



December 2023

NEW HAVEN YACHT CLUB NEWSLETTER

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THE SAGA OF THE SINKING TRIMARAN



Yacht Club members have scrambled to prevent this vessel, a home-built Searunner 25, from sinking at its anchorage in Morris Cove. The owner, Joshua Hall, arrived with his family during Leland Moores's sailabration on July 1. They were headed south and needed a part of some kind. They planned to leave their boat and come back for it later. Leland remembers them talking with Carlo about using a club mooring temporarily.

In a text message to your newsletter, Joshua Hall states that a man named John Pugh, a resident of North Carolina, acquired the boat in October. Hall claims that Pugh told him he'd insured the boat and was making plans to move it out of the harbor. Someone local, Pugh claimed, was "tending to it and monitoring it."

On November 23, your newsletter saw the boat still at anchor and low in the water. Alerted through the Club listserv, Ryan Jayne volunteered that the boat wouldn't actually sink. "Those Searunner trimarans are made of plywood and have no lead or ballast. It won't ever fully sink. Most likely it will sit with the decks awash until a storm parts the anchor and it ends up on the beach, if it doesn't drift around bouncing off things in the harbor first."

Bill Cunningham mentioned the trimaran to New Haven Harbormaster John Izzo. Cunningham recalls Izzo saying he couldn't go on the boat or move it without the owner's permission.

On December 14, Richard Chamberlin took the picture above and remarked that the stern was notably lower in the water since the last rainstorm> He thought it lower than the day before. Carlo Marchi then forwarded Chamberlin's picture to Pugh attached to an email which he also copied the club listserv. His message read "As a local area sailor I am informing you that your trimaran anchored in New Haven Harbor Morris Cove area is sinking. You may want to consider attending to it ASAP"

In a message to your newsletter, however, Pugh is adamant that he never paid for the boat, never received title from Hall, and so never insured it. Unlike some states, North Carolina requires titles for boats, As far as Pugh knows, the boat still belongs to Hall. "Josh seems like a nice enough guy, but this is a hot mess right now."

Contacted by your newsletter, Hall, expressed dismay at the news that the boat was sinking. "This is terrible news." He said he was "out of the country and almost out of minutes" so he couldn't talk. When queried in a follow-up text message about Pugh's claim that the boat was still his, Hall never replied. It's not clear where Hall is or when his minutes would be replenished.

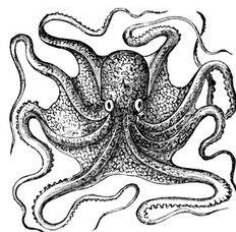
Meanwhile, East Shore residents on Next Door posted a variety of theories about the boat's provenance and ultimate disposition. Some of these tales involved marinas and boatyards that must have been stiffed and cynical owners that would rather see the boat perish than have it salvaged legally. Many thought it was a shame to see the boat sink from simple neglect. Bets were placed on whether it would survive to see the new year. One commentator thought saving the boat would be a nice project for students at the Sound School. Another asked "Are we becoming a graveyard for abandoned boats?"

A 2014 state law requires oil, fuel and antifreeze and other hazardous materials to be removed from abandoned boats. It also prescribes a fine of between \$300 and \$500 for anyone who abandons a boat except in an emergency.

<https://www.cga.ct.gov/2014/ACT/PA/2014PA-00057-R00HB-05309-PA.htm>



Photo credit: Nathan Schneider, Dec 18, 2023



MINUTES OF THE NEW HAVEN YACHT CLUB BOARD OF GOVERNORS MEETING

6 December 2023

ATTENDING OFFICERS:

Commodore: Drew
Vice Commodore: Stocky
Rear Commodore:
Secretary: Cheryl
Treasurer: Ashley
Membership Secretary: Carlo

ATTENDING MEMBERS: Debbi, Frank, Allen, Paul, Leland, Josef, Elizabeth, Felix, Richard, Nick, Raimund.

MINUTES: Commodore Drew called the meeting to order at 7:08 PM. A motion was made and unanimously passed to accept the minutes of the November 2023 meeting minutes as published. The December meeting minutes are pending.

COMMITTEE REPORTS

Launch: we need a launch committee chair. The board needs to actively pursue recruitment for the position of launch committee chairperson.

Moorings: No report

Yards and Docks: plan to refurbish some of the floating docks flotation needs to be added and deck boards need to be replaced. There was a suggestion that we install empty barrels to the floating docks. They might be difficult to fix round to flat surfaces. We also don't know what has been in the barrels. The barrel issue needs to be deferred until Nick can be consulted. We have had this discussion before. There was a suggestion that we change from metal pilings to fixed pilings. Discussion was tabled.

Website: is running fine. Paul is going to meet with Josef to discuss recruitment possibilities.

The topic of ADA compliance of the Web site was called to question; we are not compliant. The site needs to be revamped to enable use of text readers and to accommodate color blind individuals. Private clubs do not really need to comply with this. There is a good possibility that this will change. We should pursue accommodations within the limits of reason. We need schooling on what is required. Blind or colorblind individuals need to be able to use the site. WCAG standards are online to use as a guideline. It is irresponsible to do nothing. Doing it all is not financially feasible. We need to have a report at the next board to see what the requirements are and what we can reasonably do to accommodate ADA requirements for website compliance.

House and Grounds: Water in the club is off. The water heater is off and empty. Signage needs to be posted that the water is off, and that water should not be used. RV Anti-freeze needs to be added to the toilet, all sinks inside and out, shower drain. Elizabeth and Ashley will do this over the upcoming weekend.

Social: seasonal report

Cruising: seasonal 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.

Carlo also sent out membership applications to some perspective interests from last year.

Race Committee: seasonal report

Old Business:

Beastie is running. Drew needs to go down to run the unit and perhaps move or reposition the launch. Carlo pulled the transom drain plug to minimize water collection.

AED device: Phillips brand is available for about \$1600 with 6-year battery life.
Can get used device for \$600 with 3-year warranty. Replacement batteries cost \$200.

New Business:

Other avenues of fund raising was brought up in the chat but was not discussed.

A query was made from a member who is considering moving up to a bigger boat that exceeds the capacity of the moorings.

Carlo called to question how the club determined the weight capacity of the moorings. He has done some research on different sites on the weakest link of the mooring assembly: it's the swivel and shackle.

The pulling force based on wind on the chain, not the weight of the boat, are the determining factors. We need to determine how our club determined limitations of the moorings. Can we explore calculations that enable expanding our ability to have larger boats? Considerations: the mooring hauler will not haul 500# moorings. Can we install a 500# mooring from the work float? Will the 32-ton crane capacity be sufficient to lift and place the boat for storage?

Winter storage may not be available. The captain of the vessel is ultimately responsible for what happens to a vessel on a mooring. The club is not responsible.

A consensus emerged that a 400# mooring will suffice for a 14,000 boat, with perhaps some larger swivels. This matter deserves further consideration.

Raimund posed the question of insurance coverage and would we be able to replace the club house and shed in the event of destruction. We are grandfathered in in terms of compliance with FEMA. Building value is currently \$157,000. Self-insurance was discussed but we are probably not in a good place to do that. Ashley is going to meet with our insurers to make sure we have the best policy for our needs. Policy shopping may be part her investigation. Insurance for liability and flood makes up a large percentage of costs to the club.

ADJOURNMENT

A motion was made and unanimously passed to adjourn at 8: 31 PM

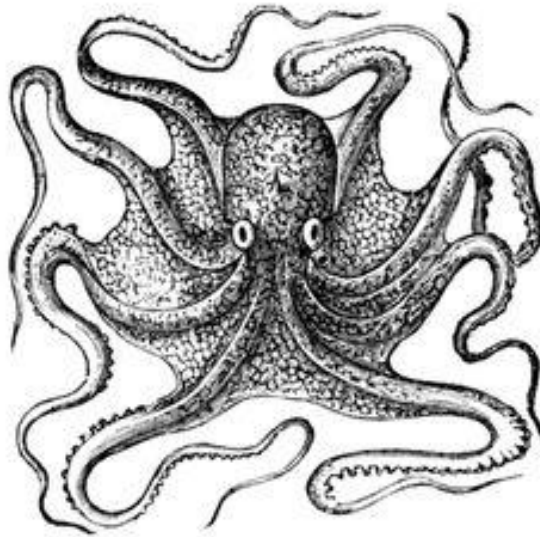
Respectfully submitted,
Cheryl, Secretary



TO THE EDITOR:

In your November issue you reported on our picketing of your yacht club, but you did it in a snickering way. Yes, the Limpet, Barnacle and Muscle Defense Alliance dedicates itself to the preservation of crustaceans and mollusks. Yes, we oppose their wholesale slaughter by recreational boaters. For this, your article makes us out to be eccentric, if not absolute weirdos. I'm suppose that people in the media said the same thing when it was first suggested that we NOT slaughter all the whales. Were they, too, branded as eccentrics? While it's true that I did mention the extraordinary penises of barnacles when I spoke with your journalist on the picket line, I also articulated many other facts about barnacles muscles and limpets. Alas, your article focused entirely on that single feature of barnacle anatomy, the creature's prick? Is this 'bro' culture rampant? I fear it is. I'm all the more mystified, then, that you write so skippingly of an arthropod that's so well hung.

Maggie Coneshell
Regional Coordinator (New England)
Limpet, Barnacle and Muscle Defense Alliance



Sailor Profiles

SAILING IS A NICE BREAK FROM LEGO

Trevor, 7, recounts his love of sailing:

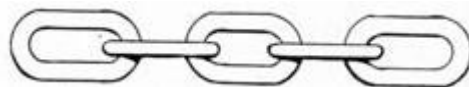


There's this really big boat right ahead and I have to steer around it! I'm not good at "left" and "right" but when I'm sailing they call them something else. I can't remember what they call them. "Left" and "right" don't matter when you're sailing!

Maybe the really big boat will steer around me. I think it's the rule that big boats have to steer around little boats. I wonder, is our boat big or little? The other boat is bigger, but does that mean our boat is as "little"? Mommy doesn't see the big boat. She's telling my sister to wash her hair more often.

When I'm not sailing, I like to build things out of Lego. I like to build boats, big ones and little ones.

Now the big boat is turning. It's pointing its front part right at me. It's got a pointy anchor-thingy on top of its front part. I think I've done enough sailing for today. I think I want to play with Lego now...

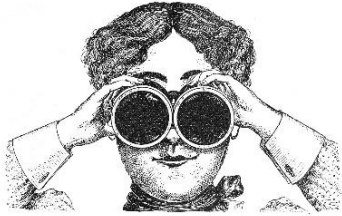


THIS MONTH'S LINK:

Why don't boats leave the factory with interiors as well thought out as this one?

These lovely people meet at architecture school. They've have made a career out of showing off their handiwork. In this case it's justified. They've totally transformed a 1972 Pearson 36 which they've christened *Uma*. New boats are laid out like hotel suites; but *Uma* is a home.

Sailing Uma #225: <https://www.youtube.com/watch?v=8qtMHgXM-7I&t=1172s>



Spotted on Craigslist: A 1977 S2 9.2a on the hard in Stratford

S2 had international ambitions and identified their models by their metric lengths. Arthur Edmunds-designed and Michigan-built, the “9.2a” is a shade under thirty feet long and should really be called “9.12.” This one has a Yanmar 2GM20-F engine with about. 1600 hours on it. It has pressurized hot and cold water, a shower, and a porta potty with MSD pump out connection.



The seller claims the boat is in good condition for its age, but has “a small, consistent leak around the rudder stuffing box. The water that leaks in is pumped out nightly via a bilge pump on a timer.”



The owner wants \$3000 for it but promises the price will go up in spring. I guess this is a Christmas special.



More about the S2 9.2a here: <https://sailboatdata.com/sailboat/s2-92-a/>

Wind-blown Pages

In 2021, Toby Arguello published an account of “the world’s worst pirate” in the online journal *The Archive*. Today’s page is excerpted from that.

Stede Bonnet’s background and upbringing would be considered unique among pirates. Pirates of this age were typically criminals, vagrants, or impoverished sailors who knew no other life. Many were forcibly captured by press gangs back on the British Isles and conscripted into the Royal Navy, which they would desert once they reached the Caribbean and subsequently take up piracy for food and shelter. Escaped slaves were also known to be taken in by pirate crews. The result was that piracy became synonymous with class warfare and politics. Some common folk saw them as Robin Hoodesque vigilantes that fought against the wealthy merchants of the waves, or subversive leaders who contributed to revolutionary causes against unpopular kings.

Not Bonnet. Bonnet was born in Barbados to a wealthy English family, where he received an education and inherited the family sugar plantation at a young age after the death of his father. Bonnet was raised as a gentleman and groomed to be a landowner, married well at the age of 21, and was a Major in the Barbadian militia. He had become such a distinguished and well-respected member of Barbadian society that in 1716 Bonnet was made a Justice of the Peace.

Then something happened. Bonnet told his family and friends that he would be taking a trip away from Barbados. He finalized some paperwork that handed over control of his affairs to his wife and friends while he was away. On the side, however, Bonnet had secretly purchased a sloop and was gearing up for his new career: piracy.

No one is exactly sure why a wealthy, respected plantation owner wanted to leave his cushy life and family behind for the rugged open seas. Rumor has it that marital problems were a contributor; but perhaps he was just bored with life, having little to do beyond watch over the estate where he had lived for most of his life.

Others suggest Bonnet had debtors or experienced some sort of mental break after the death of one of his children. He could have also been fueled by politics, as he may have been a Jacobite opposed to the reign of King George I, which was a common stance among English pirates. Whatever the reason, Bonnet had purchased the 10-gun sloop named *Revenge*, even though most pirates stole their first ship.

At some point, Bonnet and his crew came upon a legendary pirate ship: the *Queen Anne’s Revenge*, captained by none other than Edward Teach, better known as Blackbeard. Bonnet was thrilled to meet such a notorious pirate and Teach was initially impressed by Bonnet’s good manners and pleasant demeanor. The two pirate captains agreed to sail together.

Soon, however, it became clear to Blackbeard that his new companion was a complete rookie, and it didn’t take long for the infamous pirate to hatch a scheme. Bonnet was persuaded to give up command of the *Revenge* and live as a pampered guest on the *Queen Anne’s Revenge* instead. Bonnet’s crew actually welcomed the change, though the Barbadian found himself more of a prisoner than a guest.

Blackbeard and Bonnet plundered the Americas for around two weeks, until Bonnet was reinstated to the *Revenge*, as Blackbeard announced he was heading to North Carolina to receive a royal pardon. Bonnet wished to do the same and went on land to receive a pardon of his own. When he returned, he found his ship stripped of all booty, with just a couple dozen marooned sailors left. Blackbeard was long gone.



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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