2021 Cruising Schedule

Mike and Katie Mayer of s/v Pharon are excited to announce NHYC Cruising Activities for this year. Whether you are new to the club, or new to sailing, cruising in numbers is always fun!

Saturday, June 26th – Shake Down Sail to Charles Island, Milford, CT.



Sail together and anchor around this 14-acre island and enjoy lunch.
Fly your favorite Kite if the wind is right!
We could motor into Milford and dock and enjoy an ice cream together.

The unassuming 14-acre island, now home to nesting birds, is steeped in local legend and lore which blames the lack of permanent settlement on the island on old curses still in effect.

Saturday, July 24th Stoney Creek Brewery – Branford River, CT (18+ sailors only please)

Sail/Music/Drinks/Nibbles
Dockside access, limited availability, MUST RSVP.
We have rafted up 7 boats in the past, an early start is critical.
Spend the day sailing then sampling some Branford Craft Beers



Saturday, August 14th-15th NHYC Regatta. Sail to Duck Island, Westbrook barrier islands (appx. 4-6 hour sail)

Overnight anchorage. A working anchor light necessary.
Create tropical inspired cocktails while enjoying a sunset.

Saturday, September 11-12th Luxury cruise to Cedar Island Marina, Clinton, Ct.
Details to be announced.

Wayne's World of Racing



The New Haven Mayor's Cup Race will be held on Saturday, July 31, this year. The Notice of Race (NOR) will be posted on the Club website soon. We always try to have a Non-spinnaker/Cruising Canvas class in this race, which is a perfect place for first-time or inexperienced skippers to try their hand at racing. The course is longer than our typical Sunday races, and boats from other clubs usually participate. Because this race is part of the Eastern Connecticut Racing Association (ECSA) season-long series, a boat must have a current ECSA PHRF rating to race. This is easy to get by joining ECSA (www.ecsa.net), filling out a form, and arranging with a local measurer (contact details on the website) to confirm your boat's dimensions, sails, etc. We would like to see more Club members participate in the Mayor's Cup Race, which is an important part of our visibility to sailors and racers in our part of the Sound. Having a rating also allows a boat to race in similar races at neighboring clubs, such as Branford, Milford, and Windjammers (out of Milford).

In addition, in an effort to get more participation in Non-spinnaker classes at all of ECSA's races around the Sound, the PHRF Handicapper's Council, which administers the PHRF regulations and ratings adjustments to them, has instituted what it calls "Recreational Credits". These are rating adjustments specifically for boats that are more "Cruising" than "Racing", which have roller-furling jibs and mainsails made of Dacron or similar materials. The text of the change is here:

Cruising boats now get time credits to level the playing field: This year we are awarding additional credit to boats that want to race in the Non-Spinnaker class, equipped with Dacron (or similar) cruising sails and furling systems for headsails and mainsails. These **Recreational Credits** provide a means for cruising oriented boats to be competitive by giving time credits for options that are not performance enhancing. The purpose of these credits is to encourage and widen the scope of boats that participate in ECSA events. Implementation of these credits in no way implies less knowledge or experience on the part of the skipper.

Headsail Credits: for boats that race with just their primary roller furling headsail, Dacron headsails with UV covers on the leech and foot receive a (+9) second bonus and headsails smaller than 155% offer additional bonus time.

Mainsail Credits: Boats with an **In-mast** Roller Furling Mainsail will receive (+12) second rating bonus and an **In-boom** Roller Furling Mainsail will receive (+6) second bonus.

Because a one second credit means approximately one second per mile of course length, the 9-second bonus for a roller-furling jib will translate into a 90 second advantage on the typical 10-mile non-spinnaker course. This is a significant amount (although it won't make up for a dirty bottom).

Finally, there is a new edition of the Racing Rules of Sailing this year, as happens every four years. Copies are available from US Sailing (<https://www.ussailing.org/competition/rules-officiating/the-racing-rules-of-sailing-2021-2024/>). Rules expert Dave Perry will conduct a review of the changes on Tuesday, February 26, from 7-9 p.m. in a presentation that is open to the sailing public. Go to <http://offsoundings.org> to register.

Racing soon (I hope),
Wayne

Wind-blown Pages

Your newsletter presents pages torn from nautical literature. Jane Austen 1811 novel Persuasion, Sir Walter is taken aback by the suggestion that he might rent his stately home to a naval officer.

"The [naval] profession has its utility, but I should be sorry to see any friend of mine belonging to it."

"Indeed!" was Ann's reply, and with a look of surprise.

"Yes; [the Navy] is in two points offensive to me; I have two strong grounds of objection to it. First, as being the means of bringing persons of obscure birth into undue distinction, and raising men to honours which their fathers and grandfathers never dreamt of; and secondly, as it cuts up a man's youth and vigour most horribly; a sailor grows old sooner than any other man. I have observed it all my life. A man is in greater danger in the navy of being insulted by the rise of one whose father, his father might have disdained to speak to, and of becoming prematurely an object of disgust himself, than in any other line. One day last spring, in town, I was in company with two men, striking instances of what I am talking of; Lord St Ives, whose father we all know to have been a country curate, without bread to eat; I was to give place to Lord St Ives, and a certain Admiral Baldwin, the most deplorable-looking personage you can imagine; his face the colour of mahogany, rough and rugged to the last degree; all lines and wrinkles, nine grey hairs of a side, and nothing but a dab of powder at top. 'In the name of heaven, who is that old fellow?' said I to a friend of mine who was standing near, (Sir Basil Morley). 'Old fellow!' cried Sir Basil, 'it is Admiral Baldwin. What do you take his age to be?' 'Sixty,' said I, 'or perhaps sixty-two.' 'Forty,' replied Sir Basil, 'forty, and no more.' Picture to yourselves my amazement; I shall not easily forget Admiral Baldwin. I never saw quite so wretched an example of what a sea-faring life can do; but to a degree, I know it is the same with them all: they are all knocked about, and exposed to every climate, and every weather, till they are not fit to be seen. It is a pity they are not knocked on the head at once, before they reach Admiral Baldwin's age."

FROM THE POETRY LOCKER

Read Irving Berlin's laid-back lyrics below—or click the link to hear Fred Astaire sing them! <https://www.youtube.com/watch?v=gVYxekAaFRU>

We Saw the Sea

We joined the navy to see the world
And what did we see? We saw the sea
We saw the Pacific and the Atlantic
But the Atlantic isn't romantic
And the Pacific isn't what it's cracked up to be

We joined the navy to do or die
But we didn't do and we didn't die
We were much too busy
Looking at the ocean and the sky

And what did we see? We saw the sea
We saw the Atlantic and the Pacific
But the Pacific isn't terrific
And the Atlantic isn't what it's cracked up to be

They tell us that the admiral
Is as nice as he can be
But we never see the admiral
Because the admiral has never been to sea

We joined the navy to see the girls
And what did we see? We saw the sea
Instead of a girl or two in a taxi
We were compelled to look at the Black Sea
Seeing the Black Sea isn't what it's cracked up to be

Sailing, sailing home again
To see the girls upon the village green
Then across the foam again
To see the other seas we haven't seen

We joined the navy to see the world
And what did we see? We saw the sea
We never get seasick sailing the ocean
We don't object to feeling the motion
We're never seasick but we are awful sick of sea!

Irving Berlin, from *Follow the Fleet* (1936)

Not so long ago, Sailing Long Island Sound was *Refined*

Two of the Sounds better known auxiliaries are in the news this month. *Mistress*, the late George E. Roosevelt's magnificent Sherman Hoyt-designed schooner that never has had an engine, has been present to the State Univ. of N.Y. Maritime College, Ft. Schuyler. Present plans call for entering her in major ocean races to further the training of the cadets and installing an engine to cope with the ties that surround her new home base.

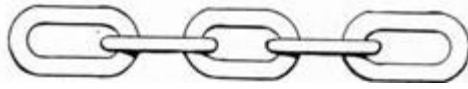


Mistress

Bolero, the 72' ocean racing yawl that was a familiar sight in these waters from her Nevins launching in 1949 until 1956 under the flag of John Nicholas Brown, has also returned to local ownership. She has been purchased from the estate of the late Sally A. Langmuir by Emmett Leahy at Contentment Island, Darien, Conn. The new owner plans to charter her a good part of the time—she will be in the Bermuda Race in the hands of Tim Moseley of San Francisco.

— *Yachting Magazine*, June 1964. P 164





THIS MONTH'S LINKS:

Pip Hare reports from the Southern Ocean

Fifty-five days into her Vendee Globe run, Hare has had a horrible run of equipment failures. With high seas and a lot of wind, she's no chance to fix them. After an emotional collapse the day before, she takes stock of her situation and re-assesses her goals.

<https://www.vendeeglobe.org/fr/web-tv/playlist/167>

A confessional video from a tough and experienced solo sailor.

<https://www.vendeeglobe.org/en/skippers/120/pip-hare>

All the latest Vendee Globe news is available at <https://www.vendeeglobe.org/en> including a tracking map, updated every twenty minutes, showing all the contestants' position, speed, VMG and weather conditions. At press time there was almost a traffic jam as a dozen skippers round Cape Horn less than two days apart.



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 500 words. The author will be able to review and accept edits before publication.

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