



July 2023

NEW HAVEN YACHT CLUB NEWSLETTER

VOLUME CXLI

ISSUE 7



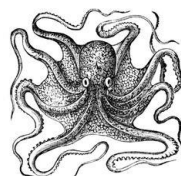
SPILHAUS PROJECTION SHOWS ONLY ONE OCEAN

We were taught in school that there are *five* oceans conveniently nestled around and between seven continents. It was obvious that the Mercator Projection only cared about continents. We thought it natural that “Pacific Ocean” was sliced in two along the longitude of the Bering Strait so the map maker could present Eurasia as a solid mass. Somehow, our teachers convinced us that the “Arctic Ocean” was a long strip of water around the top of the globe interrupted by Greenland. The “Southern Ocean” was a blue ribbon squeezed between Antarctica and the southern capes.



Source : Athelstan Spilhaus, *Atlas of the World with Geophysical Boundaries, 1991*
Cartographie : Clara Dealberto

Well, it’s clear now that we were taught wrong! The Spilhaus projection, developed by Athelstan Spilhaus in 1979, shows a single, unbroken body of water covering 71% of the globe. It slices up the landmasses and pushes them to the edge. With this projection all the wet areas preserve their overall shapes and relative sizes. And on this map (big surprise!) they’re all *connected*. And for the first time we see what piddling things those famous “round the world” races are. The contestants leave port in France or the U.K., sail south for a bit, take Antarctica to starboard and then go home. Most of the world’s ocean they never see at all. They sail, but they don’t sea!



MINUTES OF THE NEW HAVEN YACHT CLUB BOARD OF GOVERNORS MEETING, 11 JULY 2023

ATTENDING OFFICERS:

Commodore: absent
Vice Commodore: Stocky
Rear Commodore: Joe
Secretary: absent
Treasurer: Frank
Membership Secretary: Carlo

ATTENDING MEMBERS: Elizabeth, Mike, Felix, Philip, Paul, Wayne.

MINUTES: Vice Commodore Stocky called the meeting to order at 8:15 p.m. meeting. The June and July meeting minutes are pending. We did not approve any minutes at this meeting.

COMMITTEE REPORTS

Launch: rehab of newly acquired launch is in progress. We have a good team of attendants, this year. Joe is actively recruiting for fall as attendants leave for school.

Moorings: It was suggested that new members need to be instructed in properly securing the mooring pennant to the boat.

Yards and Docks: no report

Website: all is functioning well. Paul does not think there is Mayor's Race information posted on the website. He will contact Wayne.

House and Grounds: Elizabeth would like to replace the whiteboard on the clubhouse.

Social: We had a good July 4 event, 27 attended. Rain was a deterrent. Sailabitations are ongoing with still one opportunity to host at the end of August.

Mayor's Cup is scheduled July 29

Cruising: no report

Membership: we have 62 members including 49 Full, 1 Young Adult, 5 Associate and 7 honorary. I expect another 1 new possibly. Last year, we had 66 total members. We have 6 new full members and 1 renewal from the past. We have lost 3 Full and 2 Associate since last year. All members are paid up.

Race Committee: no report

Old Business: IRS situation still ongoing. Taxpayer advocate service is who Frank is working with. He sent the check back to IRS.

Frank was able to obtain a lower electric rate than residential residents from Constellation.

Dredging: Stocky has not been able to obtain any information but will continue to pursue.

New Business: Stocky summarized minutes of the special meeting.

Frank announced his retirement from position as Treasurer at the end of this year. He will assist with transition to his replacement.

Proposed dates for fall:

Saturday October 14, 2023, haul out

October 21 masts down,

October 26 mooring haul out

Work parties in the last week of October (the 28th and 29th) and first week of November (the 4th and 5th).

Carlo will send out these proposals to the listserv.

Concerning the status of vessel on mooring 315 that has engine failure. No activity detected around the boat. It is a 36' custom trimaran 12,000#. Carlo will contact him this week to discuss an update on his engine repair.

Paul suggested that we have further discussion in the future on how to manage dues and fees collection more efficiently. Discussed more active approach to collecting late fees. Discussed possibility of making money besides dues and fees.

ADJOURNMENT

A motion was made and unanimously passed to adjourn at

Respectfully submitted,

Cheryl

Secretary



Wayne's World of Racing

Dear Wayne,

A question from a reader: do we ever invite the mayor to the Mayor's Cup? Why not? He's up for re-election. He might come!

Signed,

Just Curious

Sailor Profiles

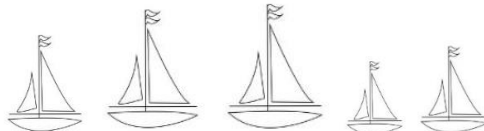
THIS CHARTER CAPTAIN KNOWS THE VALUE OF CONCENTRATION

Manos Demopoulos, 62, shares his secret:



“When I was a child, growing up in Piraeus, I wanted to be captain of a tanker and sail to Alaska. It didn’t happen. I married much too early; Zephyra and I had children right away. There was no exit possible for me. I worked in Piraeus until the kids grew up and my wife left me to run off with a yacht broker in Thessaloniki. The yacht broker felt bad about it because we had been friendly before that. It was dishonorable to take my wife. I tell him, ‘Okay, you keep Zephyra, but you give me a boat.’ He gave me a 19-metre yawl that was slowly rotting in in Methana. He was glad to get rid of it. That boat saved my life. I sell the apartment and fix up the boat. I become a charter captain. That’s what I do now. I like to sail. I like to sail and think. Sometimes I think of Zephyra and the kids. Sometimes I think about Alaska.

My clients are mostly uninteresting: rich people from Athens; sometimes tourists. Sometimes they hire me for funerals so they can throw the ashes in the sea. The clients talk to me and I pretend to listen. When you’re a charter captain you have to be polite. I have a secret: I put all my attention on the port side compass correcting sphere, the red one, there, on the binnacle. When I stare at the sphere, I can barely hear the people talk. After a while, they stop talking. The compass on my boat never worked properly. I use GPS like everybody. But that iron sphere, the red one, is the most important part of my boat. It’s my secret.”



From the Society Page:

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 ones above. Send your response (and a photo?) to Bob, the newsletter editor. He's tired of writing nonsense. He wants to write about you!



THIS MONTH'S LINKS:

Divers find an indistinct, algae-covered blob near Old Saybrook

But they claim it's an experimental submarine invented by Simon Lake 1907 and scuttled in 1946.

<https://www.youtube.com/watch?v=UenvxghO6ZI&t=15s>

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



Wind-blown Pages

Your newsletter presents pages torn from nautical literature. Today's page is from *Sea Change: Alone Across the Atlantic in a Wooden Boat* by Peter Nichols (London: Profile, 2000) Halfway across the Atlantic, the author has just discovered that *Toad*, his 27-foot wooden sloop, is leaking like a sieve.

Later in the morning, the liquid crystal digital display on my short-wave radio starts fragmenting: batteries are low. I change them, but when I turn the radio back on it is silent. A second moment of raw panic this morning. Absurdly, this seems far worse than the leak. The prospect of life without my radio makes me feel lonelier than Robinson Crusoe. The radio is my Man Friday, my contact with the rest of the species. Auntie BBC, jazz from the VOA in the evenings, this is the company that has kept me from feeling utterly alone.

I pull the batteries – brand new Duracells – out of the radio and look at the contact points inside the battery compartment. Nice and shiny, no sign of corrosion. The batteries, fresh from their plastic packaging, look good too. I put them back, slowly, firmly, with the intense telepathic message: *You will work now*. I put the lid back on. Turn the radio on –
Nothing.

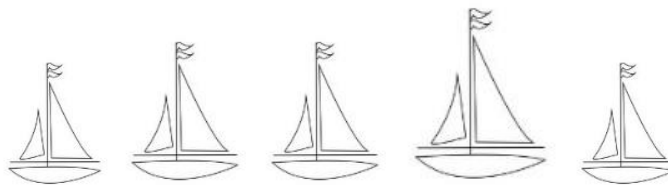
I unscrew the back of the radio and pull it off, revealing the inscrutable Japanese interior. I might as well be looking at an atomic bomb. I see no sign of corrosion, which I could expect after years on board. I pick the radio up and turn it upside down: nothing falls out, which is good, but then I realize that if it had I wouldn't know where it came from to put it back. Miserably, I screw the back on.

I feel a terrible cascading fear. I'm undermined, no doubt, by the other, realistically greater problem, but I am undone by the silence from my radio. I feel myself reverting to the baby state I escaped into on the dope boat: I want to blubber and appeal to someone, 'Pleeeeeeaaase!' More than a thousand miles to go, ten to fifteen days. Cut off from the world. Absolutely, completely, out-of-touch alone.

Almost whimpering, I climb into the cockpit and start pumping. Pump-pump-pump. The voyage seems too grim now. Suddenly it's no longer fun. I look around at the empty ocean and realize, with a sharpness I've never felt before, how alone I am. Just myself and a leaky boat in the middle of the ocean. Alone, alone, all, all alone.

But isn't this really what you've wanted all along? A real test? To see if you can take it? This is now, at last, a survival situation, mentally and physically. It's perfect. It's going to take everything you've got. Are you going to cave in now, as you did once before, on the *Mary Nell*, when someone else was looking after you, or are you going to rise to this? If you set out across an ocean in a boat like *Toad*, eager for a whiff of danger and sensation but unprepared to face just such a scenario, you're just a fucking dilettante. This is real. Life or death. Are you up to it, or not?

Why are you here?



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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