



March 2023

NEW HAVEN YACHT CLUB NEWSLETTER

VOLUME CXLI

ISSUE 3

DISCOVER YOUR WORK PARTY HOROSCOPE INSIDE THIS ISSUE !



GEMINI



LIBRA



CAPRICORN



ARIES



VIRGO

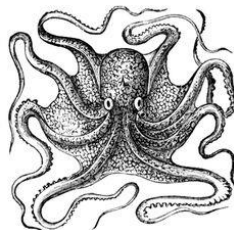


SAGITTARIUS

Harken, me lads, as Captain Salty consults the stars he'll spin a tale of what the stars foretell on the subject of yer work days at the Cove. Will the winds of fortune blow fair or foul this year? Will ye be shackled to yer tasks like indentured men or perform all with joy and ease? Will the tide hold? Will your timbers be shivered? Will the pipe wrench be found? Captain Salty knows all and tells all within!



PISCES



CANCER

MINUTES OF NEW HAVEN YACHT CLUB BOARD OF GOVERNORS MEETING, 1 March 2023

ATTENDING OFFICERS:

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

ATTENDING MEMBERS: Allen, Paul, Wayne, Robert, Raimund, Nick, Philip, Elizabeth, Kevin, Michael.

Guest: Joel

MINUTES: Commodore Drew called the meeting to order at 7:04 p.m. A motion was made and unanimously passed to accept the minutes of the February 2023 meeting minutes as published. The March meeting minutes are pending.

COMMITTEE REPORTS:

Launch: no new updates. Maintenance bill has been paid.

Moorings: splicing party is April 8, 2023, at noon. Carlo bought a hot knife for cutting line. We will need to buy shackles, swivels, thimbles at a cost of \$800.00. Also, 2 spools of 5/8" and one 3/4" twisted nylon line, pick up sticks. Total cost is about \$3000.00. Kevin questioned being able to get more than one year of use of mooring supplies, but it was decided that it would not be possible and safe. We need to figure out cost verse what we charge for moorings to see if our current mooring fees are consistent with what we pay out in supplies. We may need to increase cost of moorings. We did discuss altering our chain lengths as a cost saving effort, but we decided against this proposition.

Yards and Docks: no report.

Website: has been helpful in recruiting new members. No issues.

Advertisement insert now causes you to have to click an extra button to get onto the site.

House and Grounds: no report

Social: Memorial Day 2023 is the next social event

Cruising: no report

Membership: as noted above in the Treasurer Report. 50 full members is a healthy number of members for financial security. Bob questioned if it is worthwhile calculating membership month to month? Frank monitors on a weekly basis. Frank explained the complexity of doing that due to the way that different things are taxed. Greatest gain is by increasing membership or initiation fee. Money tends to trickle in in general over the year.

Race Committee: seasonal.

Old Business: Work parties are going to be April 29 and 30 and May 6 and 7. Launch of big boats would be May 20.

New Business:

Mike donated his boat to Sail New Haven. It will be removed from the club soon.

Cost of electricity: we are now paying only a little more than what we were paying. We get electricity through

Constellation @12 cents per kilowatt hour. It is a fixed rate for 4 years. We also have been able to cut our phone and

internet services bill. We do have 2 electric services due to the placement of the electric boxes. To consolidate we would need to run an electric line from the house to the hoist.

Joel presented on the advent of Sail Haven at canal dock boathouse. Community sailing program. Affordable access. Adult membership available for \$295.00. They are building inventory via donation. Members need to get ranked for skills and wind speed to use boat inventory. They will have dock masters who check people in and out. SailNewHaven.org is the website.

They would like to use the hoist to launch day sailors from NHYC in the spring and fall. They would like volunteers from NHYC to help maintain boats, and mentor. It could be a feeder program for this club. We decided to table commitment from the club until April.

ADJOURNMENT

A motion was made and unanimously passed to adjourn at 8: 23 p.m.

Respectfully submitted,
Cheryl
Secretary



Carlo sez...

Hello all members!

Spring is almost here and we will be sailing again soon.

These are the upcoming events to get the club running for this season.

- **Splicing Party – Saturday April 8th beginning at Noon**, at the club house to make the mooring pennants. All are welcome, regardless of experience. Come and learn if splicing is new to you.
- **Work party #1 – Saturday April 29th from 0900 to 1600**
- **Work party #2 – Sunday April 30th from 0900 to 1600**
- **Work party #3 – Saturday May 6th from 0900 to 1600**
- **Work party #4 – Sunday May 7th from 0900 to 1600**

Please note that all Full members are required to attend (2) work parties in the spring. Refer to the schedule for your assignments. If you have conflicts with your assigned days reach out to the membership to swap via the club email nhyc-list@mailman.yale.edu

- **Big Boats Launch Day – Saturday May 20th – 0900 Start.** High Tide is at 1235 with 6.3 feet predicted.

READ YOUR WORK PARTY HOROSCOPE HERE

- **Work party #1 – Saturday April 29th from 0900 to 1600**

Captain Salty says be prepared for musty smells from forgotten places. Don't count on yer kit being where ye stowed it last year. Captain Salty sees chains, but will ye be bound by 'em? Aye, that's the question! Only the planet Mars can say! Captain Salty sees balls—many balls, round as his crystal orb of prophecy! These balls are not glass, yet they are glassed. Some may need to be glassed again. He sees white tops and blue bottoms. He sees numbers but cannot read them. If Mike Meyers paints them, no one can!

April 29th sits under a searching star: find the sheeves! Find the seizing wire! Find the brushes! Curse the swab that let them dry like bricks a year ago!

- **Work party #2 – Sunday April 30th from 0900 to 1600**

Captain Salty sees rust everywhere. Be wary of sticky shackles. Be wary of sprayers that proclaim “WD 40” but contain naught. The stars are silent concerning the health of a being named “Beasty.” Fear it! The work float is ascendent in Capricorn but must rejoin Aquarius. If the floats breaks free, it may descend all the way to Pisces. Harken there! Be you bound for Goody's? Know that they close at noon!

- **Work party #3 – Saturday May 6th from 0900 to 1600**

Captain Salty foretells many types of wood—some of it good and some of it rotten. He senses stubbornness in galvanized hardware—be patient and blaspheme not! He hears a hoist and smells gasoline. ‘Tis auspicious! A fair omen. Be the four-cycle broken? Captain Salty knows only the cycles of the Zodiac. Seek guidance from Mercury, author of the infernal engine.

Speaking of the Zodiac—Barry Smith, forbear to use yours in its present state!

Salty sees but a single battery! If it be not in Beasty, perforce it goeth to the work float—and vice versa.

Venus has rejoined Jupiter in the western sky: if a wrench hits the water today, belike it will sink!

Big splashes! Sounds of chain! Mind where ye put yer legs an’ feet!

- **Work party #4 – Sunday May 7th from 0900 to 1600**

The day is auspicious! If all goes well, ye shall have leisure for aesthetic pursuits. This is a good day for pruning the roses and planting annuals in tubs. Break out yer cutlasses and attack the hedge! Captain Salty detects a false horizon on the north side of the clubhouse, dark gray below and chipped gray above. The time is ripe to indulge the artist deep within ye: paint the damn thing a single color!



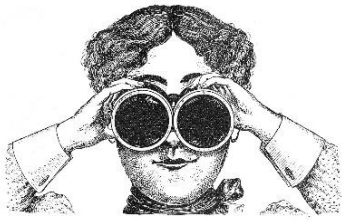
THIS MONTH'S LINK:

Young Couples do Boat Work

These people are doing to their boats all the things you should be doing to yours, but they're doing it really fast. Wouldn't it be nice if work could always get done in time-lapse speed? There are two links. In the first, an American couple does extensive but more-or-less conventional work on a neglected boat that's on the hard near a shuttered hotel in Puerto Rico. In the second, a Swiss couple re-designs and re-builds a classic cruising boat in the Pacific Northwest. Here the work is more ambitious and more sophisticated. They bought the boat sight-unseen during Covid—and you thought people in quarantine only bought puppies!

American couple: <https://www.youtube.com/watch?v=mueh6U-qBAo&t=1162s>

Swiss couple: <https://www.youtube.com/watch?v=oOuRDzwOH8k>



Spotted on Craigslist:

1984 Kirie Model Elite 29

This French-built sloop is listed for sale at Belmar on the Jersey shore. Curiously, the owner describes it as if it were a nautically-themed apartment.



“Recently refurbished and cleaned, 1 bed 1 bath sailing boat. This boat has a rustic, comfy feel. Perfect for a sailing couple or bachelor/bachelorette!”



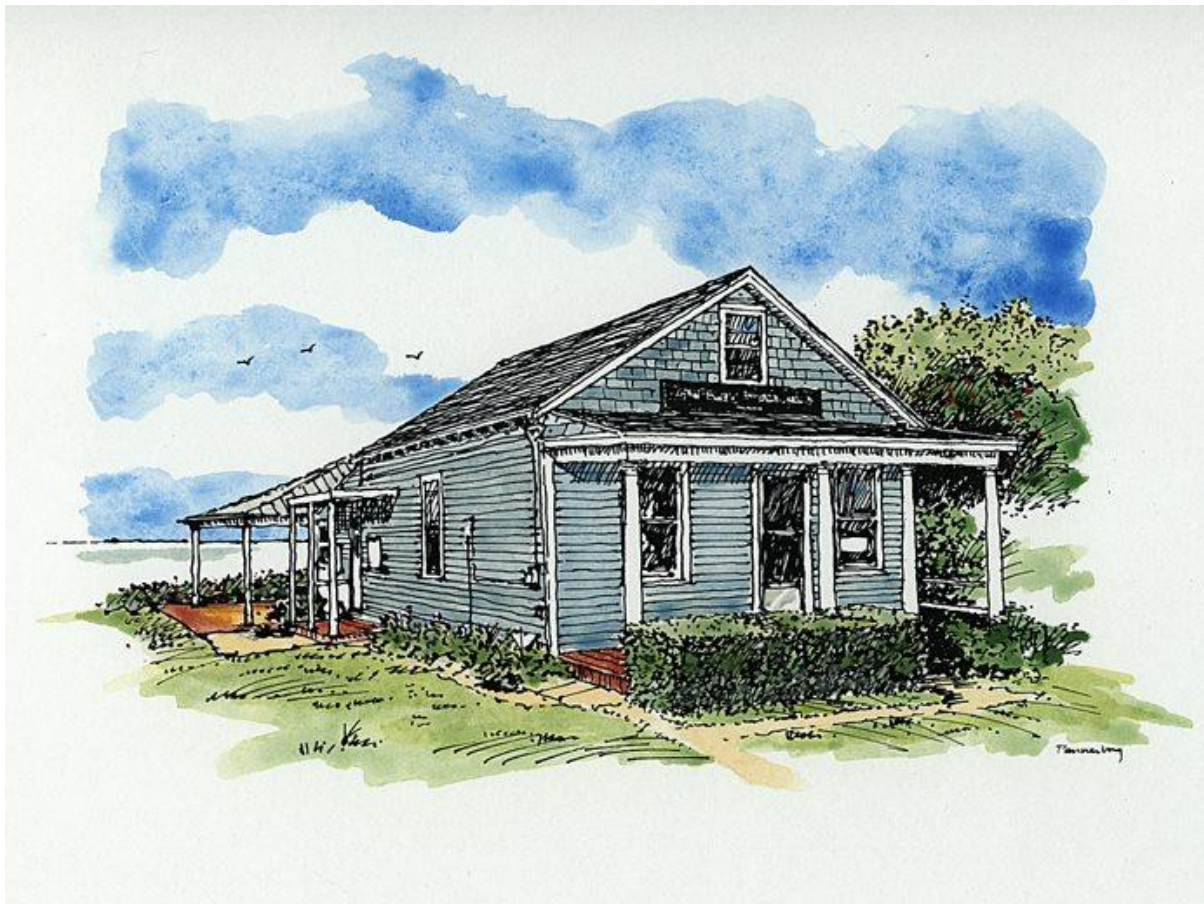
It does look like a comfortable address for one or two people who don't need a lot of room. It has air conditioning, a fridge, a TV and a toaster oven. I suppose you could even put it in the water if you want to. The owner is asking \$7500 — for a studio apartment, I guess that's pretty cheap.

If you want to know more about the Elite's qualities as a sailboat, information is available (in English) here:

<https://sailboatdata.com/sailboat/elite-29>

Remember, Before You Launch...

1. Reach down through four inches of leaves, mud and slime to manually unblock the cockpit drain.
2. Inspect your hull for stiffness, rot, leaks and cracking. Refresh if possible.
1. Check your keel.
2. Ensure that the chine of your hull is at the proper height to bang your head when you straighten up after checking the keel.
3. Make sure the bitter end of your anchor rode is connected to something.
4. Knock over the nearly-full can of bottom paint behind you by hitting it with the end of your roller extension.
5. Once again forget which wire is which when you re-connect your mast electrics.
6. Lose one of the pawl springs on your primary winch when you disassemble and lubricate same.
7. Verify that the package of marine flares that you bought in 2007 is still onboard.
8. Remove and carefully recharge your battery even though it's sulfated.
9. Try (and fail) to make an outboard testing tank out of your city-issued recycling bin.
10. Hope that your outboard starts anyway.



Wind-blown Pages

Your newsletter normally presents pages torn from nautical literature, but today's page is an essay your editor wrote for the *This I Believe* radio program on NPR. Beginning in 1951, radio pioneer Edward R. Murrow asked Americans from all walks of life to write essays about their most fundamental and closely held beliefs. Half a century later, NPR revived the program for four years. A website still exists that invites your contribution. <https://thisibelieve.org/>

I believe in buoys. Specifically, I believe in navigation buoys, brightly painted steel cylinders the size of a corncrib that the Coast Guard sets afloat in coastal waters around the country. When I take my sailboat out on Long Island Sound, I steer by them.

Buoys that mark a hazard are red and black. Buoys that mark a channel are red or green, or sometimes red and green, with a band of one color painted over the other in a mysterious but significant order. Sometimes the bands are painted vertically, making the buoy look like a piece of snapped-off candy cane. "Can" buoys are like enormous beer cans pinched into fins at the top to reflect radar better. "Nun" buoys are shaped like the wimple of a sunken Carmelite. Lit buoys have a square, steel tower on top with a light that flashes at discrete intervals that are coded onto my nautical charts. A buoy labeled "GR 'A' FL (2+1) G 6s" on the chart should have a green stripe painted over a red stripe, to show that the preferred channel is to the right; a light that flashes green, with two quick flashes and one long flash, repeated every 6 seconds. Like Hester Prynne, it should wear the letter "A," though most buoys have numbers. The system is complicated, but it seems nobody's come up with a better one — and the government has been making navigation charts since 1807 when Congress and President Jefferson founded the Office of Coast Survey for that purpose.

Today, the charts have a printed warning telling me NOT to believe in buoys, or at least not to trust them exclusively. It's notorious that buoys get moved around a lot, not only by the Coast Guard ships that service them, but also by storms. Hurricane Katrina displaced hundreds of buoys to new and fanciful locations where they became a hazard instead of a help. Buoys have been known to sink. Ice and bird droppings can damage their lights. On the West Coast sea lions lounge on them, causing them to list at odd angles. The wind and current tug them away from the concrete sinkers they're anchored to, so even if there's been no storm their position is never exact.

Part of the reason I believe in buoys is because they make no claim to ultimate authority: they aren't God-given; they were placed by humans. They don't embody an abstract principle or a mathematical law; they merely represent the Coast Guard's best guess about a point of the earth's surface that's covered by water. And they don't claim their meaning is self-evident. Their colors, forms, lights and numbers have to be interpreted before they have any meaning at all.

Although the Office of Coast Survey lays claim to being the nation's oldest scientific bureau, I don't think navigation buoys have much to do with science. Instead, they have to do with history: the buoys mark shoals and ledges that have trapped ships since colonial times; their existence today represents the painfully gained knowledge of generations of mariners and our present-day resolve not to make the same mistakes our predecessors made. Like every statement made about the past, however, they are provisional and approximate. They must be regularly re-visited and, if necessary, re-positioned. For this reason, a navigation buoy is always a waypoint, never a destination. I steer by them but not for them. When I reach one, I can head toward the next one in the series, or I can set off on an entirely new course. Their gate is not straight and their path is not narrow. They advise me without constraining me.

Navigation buoys are incidents on a vast, gently curving sheet of water that ultimately forms a sphere. They're not perfect — but I believe in them.

—Bob Schneider, "Buoys" 2017

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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