



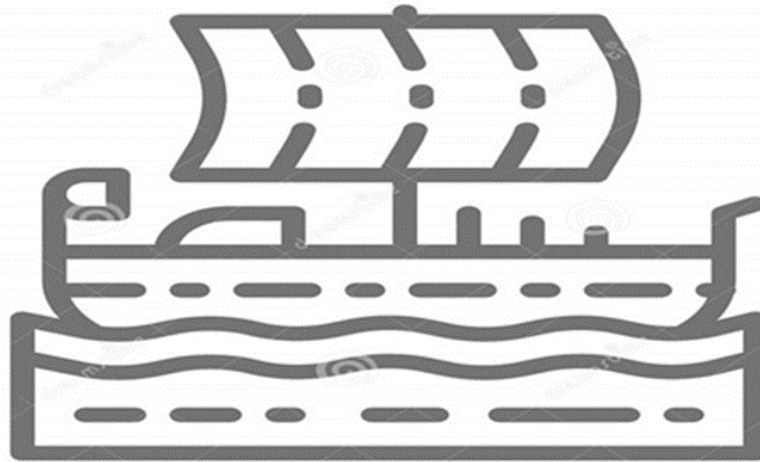
February 2023

NEW HAVEN YACHT CLUB NEWSLETTER

VOLUME CXLI

ISSUE 2

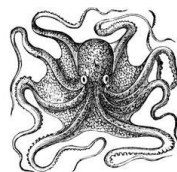
AI DESIGNED THIS ANCIENT EGYPTIAN FELUCCA IN ONLY TWELVE SECONDS !



Artificial intelligence has been in the news a lot recently. College professors are in a tizzy because students can now use ChatGPT to write their term papers. The distinction between original and derivative work no longer obtains. New “original” designs are simply massive compilations of work done in the past. To test the new technology’s nautical potential, your newsletter asked the machine to produce a shallow-draft, high-capacity vessel that could be rowed or sailed. We asked for a boat that would catch wind coming over the high banks of the Nile, and that could be constructed with simple tools and no metal parts. *Voila!* Twelve seconds later, here’s your felucca! (Most of those twelve seconds were used by the printer!)

The old guard might protest that the machine hadn’t actually planed any lumber or carved any tendons, nor harvested the halfa grass to make the cords with which the hulls of ancient ships were stiffened with internal lashings. There has to be something left for humans to do.

At the yacht club we don’t expect to see artificial intelligence shackle chains to moorings or buoys to chains any time soon. These jobs are reserved for humans in part because they require so little intelligence of any kind—just dogged persistence, a steel bar to hold the shackle and a large monkey wrench. It would be a waste of the machine’s time.



MINUTES OF THE MEETING OF THE NEW HAVEN YACHT CLUB BOARD OF GOVERNORS

1 February 2023

ATTENDING OFFICERS:

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

ATTENDING MEMBERS: Debbi, Wayne, Robert, Raimund, Nick, Arthur, Allen, Nick, Paul, Mike.

MINUTES: Commodore Drew called the meeting to order at 7:00 p.m. A motion was made and unanimously passed to accept the minutes of the January 2023 meeting minutes as published. The February meeting minutes are pending.

COMMITTEE REPORTS

Launch: enjoying winter respite

Moorings: seasonal

Yards and Docks: \$13,800 was the final bill for the pilings. It has been paid. New sockets are in. Old sockets were not able to be removed. Nick needs to inspect this spring at low tide.

Website: Paul reports that the site is functional, and he is trying to keep it up to date. Committee members need to keep Paul informed via PDF if something needs to be posted on the site.

House and Grounds: nothing new to report

Social: **Memorial Day 2023** is the next social event. This event will also host the awards event.

Cruising: enjoying winter respite.

Membership: we have 21 members who have renewed including 25 Full and 7 honorary. Last year at this time, we had 32 total members. We have 4 new full members. We have lost 5 members (4 Full, 1 Associate) since last year.

Race Committee: seasonal.

Old Business:

defibrillator update: Wayne reported that the equipment will need to be maintained on some interval basis. The cost is between \$1500.00-2000.00 depending on what model you get.

We discussed need versus cost at great length with many members pointing out pros and cons of obtaining the device. A motion was made to purchase a defibrillator unit to have on premises the actual purchase of which will be deferred until May. The motion carried 8 in favor to 2 against. Cheryl volunteered to maintain the unit. Frank is going to talk to our insurance agent to see if they are going to at some point require us to have the device.

New Business: There was an IRS error in accounting finding us delinquent in payment. Data was entered in correctly. There was a time-consuming process that Frank had to go through followed by a call to Rosa DeLauro to resolve this issue.

Proposed work party dates are April 15 and 16 then 22nd and 23rd based on tide schedule with a tentative date for launch of May 6. We will revisit next month.

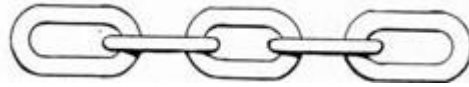
ADJOURNMENT

A motion was made and unanimously passed to adjourn at 8:10 p.m.

Respectfully submitted,

Cheryl

Secretary



THIS MONTH'S LINK: Clipper Ships

One hundred and fifty years ago clipper ships ruled the waves. Fast and sleek, they raced to deliver their valuable cargo from China. The ultimate expression of sail vs. the primitive first steps of steam. Our link goes to a British engineering documentary.

<https://www.youtube.com/watch?v=5YuDLsjFGQU>



Connecticut, Bridgeport, Lighthouse Point, New Haven Harbor
 N 41° 15.1' / W 72° 54.3'

April 2023

Date	Day	High Tide	High Tide	Low Tide	Low Tide	Sunrise	Sunset	Moonrise	Moonset	Phase
1	Sa	8:50a 5.5	9:18p 5.7	2:37a 1.1	3:06p 0.9	6:36a	7:18p	2:48p	4:55a	
2	Su	9:39a 5.7	10:02p 6.0	3:27a 0.9	3:50p 0.7	6:35a	7:19p	3:51p	5:21a	
3	Mo	10:23a 5.9	10:42p 6.3	4:12a 0.6	4:30p 0.5	6:33a	7:20p	4:54p	5:44a	
4	Tu	11:03a 6.1	11:19p 6.5	4:53a 0.3	5:07p 0.3	6:31a	7:21p	5:57p	6:05a	
5	We	11:41a 6.2	11:54p 6.6	5:31a 0.1	5:44p 0.2	6:30a	7:22p	7:01p	6:25a	
6	Th	12:18p 6.3		6:09a -0.1	6:20p 0.2	6:28a	7:23p	8:07p	6:45a	Full
7	Fr	12:30a 6.8	12:56p 6.3	6:48a -0.2	6:57p 0.2	6:26a	7:24p	9:15p	7:08a	
8	Sa	1:06a 6.8	1:36p 6.2	7:28a -0.2	7:35p 0.4	6:25a	7:25p	10:27p	7:34a	
9	Su	1:45a 6.8	2:19p 6.0	8:11a -0.2	8:18p 0.5	6:23a	7:26p	11:40p	8:05a	
10	Mo	2:28a 6.7	3:07p 5.8	8:59a 0.0	9:06p 0.7	6:22a	7:27p		8:44a	
11	Tu	3:18a 6.6	4:02p 5.6	9:53a 0.2	10:02p 0.9	6:20a	7:28p	12:51a	9:34a	
12	We	4:15a 6.5	5:04p 5.5	10:54a 0.4	11:07p 1.1	6:18a	7:29p	1:56a	10:35a	
13	Th	5:21a 6.3	6:10p 5.5	12:00p 0.5		6:17a	7:30p	2:51a	11:46a	3rd
14	Fr	6:32a 6.2	7:16p 5.8	12:18a 1.0	1:06p 0.4	6:15a	7:31p	3:36a	1:02p	
15	Sa	7:41a 6.3	8:18p 6.2	1:29a 0.7	2:08p 0.2	6:14a	7:32p	4:13a	2:20p	
16	Su	8:45a 6.5	9:15p 6.6	2:34a 0.3	3:04p 0.0	6:12a	7:34p	4:43a	3:36p	
17	Mo	9:43a 6.6	10:07p 7.0	3:33a -0.1	3:56p -0.2	6:11a	7:35p	5:08a	4:51p	
18	Tu	10:35a 6.7	10:55p 7.3	4:27a -0.5	4:44p -0.3	6:09a	7:36p	5:32a	6:04p	
19	We	11:24a 6.8	11:40p 7.5	5:17a -0.7	5:30p -0.3	6:08a	7:37p	5:56a	7:17p	
20	Th	12:11p 6.7		6:04a -0.8	6:13p -0.2	6:06a	7:38p	6:20a	8:29p	New
21	Fr	12:24a 7.5	12:56p 6.5	6:50a -0.7	6:56p 0.0	6:05a	7:39p	6:47a	9:41p	
22	Sa	1:07a 7.3	1:41p 6.4	7:34a -0.5	7:39p 0.3	6:03a	7:40p	7:19a	10:51p	
23	Su	1:50a 7.0	2:26p 6.1	8:19a -0.1	8:23p 0.7	6:02a	7:41p	7:56a	11:56p	
24	Mo	2:35a 6.6	3:13p 5.8	9:04a 0.2	9:10p 1.0	6:00a	7:42p	8:41a		
25	Tu	3:22a 6.3	4:04p 5.5	9:53a 0.6	10:01p 1.2	5:59a	7:43p	9:33a	12:54a	
26	We	4:14a 5.9	4:57p 5.5	10:44a 0.9	10:58p 1.4	5:57a	7:44p	10:30a	1:43a	
27	Th	5:10a 5.5	5:54p 5.4	11:39a 1.1	11:59p 1.5	5:56a	7:45p	11:32a	2:23a	1st
28	Fr	6:10a 5.5	6:51p 5.5	12:34p 1.1		5:55a	7:46p	12:35p	2:56a	
29	Sa	7:10a 5.4	7:44p 5.7	12:59a 1.4	1:27p 1.1	5:53a	7:47p	1:37p	3:24a	
30	Su	8:06a 5.5	8:34p 5.9	1:56a 1.2	2:17p 1.1	5:52a	7:49p	2:40p	3:47a	

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Connecticut, Bridgeport, Lighthouse Point, New Haven Harbor
 N 41° 15.1' / W 72° 54.3'

May 2023

Date	Day	High Tide	High Tide	Low Tide	Low Tide	Sunrise	Sunset	Moonrise	Moonset	Phase
1	Mo	8:57a 5.6	9:19p 6.2	2:48a 1.0	3:03p 0.9	5:51a	7:50p	3:43p	4:08a	
2	Tu	9:44a 5.8	10:01p 6.5	3:35a 0.7	3:47p 0.7	5:49a	7:51p	4:46p	4:29a	
3	We	10:27a 5.9	10:41p 6.7	4:19a 0.3	4:28p 0.6	5:48a	7:52p	5:51p	4:49a	
4	Th	11:09a 6.1	11:20p 6.9	5:01a 0.1	5:08p 0.5	5:47a	7:53p	7:00p	5:11a	
5	Fr	11:51a 6.2	11:59p 7.1	5:42a -0.1	5:48p 0.4	5:46a	7:54p	8:11p	5:35a	Full
6	Sa	12:33p 6.2		6:25a -0.3	6:30p 0.4	5:44a	7:55p	9:25p	6:05a	
7	Su	12:40a 7.1	1:17p 6.2	7:09a -0.3	7:14p 0.5	5:43a	7:56p	10:39p	6:42a	
8	Mo	1:24a 7.1	2:05p 6.1	7:56a -0.3	8:02p 0.6	5:42a	7:57p	11:49p	7:29a	
9	Tu	2:13a 7.0	2:56p 6.0	8:47a -0.2	8:55p 0.7	5:41a	7:58p		8:27a	
10	We	3:07a 6.8	3:52p 5.9	9:42a 0.0	9:56p 0.9	5:40a	7:59p	12:48a	9:37a	
11	Th	4:07a 6.6	4:53p 5.9	10:42a 0.2	11:01p 0.9	5:39a	8:00p	1:37a	10:52a	
12	Fr	5:12a 6.4	5:56p 6.1	11:43a 0.3		5:38a	8:01p	2:15a	12:09p	3rd
13	Sa	6:19a 6.3	6:58p 6.3	12:10a 0.8	12:44p 0.3	5:37a	8:02p	2:46a	1:25p	
14	Su	7:25a 6.3	7:57p 6.6	1:17a 0.6	1:43p 0.3	5:36a	8:03p	3:12a	2:38p	
15	Mo	8:26a 6.3	8:52p 6.9	2:19a 0.3	2:38p 0.2	5:35a	8:04p	3:36a	3:50p	
16	Tu	9:23a 6.4	9:43p 7.1	3:17a 0.0	3:30p 0.1	5:34a	8:05p	3:59a	5:00p	
17	We	10:15a 6.4	10:31p 7.3	4:10a -0.3	4:18p 0.1	5:33a	8:06p	4:22a	6:11p	
18	Th	11:04a 6.4	11:16p 7.3	4:59a -0.4	5:04p 0.2	5:32a	8:07p	4:48a	7:22p	
19	Fr	11:50a 6.4		5:45a -0.4	5:48p 0.3	5:31a	8:08p	5:17a	8:33p	New
20	Sa	12:00a 7.2	12:35p 6.3	6:29a -0.3	6:31p 0.5	5:30a	8:09p	5:51a	9:40p	
21	Su	12:42a 7.0	1:19p 6.1	7:12a -0.1	7:14p 0.7	5:29a	8:10p	6:33a	10:42p	
22	Mo	1:25a 6.8	2:03p 6.0	7:54a 0.1	7:57p 1.0	5:29a	8:11p	7:22a	11:35p	
23	Tu	2:08a 6.5	2:47p 5.8	8:37a 0.4	8:43p 1.1	5:28a	8:12p	8:18a		
24	We	2:53a 6.2	3:34p 5.7	9:21a 0.6	9:31p 1.2	5:27a	8:12p	9:19a	12:19a	
25	Th	3:41a 5.9	4:22p 5.7	10:06a 0.8	10:24p 1.3	5:26a	8:13p	10:21a	12:55a	
26	Fr	4:33a 5.7	5:13p 5.7	10:54a 1.0	11:19p 1.4	5:26a	8:14p	11:24a	1:25a	
27	Sa	5:27a 5.5	6:04p 5.8	11:44a 1.1		5:25a	8:15p	12:26p	1:50a	1st
28	Su	6:23a 5.5	6:55p 5.9	12:15a 1.3	12:35p 1.1	5:25a	8:16p	1:28p	2:12a	
29	Mo	7:17a 5.5	7:44p 6.1	1:11a 1.2	1:25p 1.1	5:24a	8:17p	2:30p	2:32a	
30	Tu	8:10a 5.5	8:32p 6.4	2:04a 1.0	2:14p 1.0	5:23a	8:17p	3:34p	2:52a	
31	We	9:01a 5.6	9:17p 6.5	2:54a 0.7	3:01p 0.9	5:23a	8:18p	4:40p	3:12a	

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Sailor Profiles

FRANK'S SAILING BIO

I first learned how to sail in Tokyo Bay in 1961 in a small British dinghy and sailed in Blue Jays when my family returned to the US.

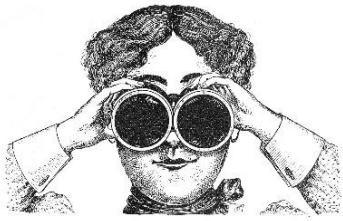
I joined the Club in 1976 with a Venture 15 catamaran. Over the past forty years, I have sailed a variety of boats. At that time, since most of the racing at the Club was with Thistles, I sold my catamaran and bought a used Thistle in 1978. Then in 1983, I bought an Yngling and sailed/raced that boat until 1996. In 1995, I met Larry Smith and shared the use and maintenance costs of a F-27 trimaran for about 14 years. Most of my sailing has involved day sailing and racing. However, over the course of my sailing with Larry, we did a lot of cruising in areas such as Long Island Sound and sailed to ports such as Port Jefferson, Mattituck, Lake Montauk, Block Island, Newport, Stonington, Martha's Vineyard, Cape Cod Bay and Penobscot Bay. In 2002, we sailed the Proctor's catamaran from Ft Pierce, FL to New Haven up the East Coast as crew for Captain Ralph, a professional delivery captain. In 2008, after an accidental capsizing with the F-27, I bought a Cape Dory Typhoon, which I sail currently.

I enjoy being a member of the NHYC because the members are friendly, helpful and unpretentious. There is no doubt in my mind that the New Haven area provides some of the best sailing in Long Island Sound where the winds are steady usually in direction and moderate in speed. NHYC is one of the few places where one can sail from the mooring and back again without the use of a motor. In fact, one can have a delightful afternoon sail without ever having to leave the harbor.

I live in Essex and frequently people ask me why I drive to New Haven to go sailing. My response is that I would rather spend 35 minutes driving to the Yacht Club than motor for 1.5 hours from Essex to Long Island Sound on the Connecticut River. I would rather spend my 3 hours sailing than motoring on the river.

I think we have a unique group of sailors at NHYC who enjoy sailing at a reasonable and manageable cost. We keep operational costs reasonable compared to other clubs and marinas through our volunteer work.





Spotted on Craigslist:

1970 40ft CUTTS & CASE CUSTOM KETCH

The seller claims this boat was built by Adolf Eggi, a Swiss engineer who worked at Ford to develop the first Mustang. Upon retirement he moved to Oxford Md and oversaw the design



and construction of his dream sailboat: cold-molded using strip planked cedar with spruce spars.

La Mouette has a self tending rig and a cushioned cockpit. The unique horizontal wheel allows you to steer from anywhere in the cockpit and then converts to a table. To see it, you'll have to go to Toms River.



Wind-blown Pages

Your newsletter presents pages torn from nautical literature. Today's page is from *Richard Halliburton*, Richard Halliburton, the famous adventurer, author and lecturer, writes home to his parents to reassure them about his planned trip from Hong Kong to San Francisco in January of 1939.

Many people ask me (leaving aside the dangers of the war): Isn't midwinter a foolish time to attempt the Pacific in a junk? Perhaps it is, however, this risk is less than it seems. I can explain why:

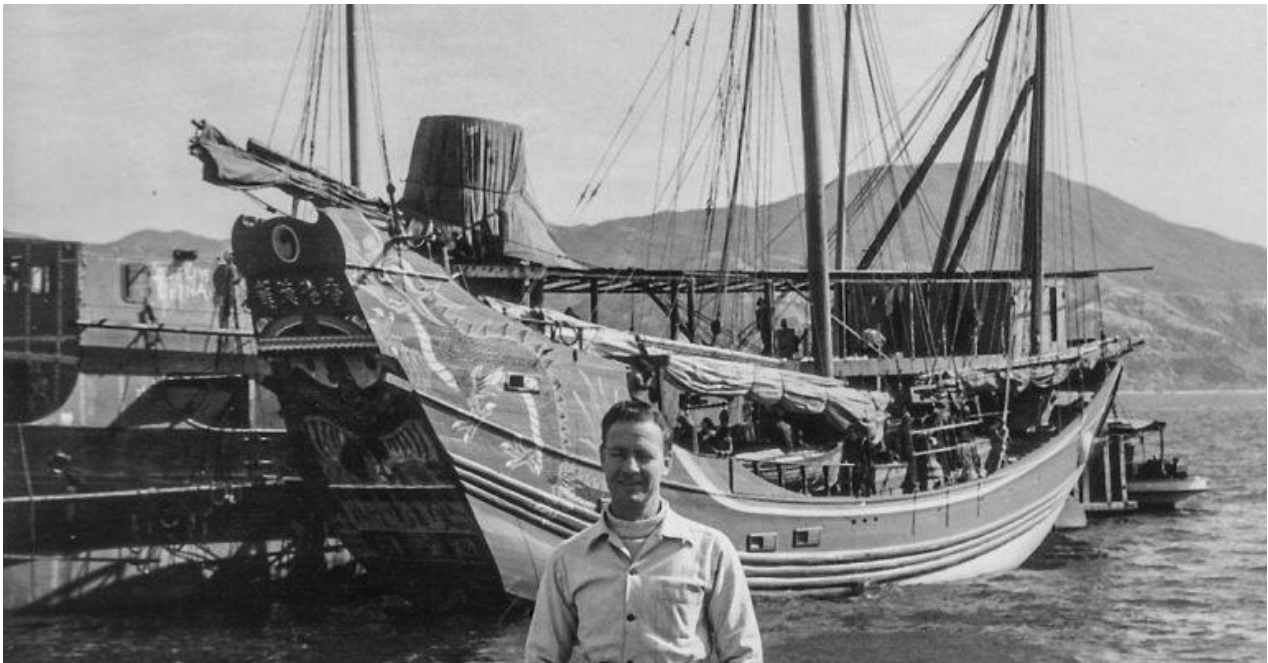
First of all, contrary to general belief, junks are among the most seaworthy of ships. For 4000 years China has been building these strange craft, and after forty centuries of trial and effort has learned to build them so that they handle remarkably well in all kinds of weather... The Chinese seafaring tradition goes back to the beginning of history. Long before the founding of the Roman Empire the Chinese were trading, in their wonderful junks, with India and Arabia, and controlled the Eastern world with their war fleets.... Several centuries ago, to make their junks more seaworthy, the Chinese shipwrights divided the hulls with water-tight bulkheads—a safety device which is now used by every ship-building nation....

In modern times we have incontestable evidence that Chinese junks have sailed in every sea. About a hundred years ago the people of London were astonished by the visit of an extraordinary vessel that came unheralded up the Thames. It had lug sails made of mats, big wooden eyes on the bow, fantastic carving on the stern. It turned out to be the *Keyling*, an eighty-foot Foochow junk that had come to England by way of the southern tip of Africa. It carried a cargo of silk and ivory and bizarre presents for Queen Victoria.

Being for the most part amateurs, we are all quite prepared, in the January weather, to be deathly seasick until we get our sea-legs. And we know that there will be other sorts of hardships, too—scanty space, meals scrambled up by ourselves in a gyrating galley, the damp chill of a winter sea, too little freshwater and too much salt. But these things we must accept as a matter of course. They are part of the adventure. We have chosen to cross the Pacific the hardest but the most exciting way.

As for myself, I have one fervent hope, one prayer: that wind and circumstance will not blow the *Sea Dragon* into Puget Sound or down to Mexico. I want to steer her straight into the Golden Gate, where, a long time ago, I first saw a white-sailed schooner, and first heard the call of the sea.

The *Sea Dragon* was lost with all hands when about halfway to Midway Island. No wreckage was ever found.



FROM THE POETRY LOCKER

This month we present a love poem by Welsh lyric poet Dylan Thomas that's completely awash in nautical images. As for exactly what it means...

Where Once the Waters of Your Face (1934)

Where once the waters of your face
Spun to my screws, your dry ghost blows,
The dead turns up its eye;
Where once the mermen through your ice
Pushed up their hair, the dry wind steers
Through salt and root and roe.

Where once your green knots sank their splice
Into the tided cord, there goes
The green unraveller,
His scissors oiled, his knife hung loose
To cut the channels at their source
And lay the wet fruits low.

Invisible, your clocking tides
Break on the lovebeds of the weeds;
The weed of love's left dry;
There round about your stones the shades
Of children go who, from their voids,
Cry to the dolphined sea.

Dry as a tomb, your colored lids
Shall not be latched while magic glides
Sage on the earth and sky;
There shall be corals in your beds
There shall be serpents in your tides,
Till all our sea-faiths die.

—Dylan Thomas

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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