



April 2023

## NEW HAVEN YACHT CLUB NEWSLETTER

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# LOG WASHES UP



Just like the customers of Silicon Valley Bank, the sea makes deposits, and the sea makes withdrawals. Sometime in the last month, the sea made a deposit: a large log washed up on the riprap next to our seawall. The arrival of this Brobdingnagian toothpick caused consternation among participants at the annual splicing party. The object has yet to be studied by specialists, but chances are it's a piling. Ironically, the club doesn't need a piling right now, having just replaced the ones that secure our dock. The question arises, then, what shall we do with it?

If we cut it into disks, it would make a fine set of stepping-stones—except they wouldn't be stones, of course, just pieces of wood.

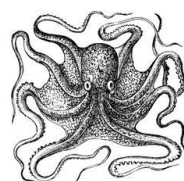
If we cut it lengthwise, we could make a vicious pair of speed bumps.

If we planned it square and cut it to length, we could use it for keel blocks.

Or maybe to outline a flower bed?

We could roll it across the driveway to keep unauthorized vehicles from entering the yard.

The Memorial Day Picnic is coming up—could we use it to thicken a sauce or something?



## MINUTES OF THE NEW HAVEN YACHT CLUB BOARD OF GOVERNORS MEETING, 5 April 2023

### ATTENDING OFFICERS:

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

ATTENDING MEMBERS: Nick, Wayne, Felix, Paul, Mike, Raimund, Kevin, Bob.

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 March 2023 meeting minutes as published. The April meeting minutes are pending.

### COMMITTEE REPORTS

Launch: we need to decide which launch we are going to use this season. Nick proposed that we eliminate the center console and convert the new launch to a stern drive. Nick is going to look at the feasibility of the project. We also need to reinforce the transom on the secondary launch at a work party. Kevin and Felix will help with the repair. One launch attendant has committed to return. Joe will post openings on Sound School and Club Website. We also need to paint the bottom/repair on the of secondary launch. Minimum wage is \$15.00 starting June 1 and that is what will be offered as starting salary for launch attendants.

Joe will pick up engines and test for operation prior to work parties.

Moorings: no report.

Yards and Docks: nothing new to report. Straps on floats need to be inspected and tightened.

Website: please send updates to Paul so that he can post them. Social schedule has been posted for next season. Raimund suggested adding a tab with vendor links that have provided satisfactory service to the club/members.

House and Grounds: no report.

Social: Reminder: **Memorial Day 2023** is the next social event. This event will also host the awards event. Be sure to put it on your calendars and come celebrate the beginning of another season! Stocky will begin to solicit sailabration hosts for tentative dates of July 1, 8, 15, 22 and August 5, 12, 19, 26. New members are typically asked to host a Saturday event at the club from 4-7 and provide at club expense finger food and drinks. Members drop by to partake of libations and socialize.

The Mayor's Cup is July 29th. Social Committee will be soliciting volunteers to help with the after-race party.

Cruising: no report.

Membership: as noted in the Treasurer's report. There has not been much inquiry on the website for membership.

Race Committee: no report.

Old Business: dredging in the channel is scheduled for this October. We need to contact the harbor master to see what the schedule is to be sure it does not interfere with our operation. Stocky will take this on.

We discussed developing a punch list for work parties that Stocky is trying to put together so that all projects that need to get done get done and to have alternative work party opportunity for people who cannot come to work parties. We collected nearly \$900.00 in missed work party fees per Frank.

Seawall fortification with bumpers needs to be added to this list of projects. Some specialized tools will be needed. Kevin will pick up some pressure treated lumber. There may be some lumbar along the fence that can be used.

Anchor bolts will be required. Bolt Depot and Albany County fasteners should be explored as potential vendors. Kevin and Nick will work on obtaining hardware and negotiate the best pricing.

Wayne is going to move forward with acquisition of the AED through the American Red Cross.

New Business:

A motion was made and unanimously passed to exempt the Treasurer from work party obligations due to the demanding nature of the position that he holds and the time that is required monthly to execute this job.

The water is scheduled to be turned on April 8, 2023.

ADJOURNMENT

A motion was made and unanimously passed to adjourn at 8: 05 p.m.

Respectfully submitted,

Cheryl, Secretary



# NEW HAVEN YACHT CLUB

## RACE SCHEDULE 2023

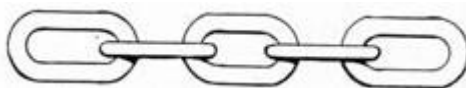


DAY	DATE	START	RACE
Monday	May 29, 2023	1:30 PM	Hollingsworth Race
Sunday	June 4, 2023	1:30 PM	Spring Series No.1
Sunday	June 18, 2023	1:30 PM	Spring Series No.2
Tuesday	July 4, 2023	1:30 PM	July 4th Race
Sunday	July 16, 2023	1:30 PM	Summer Series No.1
Sunday	July 23, 2023	1:30 PM	Summer Series No.2
Saturday	July 29, 2023	12:00 PM	Mayor's Cup Race
Sunday	August 6, 2023	1:30 PM	Fall Series No.1
Sunday	August 20, 2023	1:30 PM	Fall Series No.2
Monday	September 4, 2023	1:30 PM	Ray Morgan Singlehanded Race

# JEFF BEZOS' NEW SAILBOAT IS UNDERSTATED



Yacht fanciers and environmental activists were united this week in praise of Jeff Bezos' new yacht, *Koru*. The Amazon founder could have gone for something flashy but instead settled for a 417-foot, three masted schooner. Sporting a simple black hull and bright white upper decks set off with endangered teak trim, *Koru* harkens back to the liners of yesteryear. While only a third longer than a football field, *Koru* still manages to be the second-largest sailing yacht afloat. The \$500 million craft is loaded with energy-saving and environmentally friendly devices, not least of which are its sails—the ship will only use monstrous amounts of diesel fuel whenever the owner wants. The vessel's retro aesthetic precludes a helipad and chopper, so these amenities will be carried by a 246-foot "support vessel" called *Abeona*. Accommodation on *Koru* is limited to 18 guests and 40 crew members, so *Abeona* will carry supernumerary crew, staff and guests, as well as tenders, jet skis, luxury cars and other toys. A private submarine is rumored to be among them. According to a Bezos representative, the new superyacht and support vessel are a testament to Bezos' love for the sea and his desire to explore new horizons.

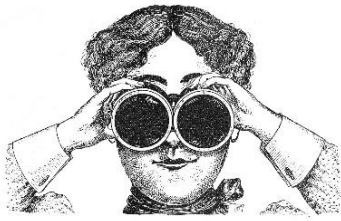


## THIS MONTH'S LINK:

### Jeff Bezos' boat undergoes sea trials

To music by Yung Logos, *Koru* leaves Rotterdam for a short spin in the North Sea.

<https://www.youtube.com/watch?v=nmXGLBahY-M&t=7s>



## Spotted on Craigslist:

### A San Juan 21 MK II slowly sinks into the leaves.

This swing-keel trailer-sailor needs a helping hand. The owner claims it's in good condition overall, but autumn leaves and fiberglass boats don't mix well.



The leaves hold water in sensitive areas on the deck. They also plug scuppers so rainwater can't escape from the cockpit.



The MK II version, introduced in 1974, features a flush deck forward which makes for a larger cabin underneath.

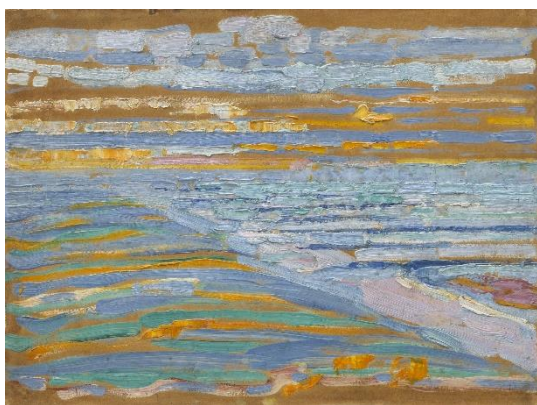
<https://sailboatdata.com/sailboat/san-juan-21-2/>

The boat's in Guilford. All you'd need to haul it away a tire pump, a towing vehicle and maybe some wheel bearing grease. Will any of our members come to the rescue? The owner is asking \$1,250 — a small price to pay for dreams of sailing glory.

# AN INTRIGUING POSSIBILITY: DID PIET MONDRIAN PAINT THIS IN MORRIS COVE?



Known the world over for austere geometric compositions using primary colors, Dutch painter Piet Mondrian started out as a figurative artist. As its title strongly suggests, *By the Sea* is a waterscape depicting a tranquil bay or harbor under towering cumulus clouds. Between water and sky, a faint headland is barely visible, much like West Haven seen from Morris Cove on a misty day. There are no buildings visible, but in 1909 West Haven was much less built up. It might have appeared much like the photo at right.



*View from the Dunes*, (left) painted in the same year, already shows signs of the striated abstraction for which Mondrian would later become famous.

Mondrian was something of a utopian and sought to uncover universal values and aesthetics in his work. "Art is higher than reality and has no direct relation to reality," he proclaimed in 1914. "To approach the spiritual in art, one will make as little use as possible of reality, because reality is opposed to the spiritual."

We may never know if *By the Sea* was painted in New England, but two things are certain: Morris Cove existed in 1909 and Mondrian had a passport—he used it when he moved to Paris in 1911. NHYC Members will have to decide for themselves whether or not the influential Dutch master once set up his chevalet in our boat yard.

# Wind-blown Pages

Born in 1878, C Sherman Hoyt sailed in every racing yacht imaginable for the best part of 60 years. Tireless, highly skilled, with an almost uncanny ability to spot a wind shift, he helmed *Rainbow* in her magnificent 1934 America's Cup defense against Tommy Sopwith's *Endeavour*. In this extract from his memoirs, Hoyt describes the race from Bermuda to Cuxhaven in 1936. He has shipped as mate aboard the brand-new Henry Gruber yawl *Roland von Bremen* with an all-German crew. We join them as they approach the English Channel.

I had left deck at 6.30 about halfway between Eddystone and Start Point. Gave von Lottner, my approximate fix and time from Eddystone. Had noted we were probably a mile or so too much to south'ard, but as our course took us five miles or more south of Eddystone, it was hard to judge distance in the poor visibility.

About 7.30 felt something wrong, found to my amazement boat nearly before wind, had left her with wind abeam, and, as usual, trim of sails had not been altered so speed had dropped right down. Suggested that wind had shifted and why, for Pete's sake, not trim sails accordingly?

Was told wind same, but course altered because the *slap-dash-bang* von Lottner, I suppose misled by incorrect bearing corrections, informed me that our former course would take us 15 miles south of Start Point! As the Start was in plain sight nearly ahead this was patently impossible.

Even if true, since our next objective was St. Catherine's in Isle of Wight, some 90 miles away, why in the name of Hitler, on a 90-mile stretch, try to rectify a small amount of southing by running at right angles to our course before the wind, dead slow, just so he could get back to his *blank blank blank* theoretical course from the Lizard to St. Catherine's? Also if he was going to be such a fool, why in hell not trim the sails so as to lose as little time as possible?

I left the deck to sulk in my bunk and ponder over German pig-headedness. Heard grand powwow going on and noticed that shortly we went back to within a few degrees of our old course. The wind gradually increased and went more southerly, had been west to south-west most of day.

At midnight, when I took over, it was blowing fresh with spatters of rain and we were making about 8 knots on close reach, with balloon jib, mainsail, mizzen staysail and mizzen. For once could find nothing wrong with trim. Some of my remarks must have penetrated.

At three, just getting barely light, noticed something wrong with luff of mainsail, got spotlight going and found luff line of mainsail parted just below headboard, leech line still holding. At once doused mizzen-staysail to lower and stow main. Then got trysail on her.

Hell of a row on deck and below getting trysail out of forecabin with only my own watch. Neither Perlia nor von Lottner even as much as put their heads above deck to see what was going on until called to take their watch at four! They could not have slept through the hubbub. Blowing harder all the while and speed not materially reduced by loss of mainsail.

At 7.00AM another catastrophe. Sister-hooks on mizzen backstay straightened out, we had reset mizzen-staysail as soon as mainsail was down, mizzen mast snapped off instantly at middle shrouds. Considerable circus getting mizzen down, clear up wreckage, etc. Von Lottner up and down in rigging like a monkey. Good seaman when he takes time to think and wants to be. Wild suggestions how to attempt jury rig at once.

I insisted on getting balloon jib off her before it went, since it was nearly gale force at the time, and set staysail and storm jib in its place, the latter, later in day replaced by patched regular jib. Never did give a damn for mizzen except for balance, although will admit mizzen staysail some help to speed in beam wind.

— From *Yankee Yachtsman* by C. Sherman Hoyt



**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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