



October 2023

NEW HAVEN YACHT CLUB NEWSLETTER
VOLUME CXLI

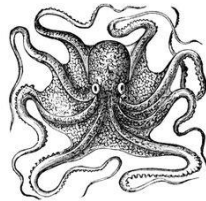
ISSUE 10

ANNUAL CATASTROPHE ISSUE!



WONDERING WHAT WOULD HAPPEN IF THE SLING BREAKS?

Your newsletter stands ever ready to satisfy your morbid curiosity. Of course, it's impossible to tell what happened to this boat. A fall from a crane is possible, but the boat might also have been pounded by wave action until it split. Powerful things, waves! Fortunately, all our boats came out on the 14th without mishap. The weather was rainy, but the tide and wind cooperated. Stephen took these photos earlier this month at Dutch Wharf. Scroll down for another view.



MINUTES OF THE NEW HAVEN YACHT CLUB BOARD OF GOVERNORS MEETING, 4 OCTOBER 2023

ATTENDING OFFICERS:

Commodore: Drew

Vice Commodore: Stocky

Rear Commodore: Joe

Secretary: Cheryl

Treasurer: Frank

Membership Secretary: Carlo

ATTENDING MEMBERS: Debbi, Nick, Kevin, Felix, Layth, Allen, Paul, Rich.

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 6 September 2023 meeting minutes as published. The October meeting minutes are pending.

COMMITTEE REPORTS

Launch:

The motor is fixed. The shift lever came off the arm. Launch service will be until 10/22 or until all boats are off from the moorings.

Moorings:

Hauling has been arranged. Exact date needs to be determined. Pick up sticks need to remain on. The speed buoys and 2 100# moorings are going to be pulled by the club to save some money.

Yards and Docks:

The ramp is still getting hung up on the metal sleeve for the metal piling. Nick has a plan of remediation. Some cleats on docks have been pulled out. They need to be re-installed.

Website:

Paul found the manual for the security system that we have. We are limited in what we can do with our existing hardware to enable website use. He will check to see the functioning of the system. Any event would have to be reported before the hard drive copied over what was recorded.

House and Grounds: no report.

Social:

Katie wanted to have a social gathering at the clubhouse prior to the annual meeting on November 11, 2023 @ 7:00 p.m. She is going to make a query of the general membership to determine interest.

Cruising: no report

Membership: -As for membership, we have 63 members including 50 Full, 1 Young Adult, 5 Associate and 7 honorary. Last year, we had 69 total members. We have 6 new full members and 2 renewals from the past. We have lost 3 Full and 2 Associate since last year.

Race Committee: no report

Old Business:

- no update on harbor dredging project.
- Status of 941 IRS issue, confirmed return of check and waiting for final determination

New Business:

- Frank is requesting that the club acquire a Dropbox service for Carlo and Ashley to store treasury documents. It begs the question on whether we can store the newsletters there as well. Cost would be \$120.00 for each person annually. A motion was made and unanimously passed to pay for 2 individual drop box subscriptions for Carlo and Ashley.
- Joe proposed that launch salaries next year 2024 to pay \$16.00 for experienced attendants and minimum wage for new attendants. They would get 4% through the state with the minimum wage increase and 3% from the club. Experienced attendants would get the \$16.00 and new attendants would come in at minimum wage. There was a motion made and unanimously passed to move forward with Joe's proposal as noted above.
- Summer storage is going to increase \$14.53 and winter storage \$15.40. Increases are going also going to take effect for boat stands and locker fees to \$50.00. Mooring fees will increase 100# \$655.00, 200# \$710.00, 300# 800.00, 400# \$850.00. Dry Sail will increase to \$14.53. The finance committee has some recommendations that will be presented at the annual meeting with regard to managing club finances.
- We discussed changing the date of payment for winter storage to March of each season instead of September. It will help with monitoring the budget, ease burden on the treasurer and with knowing storage availability for big boats. The

downside is not being able to spread out payments. Winter storage would be refunded in the event of sale of the vessel. No firm decision was made.

-Nominating committee will solicit from membership via email to meet needs for 2 delegate at large positions and rear commodore.

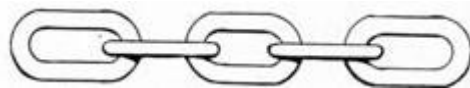
-We need to find a new crane provider to take masts down.

ADJOURNMENT

A motion was made and unanimously passed to adjourn at 8: 50 p.m.

Respectfully submitted,

Cheryl
Secretary



THIS MONTH'S LINK:

Sailboat catastrophes set to music!

These scenes are already—let's face it—dramatic in themselves. Rosini's overture to *William Tell*, however, adds still more poignancy and, shall we say, "buoyancy"?

https://www.youtube.com/watch?v=cjviyD_4jE8



Spotted on FB Marketplace: Sailez-vous français? C'est possible !



This is a 1982 Dufour 1800 sailboat. Shoal draft keel designed and built in France. Made from fiberglass reinforced polyester with a steel keel.

Sold as is. Currently lying (if that's the right word) in New Haven. You'll need to find your own transportation off of the property. The owner is asking \$700.

From the ad: "It's a Connecticut abandoned vessel with a solid hull and a good mast and boom. Comes with 2 jibs and a mainsail, a full set of cushions for down below, portable stove, anchor, 8hp Johnson outboard. The electronics were removed from the boat by the prior owner. This is a great project boat. A little time love and care will turn it into a fantastic family cruiser. Needs some work on the interior floor- wet from sitting on land for 3 years. "

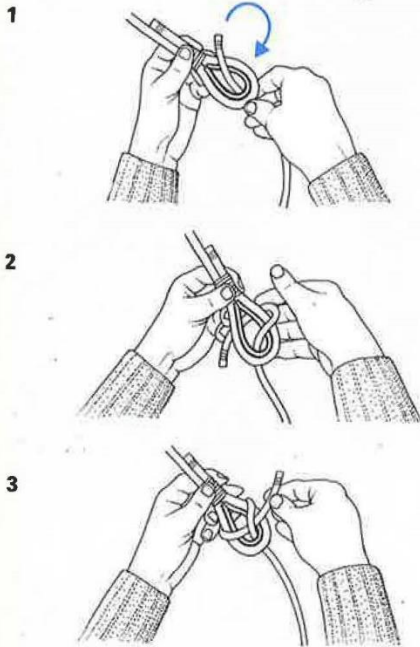


Take a good look at those keel bolts, folks!

NHYC—Sailing Seminar: This month's knot...

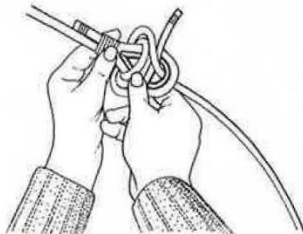
Single becket hitch

The single becket hitch is used to secure a line to an eye or hook. It is quick to tie and is very strong and reliable, even under great pressure. It has the advantage of being easy to undo, even when wet.



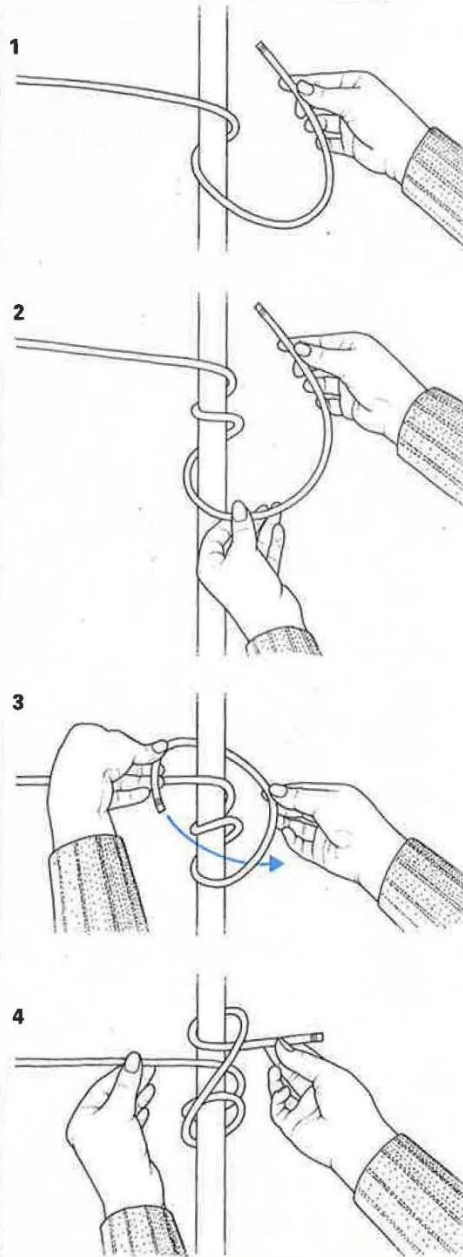
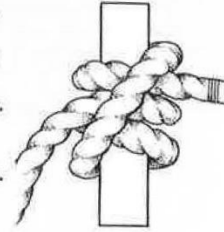
Double becket hitch

A double becket hitch performs the same function as a single becket but it is stronger and can take extra strain. It should be tied in the same way as the single becket but two twists, instead of one, are made in the final step.



Rolling hitch

A rolling hitch is particularly useful when tying a line to a vertical object such as a mast, as the knot will not slip downwards under strain. The more downward pressure applied, the tighter the knot becomes.



Source: *The Handbook of Sailing* by Bob Bond. Alfred A. Knopf, 1980

Wind-blown Pages

Your newsletter presents pages torn from nautical literature. Walter Scott's *The Pirate* (1821) is frequently described as the first sea novel and an inspiration for James Finimore Cooper's *The Pilot* (1824). Even in this short excerpt the reader will quickly ascertain that Scott's prose style was heavy enough to ballast a first rate. "A rope and a yard-arm" indeed!

"It will soon be accomplished," answered Cleveland. "Come hither; what do you take yon large square-rigged vessel for, that you see doubling the headland on the east, and opening the Bay of Stromness?"

"Why, I can't make her well out," said Bunce, "but yonder is old Goffe, takes her for a West Indiaman loaded with rum and sugar, I suppose, for d—n me if he does not slip cable, and stand out to her!"

"Instead of running into the shoal-water, which was his only safety," said Cleveland—"The fool! the dotard! the drivelling, drunken idiot!—he will get his flip hot enough; for yon is the Halcyon—See, she hoists her colours and fires a broadside! and there will soon be an end of the Fortune's Favourite! I only hope they will fight her to the last plank. The Boatswain used to be stanch enough, and so is Goffe, though an incarnate demon.—Now she shoots away, with all the sail she can spread, and that shows some sense."

"Up goes the Jolly Hodge, the old black flag, with the death's head and hour-glass, and that shows some spunk," added his comrade.

"The hour-glass is turned for us, Jack, for this bout—our sand is running fast. —Fire away yet, my roving lads! The deep sea or the blue sky, rather than a rope and a yard-arm!"

There was a moment of anxious and dead silence; the sloop, though hard pressed, maintaining still a running fight, and the frigate continuing in full chase, but scarce returning a shot. At length the vessels neared each other, so as to show that the man-of-war intended to board the sloop, instead of sinking her, probably to secure the plunder which might be in the pirate vessel.

"Now, Goffe—now, Boatswain!" exclaimed Cleveland, in an ecstasy of impatience, and as if they could have heard his commands, "stand by sheets and tacks—rake her with a broadside, when you are under her bows, then about ship, and go off on the other tack like a wild-goose. The sails shiver—the helm's a-lee—Ah!—deep-sea sink the lubbers!—they miss stays, and the frigate runs them aboard!"

Accordingly, the various manœuvres of the chase had brought them so near, that Cleveland, with his spy-glass, could see the man-of-war's-men boarding by the yards and bowsprit, in irresistible numbers, their naked cutlasses flashing in the sun, when, at that critical moment, both ships were enveloped in a cloud of thick black smoke, which suddenly arose on board the captured pirate.

"Exeunt omnes!" said Bunce, with clasped hands.

"There went the Fortune's Favourite, ship and crew!" said Cleveland, at the same instant.

But the smoke immediately clearing away, showed that the damage had only been partial, and that, from want of a sufficient quantity of powder, the pirates had failed in their desperate attempt to blow up their vessel with the Halcyon.

Shortly after the action was over, Captain Weatherport of the Halcyon sent an officer and a party of marines to the House of Stennis, to demand from the little garrison the pirate seamen who were their prisoners, and, in particular, Cleveland and Bunce, who acted as Captain and Lieutenant of the gang."



QUESTIONNAIRE FOR NEW MEMBERS (AND NOT-SO-NEW MEMBERS)

Tell us your name(s)?

How and where did you learn to sail?

Tell us about your boat?

How did your boat get its name?

Are you looking for people to sail with?

Who would you *most* like to go sailing with? (You can choose anybody, living or dead!)

What port would you most like to sail into? (You don't have to make the whole trip, just enter the port)

What about appeals to you most about our sport?

What needs fixing on your boat?

Have you got a personal sailing motto?

Please answer as many of these questions as appeal to you. Also answer any questions you can think of that are better than the questions above. Send your response (and a photo?) to Bob, the newsletter editor. He's embarrassed to always be writing nonsense when there's serious journalism to be done. He wants to write about you!

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

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