



LONG ISLAND SOUND STRIKES BOTH SHORES SIMULTANIOUSLY



Long Island Sound went back to the bargaining table with a coalition of New York and Connecticut stakeholders today even as badly spelled picket signs emerged from the water on both shores. Contacted by telephone, a spokesperson for the famed geological feature ran through a long list of demands. These included a shorter work week for wavelets at Hammonasset State Beach, closure of the animal disease research facility on Plum Island, and elimination of the sandbar at the mouth of the Connecticut river, a perennial source of tidal rips. Finally, and somewhat surprisingly, the Sound is claiming residual payments for water views that passengers on the Bridgeport and New London ferries have enjoyed *gratis* since ferry service started in the 19th century.

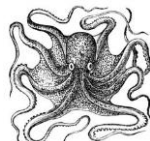
A spokesman for ferry companies fired back immediately: “The Sound is totally out of touch. None of our customers have so much as glanced at the water in years. It might as well be a parking lot; they’re all watching Taylor Swift on their telephones.”

To this, the Sound replied that Taylor Swift’s waterfront house in Watch Hill is worth millions. “And what does the Sound get? Just another weak-ass post-tropical depression.”

Fiona Haggie, Associate Professor of Labor Relations at UConn, replied in an Email that “underlying relations between Sound and Shore are not as good as they should be. While there’s been a substantial drop in pollution, fish and marine mammal populations are rebounding, all the credit is going to ‘environmentalists.’ But a lot of the recovery is due to the Sound itself. It’s not getting the credit it feels it deserves. The Sound is always in the background of everybody’s snapshots, but if it weren’t there, the beach would just be a sandy spot beside a highway called ‘Shoreline Drive.’”

Professor Haggie’s warning took on new urgency over the weekend when the Sound threatened to decamp not only the bargaining table but Southern New England as well. On Sunday the Sound issued the following threat on X, the site formerly known as Twitter, “One day I could just trickle down the East River and head for the Caribbean. They know how to treat water down there. You’d be left with a lot of stinking mud a fresh view of the trash I’ve been throwing in me all these years. Things could heat up at a certain nuclear plant, too. It could become a Millstone around your necks!”

And subsequently: “Let’s see Taylor Swift make a hit out of that!”



MINUTES OF THE NEW HAVEN YACHT CLUB BOARD OF GOVERNORS MEETING, 6 SEPTEMBER 2023

ATTENDING OFFICERS:

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

ATTENDING MEMBERS: Debbi, Allan, Paul, Elizabeth, Kevin, Felix, Nick.

MINUTES: Commodore Drew called the meeting to order at 7:09 p.m. A motion was made and unanimously passed to accept the minutes of the Aug. 2023 meeting minutes as published. The Sept. 2023 meeting minutes are pending.

COMMITTEE REPORTS

Launch: The new launch is operational but still needs some finishing work. Disposition of the older skiff was called to question. Nick would like to save it.

Moorings: The cost to haul moorings has increased to \$125.00 each. We can save money by pulling 100# moorings and speed buoys for a savings of \$125.00 each.

This was agreed upon with Carlo.

Stocky inquired about the parity of mooring set up costs across the range of mooring sizes and what the club charges. Members pay state taxes on moorings and dues fees as well.

Yards and Docks: the dock and metal piling socket relationship is problematic at low tide on the east side because of the slight easterly shift when the new pilings were installed. The dock can get stuck on the metal sleeve. We discussed a few remediation options. Metal corner plates that connect the chain to the metal pilings are showing wear and tear and probably need to be looked at in the fall when the docks are out.

Website: There are no issues. Nick would like to scan drawings for docks for display on the website to have that available for future needs.

House and Grounds: Air conditioner is leaking into the window well. Solution is to re-route the water drainage.

Elizabeth inquired about obtaining a dumpster for fall or spring work party. They cannot be too heavy, or they will not remove the dumpster. Spring might be a better choice. No decision was made.

Please do not put grass in the trash or recycling cans. Cans and bottles cannot be placed in a plastic bag and then put into the recycling bin. You must empty the plastic bag into the bin.

Social: Stocky sent out an email that thanked all host participants of sailabstractions. Stocky suggested that we limit sailabstractions to 6 with the rest of the dates BYOB with gatherings. Sailabstractions were well attended this year. It was suggested that we start them in June. Discussed awards banquet options of winter versus spring. Plan is to pose the question at the annual meeting to the general membership.

Cruising: no report.

Membership: Carlo discussed logistics membership for the almost new owner of Pharon. It appears the joining process or purchase is not yet assured. We discussed new membership for purchaser of Pharon. There are many complexities to this situation, and this was discussed during this meeting. Regardless, the By-laws need to be adhered to which precludes non-members from holding a mooring or winter storage. We need just to hold on this pending sale of the

boat.

Race Committee: no report.

Old Business: No report on the 941-tax issue.

New Business: no report.

ADJOURNMENT

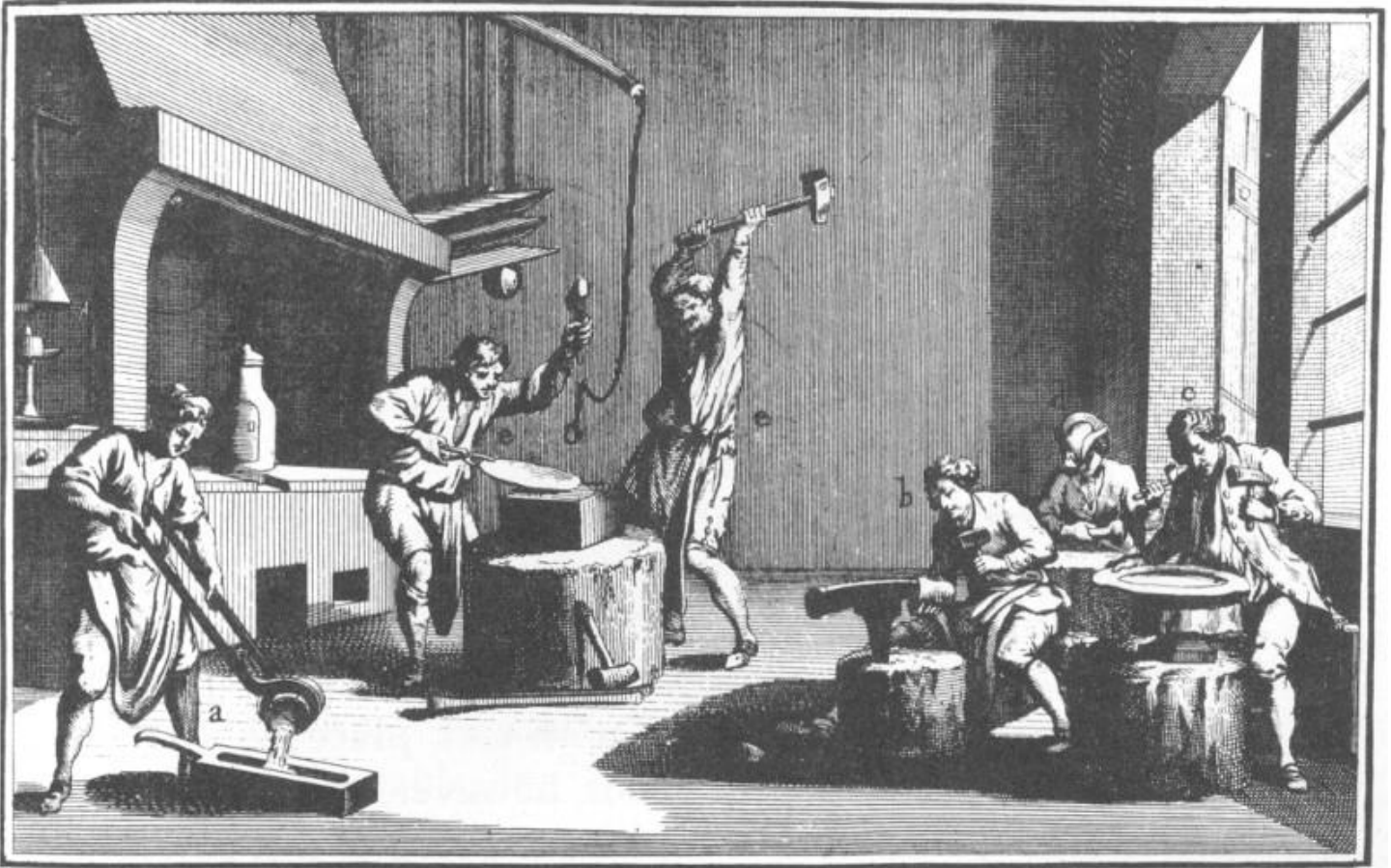
A motion was made and unanimously passed to adjourn at 8:42 p.m.

Respectfully submitted,

Cheryl

Secretary

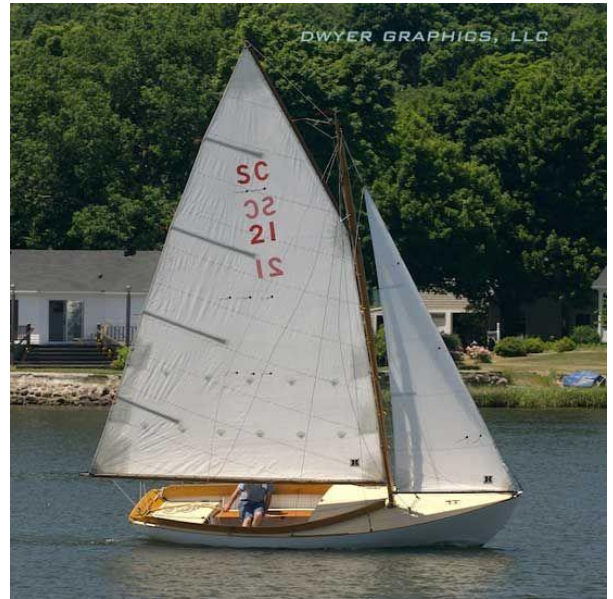




TASK	DATE	Start Time	TIDES
Large boat haul - BIG CRANE	Saturday, October 14, 2023	0830	High 1139 Low 1755
Masts down -Small Crane	Saturday, October 21, 2023	1000	
All boats off moorings	Sunday, October 22, 2023	ASAP	
Contractor hauls moorings	Thursday 10/26 or Friday 10/27	TBD	High 0936 or 1025
Work Party #1	Saturday, October 28, 2023	0900	High 1113 Low 1736
Work Party #2	Sunday, October 29, 2023	0900	High 1159 Low 1825
Work Party #3	Saturday, November 4, 2023	0900	High 1702 Low 1049
Work Party #4	Sunday, November 5, 2023	0900	High 1701 Low 1049

Member Profiles

L A I N E



NEWSLETTER: How and where did you learn to sail?

My first sailing exposure was on a “Fish Class” gaff rigged, fixed Keel, sloop out of Fairhope Al, which, at one time, was the Gulf Yachting Association Class boat long before the “Flying Scott”. I had just turned 17. Loved it at first exposure, From There, almost immediately, I became a crew member on a Cal 34 captained by Maddy Ewing. I weighed in at about 100 lbs back then and very strong and agile for my size and was the primary go-for, on the boat. We practiced and won a lot of races and there was one guy on the boat that was really, really good, both as a sailor and as a tactician. Fast forward a year or so and I was a student at Pensacola Jr Collage in a work study program painting toilet stall when my work buddy suggested we put down our paint brushes and attend the meeting of the sailing club which was planning a trip to New Orleans for an intercollegiate yacht race. An all-expense paid trip to New Orleans sounded like a good idea so we attended the meeting. Near the end of the meeting, we were asked who wants to go to New Orleans this weekend. I raised my hand. They then asked who had sailed before? I raised my hand again. Then they asked who had raced before. Racing was all we did on the Cal 34 (as go-for) so I raised my hand again. I was appointed the “B” team skipper! I read the rule book on the way to New Orleans and somehow ended up taking a third place over all for the regatta and I was totally hooked. My brother and I spent a lot of the next three years teaching ourselves how to sail and race. We were, literally, a boat length from the nationals in my senior year. By that time, I was also the President of the Intercollegiate Yacht Racing Association of North America 1973-74.

NEWSLETTER: Tell us about your boat?

I have a Pearson 30, 1976 model year with Edison pedestal steering. I completely rewired the boat with 12 ga marine wire and all LED lighting and 12V/USB outlets throughout the boat. The sails are serviceable and approximately the OEM size that I found on Craigslist and have had some minor modifications/repairs done by Bob Pattison, co-owner of Niel Pryde Sails. The engine is a raw water cooled Atomic 4. I don’t know if it is the original engine or replacement/rebuilt but as ancient as it is it runs reliably and well since I converted to electronic ignition. Along with the generous built-in original Icebox I carry a Black Forrest AC/DC “cooler/refrigerator/freezer and sometimes hook up a Harbor Freight 45 Watt solar panel charger. The boat has 2 group 24 Marine deep cycle batteries. I carry 2 anchors, one Danforth style with about 20 ft of chain and 200 ft of rope. I also carry a larger plow style anchor with about 10 ft of heavy chain and 4-500 ft of 5/8” line organized in 100’ hanks. It has 20 gal freshwater system that I filter as I fill the tanks and an inline filter just before the foot pumps. It has a 20 gal waste water tank. There is also the original two burner alcohol stove that works really well. I carry an alcohol burning space heater that can also double to heat a larger pot of water/soup/stew. It is rigged with DIY “Lazy Jacks” that make single handing it much easier. I carry (and use) Jack lines for night and offshore sailing and generally wear some version of inflatable harness any time I am alone on deck in any kind of threatening environment or at night. I carry paper charts and use an iPad mini for GPS navigation. I have ISail and Navionics apps on the mini and on my iPhone as well as “Tides Near Me” and Windy.

NEWSLETTER: How did your boat get its name?

The boat’s name is “Santosha” (dinghy is “Santosha Too”) My wife and I have and run a yoga studio and “Santosha” is a transliteration of a Sanskrit term for the “Practice of Contentment”, one of the Yamahas/niyamas (the things you do and don’t do).

NEWSLETTER: Are you looking for people to sail with?

Yes and no. I love taking folks out. I like sharing my knowledge of sailing and boats and would love to have more reliable crew to call on for more extended sailing adventures (beyond the breakwater) and I generally do not go out actively soliciting folks. I am very comfortable single handing the boat and my natural inclination in most things in life are, I do it myself.

NEWSLETTER: Who would you most like to go sailing with?

Not just because he is in the news, but Jimmy Buffet has seemed like someone who it would be really great to sail with. I love the chance to go out with my brother, Chris Harris (100 ton ship captain/sailing endorsement who lives in Gulfport FL)

NEWSLETTER: What port would you most like to sail into?

I have dreamed of sailing the Greek Islands and more “realistically” sailing/exploring the Caribbean and Bahamas. These dreams are much more likely to involve anchoring rather than entering some port.

NEWSLETTER: What appeals to you most about our sport?

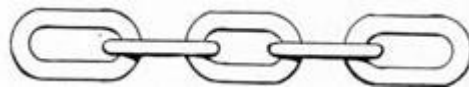
The connection to nature; the illusion of independence; the challenge of person vs. the sea and the (imagined) adventure of going places I haven’t been and seeing people and things I haven’t experienced yet.

NEWSLETTER: What needs fixing on your boat?

I need to replace the exhaust hoses. It would be delightful to have some new (er?) sails. At some point I need to replace the main Halyard. Overall, the boat’s in great shape!

NEWSLETTER: Have you got a personal sailing motto?

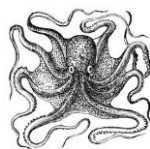
“We get there when we get there”. “Hope for the best, plan for the worst.” Also “How bad can it be?”



THIS MONTH'S LINK: Rod Steward under power

The Twin Towers make a cameo appearance in this music video from 1975. It’s a mystery how Mr. Steward manages to get that much reverb when he’s singing on open water in the Hudson.

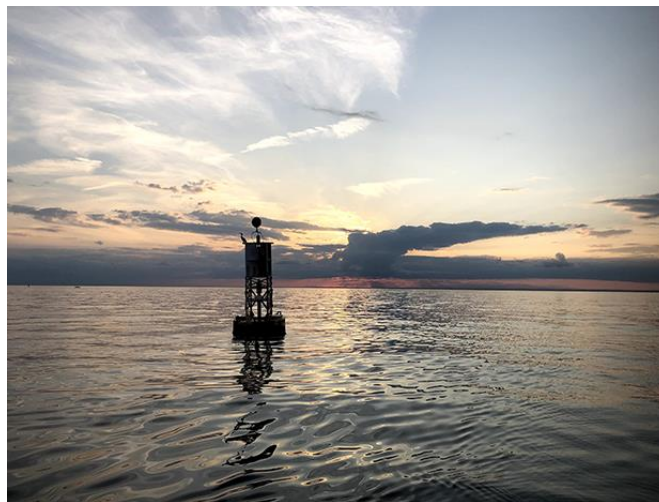
https://youtu.be/F0t3oQ_k008



Wind-blown Pages

Your newsletter presents pages torn from nautical literature. Today's page is from *Within a Budding Grove*, the second volume of Marcel Proust's *The Remembrance of Things Past* as translated by C. K. Scott-Moncrieff. The narrator has gone to visit a well-known painter, Elstir, where he encounters several young women including Albertine, who will become one of the loves of his life.

Albertine had listened with the keenest interest to these details of costume, these visions of elegance that Elstir was describing to us. "Oh, I should so like to see that lace you speak of; it's so pretty, the Venice-point," she cried, "Besides, I should love to see Venice." "You may, perhaps, before very long, be able," Elstir informed her, "to gaze upon the marvellous stuffs which they used to wear. Hitherto one has seen them only in the works of the Venetian painters, or very rarely among the treasures of old churches, except now and then when a specimen has come into the sale room. But I hear that a Venetian artist, called Fortuny, has recovered the secret of the craft, and that before many years have passed women will be able to walk abroad, and better still to sit at home in brocades as sumptuous as those that Venice adorned, for her patrician daughters, with patterns brought from the Orient. But I don't know that I should much care for that, that it wouldn't be too much of an anachronism for the women of today, even when they parade at regattas, for, to return to our modern pleasure-craft, the times have completely changed since 'Venice, Queen of the Adriatic'. The great charm of a yacht, of the furnishings of a yacht, of yachting dress, is their simplicity, as just things for the sea, and I do so love the sea. I must confess to you that I prefer the fashions of today to those of Veronese's and even of Carpaccio's time. What there is so attractive about our yachts—and the smaller yachts especially, I don't like the huge ones, they're too much like ships; yachts are like women's hats, you must keep within certain limits—is the unbroken surface, simple, gleaming, grey, which under a cloudy, leaden sky takes on a creamy softness. The cabin in which we live ought to make us think of a little café. And women's clothes on board a yacht are the same sort of thing; what really are charming are those light garments, uniformly white, of cloth or linen or nankeen or drill, which in the sunlight and against the blue of the sea shew up with as dazzling a whiteness as a spread sail. You very seldom see a woman, for that matter, who knows how to dress, and yet some of them are quite wonderful. At the races, Mlle. Léa had a little white hat and a little white sunshade, simply enchanting. I don't know what I wouldn't give for that little sunshade." I should have liked very much to know in what respect this little sunshade differed from any other, and for other reasons, reasons of feminine vanity, Albertine was still more curious. But, just as Françoise used to explain the excellence of her soufflés by "It's the way you do them," so here the difference lay in the cut. "It was," Elstir explained, "quite tiny, quite round, like a Chinese umbrella," I mentioned the sunshades carried by various ladies, but it was not like any of them. Elstir found them all quite hideous. A man of exquisite taste, singularly hard to please, he would isolate some minute detail which was the whole difference between what was worn by three-quarters of the women he saw, and horrified him, and a thing which enchanted him by its prettiness; and—in contrast to its effect on myself, whose mind any display of luxury at once sterilised—stimulated his desire to paint "so as to make something as attractive." "Here you see a young lady who has guessed what the hat and sunshade were like," he said to me, pointing to Albertine whose eyes shone with envy. "How I should love to be rich, to have a yacht!" she said to the painter. "I should come to you to tell me how to run it. What lovely trips I'd take. And what fun it would be to go to Cowes for the races."



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 questions above. Send your response (and a photo?) to Bob, the newsletter editor.

He's tired of writing nonsense. He wants to write about you!

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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