



August 2021

NEW HAVEN YACHT CLUB NEWSLETTER

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ISSUE 8

DIY ISSUE:

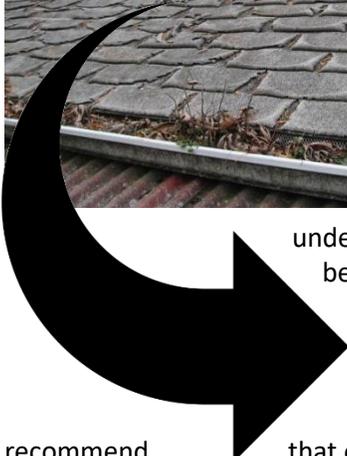
BUILD THIS 36-FOOT RACER/CRUISER FROM OLD ASPHALT ROOFING SHINGLES!

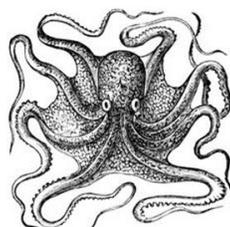
Stop! Don't toss those old shingles in the dumpster—you're throwing away a blue-water cruiser! Dwingbert Lockhardt, president of *Toitdemer*, a Belgian startup, has developed a technique to turn shingles into sailboats. His



company heats them to 600 degrees in an anaerobic autoclave, then treats them with a proprietary solvent containing naphtha, turpentine and one third raspberry jam. The shingles turn into a sticky paste that the do-it-yourselfer can apply at home with a trowel or a roofing shovel. Strength comes from the solid polystyrene form that boatbuilders shape to their own specifications. "The boat is built like a surfboard, completely solid, almost indestructible," says Lockhardt. "Not having a cabin is a small price to pay for such robust construction." The hull won't need painting; it will retain the original color of the shingles. No need for antifouling either—the crushed rock, mica flecks and raspberry seeds in the shingle solution keep barnacles away. And because this "roof" stays

underwater, there's no need to worry about damage from moss, lichens or hail. Care should be taken, however, to prevent the hull from rubbing against docks or pilings.

 "We recommend that owners keep fenders installed at all times," says Lockhardt. He concludes, "It's good logic: when you want to keep water one, nothing beats a good roof." One final advantage: the gnarly surface of your new hull will act automatically to check excess speed when you're docking or picking up a mooring.



MINUTES OF A VIRTUAL MEETING OF THE NEW HAVEN YACHT CLUB BOARD OF GOVERNORS, 6 July 2021

ATTENDING OFFICERS:

Commodore: Drew

Vice Commodore: Mike

Rear Commodore: Joe

Secretary: Cheryl

Treasurer: Frank

Membership Secretary: Carlo

ATTENDING MEMBERS: Barry, Paul, Bill, Nick, Wayne

MINUTES:

Drew called the meeting to order at 7:08 P.M. A motion was made and unanimously passed to approve the minutes of June meeting as published.

The minutes of the July minutes are pending.

COMMITTEE REPORTS

Membership: We have 57 members including 45 Full, 5 Associate and 7 honorary. Last year, we had a total of 54 members. We have 5 new full members, 2 former members returned and one resignation.

There are potential new members who may be interested in joining as Associate members. We discussed paper information available for people who stop into the club. We can potentially offer a NHYC business card with phone number and website address for people who wander in at the club. Although most people use electronic devices for this type of research.

We can tie in change of Gmail address to NHYC domain address for optic purposes.

Launch: new attendants have been trained. For guests who return from town after the dock gate is locked, we can leave the lock unlocked but close the gate. Launch attendants are not able to call long distance from the club phone to respond to requests.

New launch is still pending some work. Launch committee members have attendants' phone numbers.

House and Grounds: no report.

Social: 38 attended the July 4 picnic. All had a good time. *Sailabrat*ions start this Saturday 4-7 p.m. for the months of July and August.

Racing: no report.

Website: Frank noted a report on statistics on who searched the site and with what types of devices they used.

Cruising: first trip to Charles Island was officially canceled due to lack of wind. Next trip is July 24 to the Stoney Creek Brewery.

Yards and Docks: one of the metal pilings needed to be re-planted by Nick and a group of volunteers. Everything is in order and not likely to fail again.

Nick with the help of Rob replaced the wheels on ramp.

Fixed piling install is deferred until after the season.

Moorings: no report.

Old Business:

Mayor's Club social after the race was discussed and has been approved by the board.

New Business:

Consolidation of trailers is planned to maximize parking.

Next Scheduled Meeting: Tuesday 3 August 2021 at 7:00 P.M.

Bill presentation on Enhanced operator phone service power point is in an attachment to this newsletter and was also sent out to the general membership on the list serve. Bullets of the presentation, commentary and questions followed and are noted below.

-Current system is from Frontier with a POTS line, analog system.

-What is the necessity? The club does not get many calls. Emergency contact is currently limited but would be improved with system upgrade.

-The current system arrangement works adequately most of the time.

-Current internet speed is slow. The web cam will not work with this speed.

-Consider switching vendor who will manage all aspects of club needs as opposed to piece meal with different companies.

-Ongoing management of the new system is of concern. Reliability of VoIP has been very good and probably requires little effort to maintain.

-Vonage or Google may be utilized and are less expensive. There are more benefits to this system. Vonage requires some management but has support services. Google does not.

-Cost currently is \$103.01. Projected cost should be less depending on what we decide to utilize. A combination of Frontier and Vonage would cost \$95.00.

-203-868-0736 Google priority phone service is currently active if members wish to trial the messaging system.

The presentation was detailed and informative and a great deal to digest.

It is likely that POTS lines will eventually be obsolete.

This matter is pending and will be re-visited at the next meeting. Perhaps a task force of members would be indicated in order to decide upon the best avenue to pursue. Worth discussion. It is the wave of the future.

Paul presented on the Web Cam.

Web Cam probably will not work with current internet speed that we currently have. We can obtain an Angel Cam subscription service for \$30 annually that provides broadcasting up to 10 cameras on their server. Members can open a hot link on our website to open a page that show the mooring field/grounds live. Cloud recording is also available at some cost. Paul will do additional research to determine what will enable our system to work.

ADJOURNMENT: A motion was made and unanimously passed to adjourn at 8:45 P.M.

Respectfully submitted,

Cheryl

Secretary



Upcoming events:

August

3 Board of Governors Meeting

8 Summer Race Series #2 (1330 start)

22 Fall Race Series #1 (1330 start)

31 Mayor's Cup Race (Noon start)

September

1 Winter Storage Reservations and Fees Due

6 Labor Day Picnic

6 Ray Morgan Single-Handed Race (1330 start)

19 Fall Race Series #2 (1330 start)





Fourth of July picnic photos by Cheryl



Spotted on "Liveaboardboatsforsale.com"

The seller speaks: *Regarding the boat, she is Robert Tucker ferro-cement ketch, both design and built. There was some changes done comparing to the original*



project: new wheel house, new engine. The engine is Chinese, not much run, but also not brand new.

I planned the boat to move to Canary Islands, therefore due to lack of time I was doing just most urgent repairs, and sometimes temporary job, therefore still much work to be done and some money to be spent. Especially interior - a lot was destroyed due to need access to hull.

Fore cabin with one bunk, still original. I planned to renew the compartment.

Weak point: the porthole.

Opposite, on PS, there is dishwasher, old but ok. Some furniture there removed/damaged due to repair of hull.

Then there is central room: galley, The hull was repaired therefore not any furniture yet. Also ceiling need renewal.

On PS there is a passage to aft cabin - there was washing machine before. needed to remove all furniture due to

repair of hull. I planned there one bunk, alternatively workshop. Aft cabin is huge. Generally, needs refreshing, ceiling needs changing.

I would say under waterline the hull not bad; some spots of rust coming out. There was some repair done before, but I don't know the story.

Above waterline it looks worse. The previous owner put the fiberglass on part of



that. I discovered some weak points, removed it, and repaired it with cement, steel bars, steel, and plastic net. Unfortunately, I didn't have time to complete the work, so it looks not nice - need some polishing, gelcoat etc. but definitely it is sturdy. As I said I planned just to make her ready to sail to Canary and make complete renovation there.

There is some other spots on the hull that need attention: I put a plaster from inside, but need also to be done from outside, and perhaps forward there could be some weak spots.

On Deck there is some cracks on deck-side area, probably due to conversion - the hull doesn't work as before.

I don't want to offer a pig in the poke, therefore frankly say what her condition is. I assume few months hard work and she could be nice boat again. Definitely there is potential. Might be comfortable houseboat or cruiser.

Don't hesitate if have any questions. Just consider my limited access to internet.

<https://www.liveaboardboatsforsale.com/listings/88>



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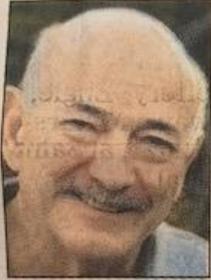
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Dr. Thomas J. DeLuca
Mass on June 26

CHESHIRE — Dr. Thomas J. DeLuca, beloved eye doctor, husband, father and grandfather, passed away peacefully in the early hours of Wednesday, April 14, 2021. A memorial Mass to celebrate and honor his life, open to the public, will be at noon on Saturday, June 26, 2021, at St. Bridget of Sweden Church, 175 Main St., Cheshire. The Alderson-Ford Funeral Home of Cheshire is assisting with arrangements.

The service will be live streamed on Dr. DeLuca's webpage on the funeral home website (fordfh.com).



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THIS MONTH'S LINK: Irish kids talk about the weather.

They have lots to say about the temperature and sunshine, but they barely mention wind.

<https://www.youtube.com/watch?v=R97WEuL73Ik>

Wind-blown Pages

Your newsletter presents pages torn from nautical literature. This month we follow C.S. Forester's enterprising hero Horatio Hornblower onto the quarterdeck as his tiny frigate prepares to do battle with a larger French rival in *Hornblower and the Hotspur* (1962).

"Up helm, Mr Prowse. Back the main-tops'l."

Every minute gained was of value. *Hotspur* rounded-to as well. Hornblower had no intention of fighting a hopeless battle; if the Frenchman could wait, he could wait as well. With this gentle breeze and moderate sea *Hotspur* held an advantage over the bigger French ship which was not lightly to be thrown away. *Hotspur* and *Félicité* eyed each other like two pugilists just stepping into the ring. It was such a beautiful day of blue sky and blue sea; it was a lovely world which he might be leaving soon. The rumble of gun trucks told him that one gun-carriage at least was being moved into position, and yet at this minute somehow he thought of Maria and of little Horatio — madness; he put that thought instantly out of his mind.

The seconds crept by; perhaps the French captain was holding a council of war on his quarter-deck; perhaps he was merely hesitating, unable to reach a decision at this moment when the fate of nations hung in the balance.

"Message from Mr Bush, sir. One gun run out ready for action, sir. The other one in five minutes."

"Thank you, Mr Orrock. Tell Mr Bush to station the two best gun-layers there."

Félicité's main-topsail was filling again.

"Hands to the braces!"

Hotspur stood in towards her enemy. Hornblower would not yield an inch of sea room unnecessarily.

"Helm a-weather!"

That was very long cannon shot as *Hotspur* wore round. *Félicité's* bow was pointing straight at her; *Hotspur's* stern was turned squarely to her enemy, the ships exactly in line.

"Tell Mr Bush to open fire!"

Even before the message could have reached him Bush down below had acted. There was the bang-bang of the guns, the smoke bursting out under the counter, eddying up over the quarter-deck with the following wind. Nothing visible to Hornblower's straining eye at the telescope; only the beautiful lines of *Félicité's* bows, her sharply-steeped bowsprit, her gleaming canvas. The rumble of the gun-trucks underfoot as the guns were run out again. Bang! Hornblower saw it. Standing right above the gun, looking straight along the line of flight, he saw the projectile, a lazy pencil mark against the white and blue, up and then down, before the smoke blew forward. Surely that was a hit. The smoke prevented his seeing the second shot.

The long British nine-pounder was the best gun in the service as far as precision went. The bore was notoriously true, and the shot could be more accurately cast than the larger projectiles. And even a nine-pounder shot, flying at a thousand feet a second, could deal lusty blows. Bang! The Frenchman would be unhappy at receiving this sort of punishment without hitting back.

"Look at that!" said Prowse.

Félicité's fore-staysail was out of shape, flapping in the wind; it was hard to see at first glance what had happened.

"His fore-stay's parted, sir," decided Prowse.

That Prowse was correct was shown a moment later when *Félicité* took in the fore-staysail. The loss of the sail itself made little difference, but the fore-stay was a most important item in the elaborate system of checks and balances (like a French constitution before Bonaparte seized power) which kept a ship's masts in position under the pressure of the sails.

"Mr Orrock, run below and say 'Well done' to Mr Bush."

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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