



November 2022

NEW HAVEN YACHT CLUB NEWSLETTER

VOLUME CXXXX

ISSUE 11

COLORS CHOSEN FOR THE NEW YACHT CLUB LAUNCH



According to a rumor that spread like thin paint at fall workdays, the new launch will be christened the “Mary Cassatt” at a ceremony in the spring. The colors will be olive green, tinting into canary yellow, with shadows of split pea and a tint of kaki. Next year’s launch attendants will wear a navy-blue outfit set off with a royal blue sash and a black beret. One member of the launch committee, who wanted to remain anonymous pending the official announcement, confided to your newsletter that commissioning might be delayed because the desired colors aren’t in the Interlux Catalog.

“Why choose something so difficult?”

My interlocutor answered immediately: “We knew we didn’t want a pretty white boat with blue trim. That’s such a cliché--so tired, so predictable! No, we wanted a launch that would make an impression. Somehow, as we talked it over, we went from ‘a launch that would make an impression’ to ‘a launch that’s *impressionist*.’ Once we found the magic word it was all downwind from there.”

“So you decided to copy Mary Cassatt’s *The Boating Party* (1894)?”

“It wasn’t out first choice, actually. We were going to call it the *Edouard Manet*. We liked *Boating* (1874) because the mainsheet is at least tied off to something. In Cassatt’s painting it might be nailed to the rudder post.”

“But you decided against it?”

“There were other problems: Joe said if the launch attendants wore white outfits, they’d either be dirty, or the attendants would have to do laundry all the time. And in Morris Cove the straw hat would blow off constantly. Besides, the Manet looks like a #MeToo moment waiting to happen.”

“You have a point. Were there other possibilities?”



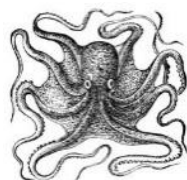
“Well, we really liked Gustave Caillebotte’s *Oarsman in a Top Hat* (1877-78), but then you have the hat problem again and some of our launch attendants aren’t very good at growing facial hair.

The firm, crisp lines of Caillebotte’s launch are intensified by his dappled, pointillist treatment of the water in the background— but how often is Morris Cove *dappled*? I mean, we had to realistic and keep local conditions in mind.”

Several members really liked Claude Monet’s *The Studio Boat* (1874) and you can see why. With Monet you get a nice, solid-looking gray hull, an awning and a closed cabin for the attendant. But with Monet you’ve got the hat problem all over again and the ‘dappled’ issue comes back in spades. The water in Morris Cove *never* looks like that! “



“The final possibility we considered was Van Gogh’s *Fishing Boats on the Beach at Les Saintes-Maries-de-la-Mer*, (1888) but I mean, jeez! We would’ve been painting that goddamn launch for weeks!”



URGENT MESSAGES:

Please secure your halyards, signal lines, topping lifts and lazy jacks so they don't slap against the mast. Practical Sailor magazine will tell you how.

<https://www.practical-sailor.com/mailport-ps-advisor/putting-the-silent-back-into-your-sailboat>

Hint: use a short piece of line to securely tie slapping lines to a shroud or shrouds.

MINUTES OF THE NEW HAVEN YACHT CLUB BOARD OF GOVERNORS MEETING, 2 November 2022

ATTENDING OFFICERS:

Commodore: Drew

Vice Commodore: Stocky

Rear Commodore: absent

Secretary: Cheryl

Treasurer: Frank

Membership Secretary: Carlo

ATTENDING MEMBERS: Allen, Elizabeth Evers, Felix, Paul, Philip, Richard, Kevin, Robert

MINUTES: Vice Commodore Stocky called the meeting to order at 7: 11 p.m. The meeting was later yielded to Drew. 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: While securing launch attendants at the beginning of the season proved to be a bit challenging, I think the launch service season turned out to be successful. We were fortunate to have on board a great group of young men as attendants. I would like to thank members Phil, Cheryl, and Gary for filling in for attendants when our bench for launch coverage was lean.

Launches have been secured for the season and our three operating motors have been delivered to Thimble Island Marina for winterization service and storage. The skiff and V-hull will need some repairs in the spring. The skiff has a hole which needs to be repaired near the forward port side cleat and the bottom will need to be scraped and painted. The bridle also needs to be adjusted to allow a level lift by the hoist. The V-hull needs to have the transom reinforced and checked for leaks. Similarly, the bridle should be adjusted to allow a level lift by the hoist.

Regarding the attendant schedule for September and October, we were fortunate to have an attendant who was able to start work on Thursdays and Fridays at noon to allow for greater sailing access for members. This follows what was done in 2021. However, I could have done a better job notifying members of this added availability as the early notices showed service after Labor Day being changed to a 3:30 start for those days. If we can extend launch service in this way again in 2023, we will try to ensure more timely communication to members.

Recommendations for Attendant bonuses:

The Launch Operations Manual states the following regarding bonuses, *“for those Launch Attendants who have regularly worked from the beginning of the Club’s season to the end of the operational season (usually mid-October) without excessive absences and satisfactory work performance may be awarded a bonus at the end of the season by the Board of Governors. Additional criteria for a bonus include the following:*

- *Consistent punctuality for scheduled and covered shifts*
- *Satisfactory work performance*
 - *Consistently performs attendant duties as outlined*

- *Consistently performs launch safety protocols*
- *Consistently demonstrates courtesy, respect and helpfulness with co-workers, club members and guests*
- *Takes initiative to perform “other duties” outlined in the Launch Operations Manual and/or assigned by the Launch Committee chair or co-chair”*

While we did not have any attendants who were able to work the entire season due to late-in-the-season hiring, previous sports commitments, starting college or contracting Covid, each individual did contribute to making the season successful. I have also received comments from members about the helpfulness and courtesy provided to members by the attendants during the season.

Recommendations for bonuses:

- AJ - \$250.00
- Julian - \$200.00
- Jace - \$175.00
- RJ - \$150.00
- Theo - \$75.00

Lastly, we did not purchase club shirts for attendants during the last two seasons. We should include the purchase of two club shirts for each attendant in next year’s budget.

Respectfully submitted,
Joe

Bonuses are generally in line with past years.

There was some discussion brought about by Felix noting the descending scale that was apparent and there was question on how that was calculated. Frank defined criteria for bonus. Joe was not available to provide insight into rationale. Further explanation and clarity can be provided by Joe at the next board meeting. The board made a motion to unanimously accept the recommendations for bonuses as recommended by Joe, Launch committee chair.

Moorings: no report

Yards and Docks: no report

Website: the website is up and running and updated. Scrubbed newsletters just need to be uploaded. Webcam is not working. Paul needs to check the wiring. Containment and protection of wiring needs to be addressed.

House and Grounds: Portions of the front and east side of the house were scrapped and primed/painted up to 6’ high. The ceiling of the Clubhouse front porch has been replaced. The whole clubhouse needs to be painted. Spring work party needs to have dedicated painters for the clubhouse. There also needs to be more dedicated grounds clean up in the spring after the boats are put in. Additionally, we can offer some of these jobs to members who need to make up work parties. This discussion segued into missed work party responsibilities. We need to be able to provide a list of jobs that need to be accomplished so that members are more likely to have a more structured follow through with the missed work parties. Technically, missed work parties need to be completed in the season in which they were missed. We discussed rationale for relaxing the missed work party obligation. It is a difficulty for Frank to keep track of

members who miss work parties. A straw poll was conducted in favor of extending this into the following year. It needs to be changed in the by-laws, which is effortful. Fee for missed work party is \$150.00. It was decided to pursue a more aggressive effort on the part of the committees to provide Carlo and Frank a list of projects that need to be completed. Projects can be emailed to members as well. It was also recommended that projects need to be pre-planned and announced to maximize efforts of the work party. Better communication between work party leaders might also help with this.

Social: The annual meeting is via zoom Saturday 12 November 2022 at 7:00 P.M. The Awards banquet is going to take place in May, in conjunction with the Memorial Day Picnic.

Membership: As for membership, we have 69 members including 52 Full, 1 Young Adult, 9 Associate and 7 honorary. Last year, we had 60 total members. We have 8 new full members, 1 renewal from the past and 1 Young Adult Member. We lost 2 members since last year with 1 deceased. There is a projected loss of 3 members with gain of 2 members for next season.

Old Business: Nominating Committee report has been finalized.
Club contacts for emergencies are Sarah and Deb and Cheryl. Door signage and message machine will reflect this information.

New Business: There is space for one more trailer boat in the yard now that Stephen Rice's boat has been removed. Large boat storage is determined annually by the yard manager. We do not maintain a waiting list because there are too many variables that need to be considered.

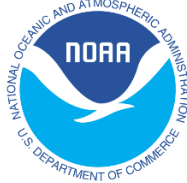
The question of community relations was brought up by Rich. He lives in the proximity of the club and has noticed noise pollution and derelict boats in the yard as he walks in the neighborhood. He asked that we remind members to secure halyards and lazy jacks. He proposed that the club create a policy that would limit the length of time that boats could go unutilized. Discussion included possibly locating these boats to an area of the yard that is less conspicuous. The notion that the club should not be used for long term storage was generally accepted but less accepted in terms of developing policy of this sort. There is some opinion that dues and fee-paying members should be able to use or not use their boats as they so choose. We could not reach a consensus on this point of order. Frank made a motion for this issue to be tabled. The ayes have it except for one opposition citing that we table too many things. It was suggested that we consider charging more money for unutilized boats. Disposition is to be determined.

Frank suggested that we may need to consider an assessment (full members only) of \$100.00 due to high expenses this year. He is going to decide later in the year as the budget declares itself.

ADJOURNMENT

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

Respectfully submitted,
Cheryl, Secretary



Dear Sir,

Thank you for contacting the National Oceanic and Atmospheric Administration on behalf of your club. We agree that there's been excellent sailing weather in Southern New England for several weeks now, characterized by mild temperatures and steady breezes. We take your point that these conditions are "unseasonable," but at NOAA we like to think that it's the weather that makes the season, not the other way around.

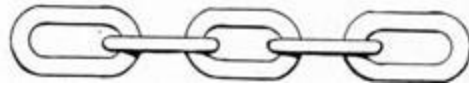
Be that as it may, the Administration categorically denies any responsibility. We don't create conditions in the atmosphere; we only study them. Certainly no one at NOAA sought to "frustrate, embarrass or humiliate" the New Haven Yacht Club. It seems to us that the blame (if blame there is) lies with you for taking your boats out of the water too soon.

If present trends continue, we'll soon be playing baseball at Thanksgiving, why not go sailing, too?

If I may be permitted a personal remark, your meteorological problems pale in comparison to drought in the west or flooding in Florida—neither of which was NOAA's doing.

Sincerely,

Noah Faircloud
Public Relations
National Oceanic and Atmospheric Administration
Washington, DC



THIS MONTH'S LINK:

A sailing circus performs on a custom catamaran

The Sea Clowns Sailing Circus wants to amuse you, but they also want to be sustainable. In Greece they discovered a boat that's perfect for their purposes. And you thought going up the mast was dicy!

<https://youtu.be/5prTKWbDiIk>

I don't think you want to try this on a normal boat.

"The goal is to inspire people to ask questions and look for better ways to do things."

Here's a brief documentary about them.

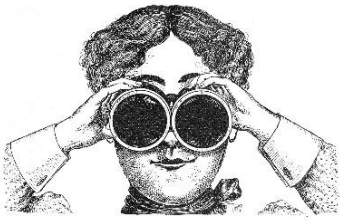
<https://youtu.be/TZiYWEQjEy0>

How come operations like this work in Europe, but not here? Speaking of Europe...

Why Not Pour Yourself a Big Glass of *Rhum* and Follow all the Action?



<https://www.routedurhum.com/en>



Spotted on FB Marketplace:

You might remember seeing this 1976 Pearson 26 on a mooring in Morris Cove. The owner, Bob Zimmerman, is asking \$2,000.

Bob says the sails are in good shape and there's an eight-horsepower motor included in the price.



Anyone interested?



In memoriam David Harold “Hal” Landis Sr.



A member of NHYC for many years, Harold Landis served as Commodore in 1996 & 1997, Vice-Commodore in 1994 & 1995 and Rear Commodore in 1993. He died September 25 after a long illness. After graduating high school in Lancaster, Pennsylvania, he worked at Mellinger's Manufacturing and welding, a factory that made milking machines. During WW II, he spent two years in alternate service working at a Philadelphia mental hospital. During his second year there, he married his high school sweetheart, Esther. After graduating from Eastern Mennonite University in 1961 with a Bachelor of Science degree, Hal worked at the National Institute of Health in Bethesda, Maryland, ultimately finding his way to Yale where he spent 25 years in psychiatric research. He enjoyed gardening and woodworking, indulging the later hobby to the extent of building a 30-foot catamaran in his back yard.

In addition to Ester, he's survived by three children, 10 grandchildren and 3 great-grandchildren.

Wind-blown Pages

Your newsletter presents pages torn from nautical literature. Today's selection is from Nicholas Monsarrat's historical novel *The Master Mariner* (1979). In it, young Matthew Lawe sails with Drake to fight the Spanish Armada and subsequently receives the gift of immortality from a Celtic witch. In consequence, he participates in all the great moments of naval history from the Armada to the present day. In our excerpt, he's at the wheel when Henry Hudson's *Discovery* becomes the first European boat to enter Hudson Bay.

It was Matthew Lawe's great fortune to be at the helm of the *Discovery* when she burst out of the straits on the roaring westerly tide, and into an inland ocean, broad beyond limit and belief, which could be called the Middle Sea of the New World.

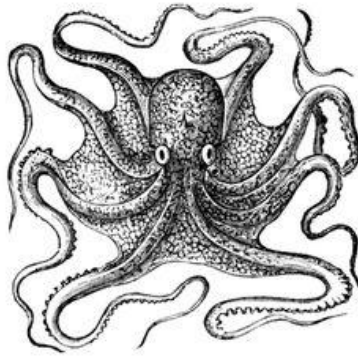
It had been won in hard fashion, dictated by the first rule in the sailors' primer – never to challenge the might of the sea, which was stronger than any ship that could be built, but to use it cunningly for their own purposes. So the *Discovery* had nursed her progress westwards, for seventeen days and more than three hundred miles; swimming with the great tide, anchoring under a lee shore when it turned against, and picking up the journey as soon as the fierce current relented.

The result was with them now, as they ran through the last of their ordeal, between a pair of great cliffs two miles apart and two thousand feet high, and made their entrance upon the noblest stage which any had ever seen. The whole crew was on deck – malcontent, coward, honest worker, and dreamer alike – to cheer the moment, and to exclaim at the vast prospect of an open sea, extending as far as a feeble eye could reach, and sparkling like the jewel of discovery which it was.

It was the second day of August, and Henry Hudson could record it as a triumph, though not the last one for which he hoped. He looked for this expanse to be the very doorway of the Pacific Ocean, which old Drake had conquered, and thus the new road to the Indies. For him it was no more than a single giant step – but at least he had found out whence the salt stream came and went!

He stood by Matthew's side, with Robert Bylot and Henry Greene at his back, and exclaimed like a boy at what had suddenly blessed their eyes.

'It is the gateway through,' he told them, 'and it explains all! Here are two levels of water – the east and the west. First the Atlantic tide leans this way, and breaks through. Then it ebbs, and the western sea surges back again. But what a moment of the world it must have been!'



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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