



December 2022

NEW HAVEN YACHT CLUB NEWSLETTER

VOLUME CXXXX

ISSUE 12

EAST HAVEN TIMBERDOODLES PREPARE FOR ANNUAL MIGRATION

Yacht Club members who come down to silence their slapping halyards and tighten their loose jack stands may notice a lot of avian activity at the club this time of year. These robin-sized birds, easily recognized by their long bills and short wings, feed aggressively in November as they prepare for their annual migration to West Haven. The birds may take up to half an hour to make the three-mile journey. Dr. Cecile Wingworth, an ornithologist at Yale, has been studying the East Haven colony for several years.



“We think they have the shortest migration of any species,” she told your newsletter. “For nine months of the year they’re East Haven Timberdoodles; the rest of the time they’re West Haven Timberdoodles.”

Your newsletter couldn’t contain its astonishment.

“My initial theory was that there was something in the mudflats bordering the Farm River that supplied them with a perfect summer food source, a source they’d only be willing to leave for a perfect winter nesting site on the sandbar in West Haven. My students and I took samples from both places to find out why the birds thought it necessary to migrate from one to the other.”



Dr. Wingworth removed her glasses and wiped them, a thoughtful look on her face.

“We spent hours crawling around in mud and sand. Honestly, there’s not a lot of difference between East Haven and West Haven—six of one and a half-dozen of the other. Then we started looking further south. There are some terrific nesting sites further down the coast. New Jersey has epic sandbars for breeding and in the Carolinas the sandbanks are positively *awesome*. I mean, if I were a bird...”

She broke off suddenly, as if struggling to retain her scientific objectivity.

“If you were a bird, you’d migrate farther away?” we ventured.

“Well... obviously.”

“So what’s the explanation?”

“It looks like the East Haven Timberdoodle is just friggin’ lazy,” she said. “They could go further if they wanted, but they just don’t give a shit. They’re like, ‘Migrate to Jersey or the Carolinas? Why bother?’”

What's Cooking in the Galley?

How to make Ship's Biscuit—according to the Royal Maritime Museum.

Ship's biscuits or hard tack was a vital part of a seaman's diet in the years before the introduction of canned food in the mid-nineteenth century.



Ingredients

1lb whole meal flour (try to find a medium-coarse stone-ground flour for authenticity)

¼oz salt

Water

Recipe: Preheat your oven to 215C (190C for a fan oven)

Mix the salt and flour together and add the water slowly, mixing until you have created a very stiff dough. Leave the dough for half an hour (you can profitably use this time to scrub the decks or hoist the mainsail).

Roll the dough out fairly thickly (to about half an inch or just over a centimeter deep) and use a round cutter to cut them out.

Use a fork to prick the biscuits all over the top side.

Place on a greased baking tray and bake for about 30 minutes.

As you eat your biscuits, count yourself lucky that they are not truly authentic - biscuits were sometimes made using powdered bone, or a pea flour which became incredibly hard and could not be bitten through. Sometimes the only way to eat a hard biscuit was to leave it until it got stale and soft, by which point they tasted musty and often contained weevils and maggots.

Recipe and text courtesy of Tanya, Reader Services Librarian, Royal Maritime Museum, Greenwich, England

UPCOMING EVENTS:

The winter solstice is Wednesday, December 21, 2022 at 4:48 pm EST.
Are you ready?

MINUTES OF THE NEW HAVEN YACHT CLUB BOARD OF GOVERNORS MEETING

7 DECEMBER 2022

ATTENDING OFFICERS:

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

ATTENDING MEMBERS: Deborah, Raimund, Robert, Allen, Felix, Kevin, Paul

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 November meeting minutes as published. The December meeting minutes are pending.

COMMITTEE REPORTS

Launch: 3 engines are stored at the shop for the winter. The new launch that that we acquired has a hole in the deck that may need to be repaired. The backup launch will need to have a replacement transom installed if we do not fix the launch that Nick acquired. We probably need to consider assigning a group to assist Nick with remodel of the newest vessel. Questions were raised on whether to consider the difficulty of disconnecting the engine from the center console vessel if we need the engine for the other boats. We could consider launching efforts into a different vessel all together. Some members are in favor of looking to see what is available on the internet. The backup skiff is only used for commissioning or decommissioning and if we have need it because of repair on the Carolina skiff. Joe is going to champion looking at what is required to repair the newest acquisition. We decided to defer discussion until spring. The 4 stroke is still under repair to re-build the carburetor.

Joe explained that bonuses for attendants were based on: Proportional based on the number of days worked, punctuality, comments from members. None of the attendants worked all season.

Moorings: no report

Yards and Docks: no report. One of the floating docks fell over without any seeming casualty.

Website: no issues

House and Grounds: no report

Social: no report

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.

We have 9 potential new members and 3 potential associate members that Carlo sent out membership applications to. He also sent applications for next year to regular members.

Old Business: Raimund inquired about creating an inventory of tasks for all the current projects that need to be

completed as well as a compilation of regular annual operating processes. Stocky is willing to complete this task. We discussed having a handoff list at work parties of projects list completed and projects that remain from the leader of the preceding work party in an effort to facilitate completion of all projects, regular processes as well emergent projects. This will also facilitate the process for makeup work parties. Stocky agreed to create a punch list to share.

New Business: Bob would like to send out a questionnaire to members so that Bob can profile them in the newsletter. His goal is to make the newsletter more interesting and helpful to new members. Is this a good idea? We did experiment with this in the past, but it fell by the wayside. Questions could include sailing experience, why they joined the club, desire to race, special interests, racing or cruising experience. Frank is going to send his profile to Bob.

Frank brought up the notion that electric service prices are going to increase as of January 1. He did some research on the club electric usage. We have service through UI. Total average monthly is 325 kh. We have 2 separate accounts. Frank is going to explore alternative suppliers to see if he can get a better rate taking care that administrative fees need to be considered. We do not use enough electric to pursue solar. Solar companies do not want to install as it is of little benefit to them.

ADJOURNMENT

A motion was made and unanimously passed to adjourn at 7:51 p.m.

Respectfully submitted,
Cheryl
Secretary



Sailor Profiles

WEST COAST SAILORS ARE WELCOMED ABOARD

Your newsletter tries to correct for the anthropocentric bias that afflicts so many sailing publications

Orc and Porc are two adolescent Stellar sea lions who sail out of the Eld Inlet in Olympia, Washington. They've been on boats so often they can't even remember their first time. Whether at the helm or lounging on the foredeck, they can never resist the temptation to spend time on a boat—a sentiment that NHYC members are sure to understand.



Orc and Porc took time out of their busy schedule to answer your newsletter's questions:

What do you like best about the sensations of being on a sailboat?

Orc: *Arughh, arut, arut quii, arughh !*

Porc: *Quii, arut, arut arughh. arughhat*

Was there a particular moment when the beauty of sailboats struck you most forcefully?

Porc: *Kruughat, rughh, arut, arut kraaurk arf!*

Orc: *Quii, aaruught, arf, arf, arut arughh. arughhat*

You too probably weight 800 lbs. each, do you have trouble finding craft to accommodate heavier sailors?

Orc: *Arrquirat, arf arut, quii, arughh aourrghh!*

Porc: *Arf, arf quilla rut arut arf arughhat*



THIS MONTH'S LINK:

Orc and Porc cavort without leaving port!

This month's profile sailors were featured in a YouTube video. Check it out!

<https://youtu.be/5WukKFYe6Jg>

DOINA SHARES A MAP



Some of our senior members might remember Morris Cove before dredging and the construction of the breakwaters. Doina has shared this old map with your newsletter, but there's no date. Perhaps members can help? And whatever became of "John B. Judge et al"? At one time they owned everything! An interesting feature is *a second* Lighthouse Point in West Haven, not far from the ball grounds memorialized today in the name "Old Field Creek." The map is probably not drawn to scale; was the harbor ever *that* narrow? The 1860 nautical chart below shows it a good deal wider—and confirms the existence of the West Haven Lighthouse Point, but a good way to the northwest of its location on Doina's map.

NEW HAVEN HARBOR

Founded upon a Trigonometrical Survey
 Under the direction of F. HASSLER, Superintendent of the
 SURVEY OF THE COAST OF THE UNITED STATES
 Computed by JAMES PIERCE and EDWARD BLEYNT, Assistants
 Topography by C. M. LEAKY, W. R. BOWEN & J. FARLEY, Assistants
 Hydrography by the party under the
 command of S. S. HALL, Lieut. U.S.N.
 Published in 1846
 Adolphus Superintendent



Printed by
 J. J. Blodgett, (Print. by Thos. A. Knicker)

SAILING DIRECTIONS.

Bring the Light House to bear S. 33. E. and run for it until you fall in its range with the tower of the Church. Splice your sail with either in the middle of Fair Haven. You will then be about 1/2 a mile from the Light on a bearing of 100 degrees, and for a short distance in the Harbort of the Harbort you will see Adams' Fall Light. S. 33. E. you will see the Harbort on the S. E. Edge, and will Harbor in the Harbort, the Harbort on Great Harbor. Then run the Harbort upon the above mentioned range (Fair Haven) and the Harbort, and the Light House bear 1/2 by when you will be in 1/2 Harbor, and Harbor. Then steer up a little to the Harbort of the head of Long Wharf and you will see Adams' Fall Light S. 33. E. A little above Fair Haven is a Harbort which you bear in the Harbort, and 1/2 a mile Harbor up, another which you bear in the Harbort, from after leaving this last Harbort you will stand in a row 1/2 the Harbort, this depth up to the head of Long Wharf. The Harbort and course are complete, a distance in rounded mile. Put down Light to Head and the Harbort in that above Harbort. (1846)

NOTES.

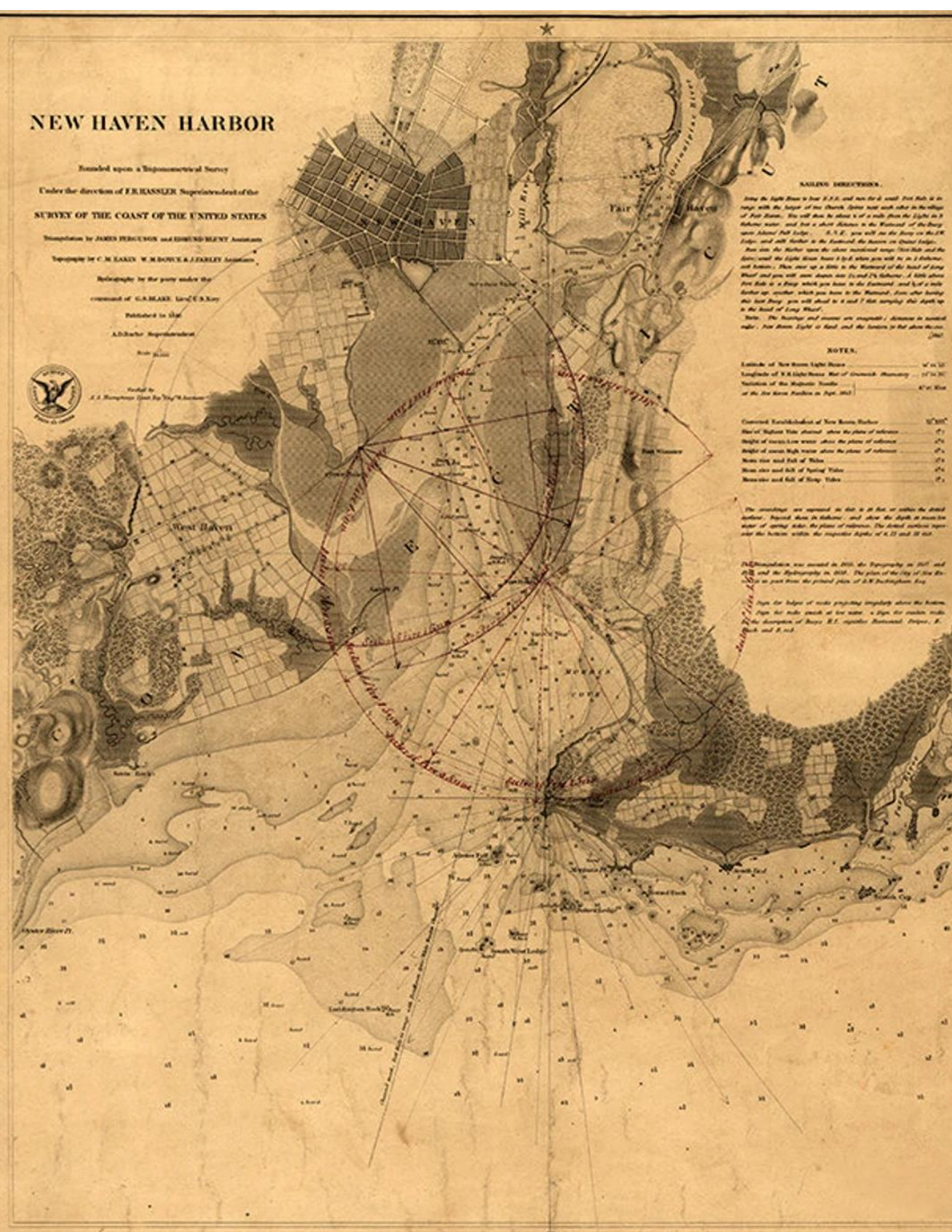
Latitude of New Haven Light House 41° 00' 00"
 Longitude of S. S. Light House East of Greenwich Observatory 73° 00' 00"
 Position of the Harbort Tides 41° 00' 00"
 at the New Haven Harbort on Sept. 1846

Corrected Establishment of New Haven Harbort	00' 00"
Height of Highest Tide observed above the plane of reference	5' 7"
Height of mean Low water above the plane of reference	2' 6"
Mean time and fall of Tides	2' 6"
Mean time and fall of Spring Tides	2' 6"
Mean time and fall of Neap Tides	2' 6"

The soundings are reported in this in 10 fathoms or rather the stated soundings. Reported above the Harbort, and above the Harbort in mean low water of spring tides, the plane of reference. The Harbort surface upon the bottom within the compass depth of 4, 15 and 20 fathoms.

The Hydrographic Survey was conducted in 1846. The Topography in 1847 and 1848 and the Hydrography in 1848. The plan of the City of New Haven is past from the printed plan of S. S. Richardson, Esq.

Signs for Harbort of rocks projecting irregularly above the bottom.
 Signs for rocks smooth at low water. Signs for rocks with the description of Harbort S. S. Harbort Harbort Harbort, S. Harbort and S. Harbort.



Wind-blown Pages

Your newsletter presents pages torn from nautical literature. From John Murry Reynold's pulp novella, *Banners for Byzantium*, originally published in *Five Novels Monthly* for May 1942. In these pages. Bjorne's Vikings and Edwina's Saxons, kept as galley slaves in a *bucca* sailed by Norman pirates, have broken free and overwhelmed their masters.

As the Vikings and Saxons drew together at the rail a little later, they looked very different from the slaves of an hour before. Instead of ragged loin cloths, they now wore the leather birnies and winged helmets of their own lands. Broad-shouldered men with shaggy beards, they bulked large in the starlight. Bjorne noticed that the Saxon girl now wore a light birnie over her dress and wore a conical helmet.

For a moment Bjorne glanced around at the cluttered decks of the *bucca*. Some few survivors of the crew were selling their lives as dearly as they could, but the slaves were now in full control and a one-eyed Levantine was starting to organize them.

"The long-ship is more to the taste of us Northerners," he said. "Let the other slaves keep this craft, if they can hold her. But hearken to me, all of you! Whoever sails with me follows a long sea lane on what may be a one-way voyage. I have sworn the oath that may not be broken, not to turn back till I have slain the man with the scarred arm who slew my father. Who goes with me?"

They answered him with a deep shout, a roaring bellow of approval, holding their swords and axes aloft. Saxon gave him the same reply as did Viking, and Edwina the daughter of Ethelred clashed her own blade against the light metal shield she now carried on her left arm.

"Many of our men of Wessex died at the hands of that same gilded pirate," she said. "If the trail leads on to Mikligard, or even to the waters that lie at the end of the earth, it does not matter. Let us go!"

Quietly the Northerners dropped down into the longship astern. When the last man was aboard, each dropping his round targe in place along the shield rail as he took post on the benches and reached for an oar, Eric cut the hawser with a single short stroke of his axe.

"Give weigh!" Bjorne commanded. "Starboard oars ahead, port astern, till we swing her."

The blades bit deep; the oar thresh stirred up flashes of green fire in the water. When the long-ship's carved bow was pointed toward the harbor mouth, Bjorne snapped another command and the slender craft leaped swiftly ahead. He was drawing his sword to beat time for the rowers when Edwina touched his arm.

"I can beat time as well as anyone else, Norlander," she said, drawing her short sword and taking a shield from the rail. "Do you give all your attention to the steering oar till we are clear of the harbor. It's slow death by torture for all of us if ever we fall into the hands of these folk of Tarentum again."

Their moment of greatest peril came as the longship passed out the harbor mouth. A watcher on the walls sighted their slender hull across the moon path and called a sharp-voiced challenge to them.

"Row for your lives!" Bjorne hissed to the men on the benches, and the long oars bent from the strain as the Saxon vessel leaped ever faster through the black water.

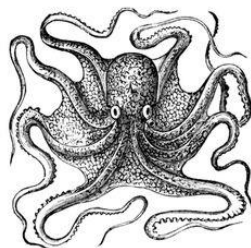
I N THE moonlight, Bjorne could faintly see some hasty movement atop the walls. He heard the creak of a catapult being drawn back, and then the crashing thud as it was released. A huge boulder streaked against the stars for a second, then splashed into the water some fifty yards away. Others followed, but the dim light and the speed of the fleeing vessel made accurate shooting difficult. The missiles were falling well astern by the time the longship hit the groundswell of the outer seas. Not until they were well away from the walls of Tarentum and it was evident that no ships pursued them at the moment did Bjorne at last bark the command to cease rowing.

They all rested on their oars. The long-ship coasted ahead with diminishing speed, to the murmur of the ripples alongside and the slow drip of water from the extended oar blades. Free once more! They had the clean stars overhead, instead of the greasy beams of the *bucca's* upper deck, and a salt wind was blowing in their faces.

"We'll row in shifts for the rest of the night," Bjorne said.

A voice answered him out of the darkness. "Rowing on the thwarts of a free ship is very different from toiling on the benches of a Norman slaver, Oh son of Harald! If we row all night, we'll go that much further on the trail of the man we seek."

"Well said!" boomed Eric the Scald. "Give me the steering oar, Bjorne son of Harald, and I'll keep them going all night!"



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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