



January 2024

## NEW HAVEN YACHT CLUB NEWSLETTER

VOLUME CXLII

ISSUE 1

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# ELECTRIC TUGBOAT TURNS HEADS IN VANCOUVER



Manning has alerted your newsletter to the arrival of an electric tugboat which recently entered service at an LNG terminal in British Columbia. <https://news.yahoo.com/first-kind-boat-making-waves-130000153.html>

In addition to using less fossil fuel and contributing to a cleaner environment, the boat, called *HaiSea Wamis*, offers far better visibility to all quarters than a diesel tug with tall smokestacks amidship. It can spin on its axis, creep up stealthily on noisier boats and tie up to a raw egg without cracking the shell. It's on our cover, however, for purely aesthetic reasons: its extreme functionality makes it beautiful. In this, it's markedly different from the sailboats you see at the boat shows whose extreme efforts at streamlining make them ugly. There's no reason why a cruising sailboat should aspire to go transonic—it's pretentious and nonsensical. Every aspect of *HaiSea Wamis* is clearly dedicated to the tugboat task. The craft was designed by the naval architecture firm Robert Allan Ltd. and constructed at a Turkish shipyard where almost all the world's tugboats are built. We invite the same team to make a sailboat that's designed for pure sailing rather than pure show.



## MINUTES OF THE NEW HAVEN YACHT CLUB BOARD OF GOVERNORS MEETING, JANUARY 3, 2024

### ATTENDING OFFICERS:

Commodore: Drew  
Vice Commodore: Stocky  
Rear Commodore: vacant position  
Secretary: Cheryl  
Treasurer: Ashley  
Membership Secretary: Carlo

ATTENDING MEMBERS: Debbi, Allen, Paul, Nick, Leland, Raimund, Felix.

MINUTES: Commodore Drew called the meeting to order at 7:02 p.m. A motion was made and unanimously passed to accept the minutes of the December 2023 meeting minutes as published. The January 2024 meeting minutes are pending.

### COMMITTEE REPORTS

Launch: no report.

Moorings: no report.

Yards and Docks: Docks need some repair especially where the chain on the dock connects to the metal piling. There are logistical considerations for this repair. Some planks may need to be replaced or replace stainless steel screws with finishing washers if necessary to tack down the ends of the planks. Metal pilings need to be inspected to see if they will support another year of use as is. Floating material reinforcement for the docks to balance them needs to be addressed. There is some foam in the attic that could be used. There may be some strapping material stored as well. Cleats need to be inspected as well. Work can be done either in or out of the water at a work party.

Website: ADA website compliance: we are semi-compliance. We have 27 issues, but it is unclear what the exact issue is or how to remediate it. Paul has been able to modify the text font size and background color. CT Hostings is available for purchase of \$600.00 annually to make us compliant, but it is pricey. Josef is going to try to leverage the social media aspect of the website and report at a future meeting.

House and Grounds: no report

Social: planning for sailablations. Briefly discussed the schedule for next season. As it turns out between the July 4<sup>th</sup> and Mayors Cup there are only 3 weekends in July and August for these events. We discussed increasing fee for July 4<sup>th</sup> and Labor Day picnics. We can ask Wayne to increase the application fee for the mayor's cup to offset the cost of the after-race party.

Cruising: seasonal.

Membership: 2 members moved from full to associate. One new member has joined. There are 47 full, and 8 associate members. One new pending and perhaps 1 or 2 others are in the pipeline.

Race Committee: seasonal.

Old Business: Security camera update from Richard: 3 interior cameras are working. 2 exterior cameras are not working and have been removed. There are 3-4 spare new cameras that can be used to replace the cameras that are not working. The connecting cables need to be protected from weather, perhaps weatherproof boxes.

Drew purchased a Phillips Heart Start AED for the club. It will be mounted in an area of high visibility. It comes with an instructional DVD. Members are encouraged to go onto u-tube or watch the instructional DVD to become familiar with the device.

We had lengthy discussion on 500# mooring possibilities. We can probably allow this and manage this as we would with

any smaller mooring that we already service. Anything beyond 500# the owner would need to drop and haul his own mooring. We have a 55-mooring limit by lease. Carlo has been doing some analysis on calculating the pulling force on the mooring set up. The weight is not a considering factor in this determination. Most sources use LOA and beam as determining size for mushroom. Our policy uses weight as a determining factor in whether someone can use our moorings. Carlo wants to know the etiology of this determining factor. Drew thinks it is related to the hauling capacity of the crane. There are resources to include Chapmans and Mystic River harbormaster to aid in making a new determination. We may need to revise what is stated in the policy. We also discussed launch service for a member who has a private mooring outside of our mooring field. Launch fee was determined minus the tackle cost for fair application of the fee. It would be ~\$480.00 just for the launch fee. We could also charge for a \$400.00 pound mooring instead of charging a calculated launch fee. Initiation fee and annual dues would be additional costs. Carlo is going to price out 500# mooring tackle. We are still in the discovery stage of investigation on this matter. Subject matter expert opinion is welcomed.

New Business: none

ADJOURNMENT: A motion was made and unanimously passed to adjourn at 9:00 p.m.

Respectfully submitted,  
Cheryl, Secretary



# Fiction

## Fluke the Flying Fisher

*Havabborren* lay daydreaming in her cradle on the deck of the little cargo ship that carried her steadily southward.

"I wonder what my new skipper will call me? I never much cared for '*Havabborren*.' They say it's bad luck to change a boat's name, but that's just a superstition. I hope the new skipper changes this one."

*Havabborren* was built in Britain at the Northshore Yacht Yards in Chichester and then sold to a man in Norway who named her "*Havabborren*" and subsequently died. *Havabborren* wasn't sure how long ago this was. The little boat

had a strong sense of chronology but a feeble sense of time. She couldn't say how long she'd lived in Norway under that ridiculous name, but she knew that now she'd been sold to a man in Palermo and was likely to receive a Mediterranean name.

"If they're going to name me after a fish, they should choose a British fish--'Kippered Herring' or 'Fluke.' I'd rather like to be called 'Fluke,'" she thought wistfully. "It's short and easy to remember. If Palermo really is in Italy..."

She had a strong sense of navigation, but a feeble sense of geography.

"If Palermo is in Italy, they might give me an Italian name. Italian is a long language, so it will be a long name with accents and apostrophes. Long names are alright as if they aren't pretentious, like naming a rowboat '*Sovereign of the Seas*.' That name wouldn't even fit on a rowboat! After that come the cute names that owners choose when they're retired: '*Sea-nile*,' or '*Knot on Call*.' In fact, I don't care what the gentleman in Palermo calls me, I'm going to call myself 'Fluke.' It's a good name and it would look fine painted across my transom if I had one."

Like all the boats from her mold in Chichester, *Fluke* had a canoe stern and liked it.

"Canoe sterns are best even if you can't write a name on them. They keep you safe when there's a following sea. If they want to write my new name somewhere, they can write it on my rear quarter—in Gothic script. Or they can write it on a piece of wood and attach it to my pilot house."

With one thought and another, *Fluke* scarcely noticed when the cargo ship rounded Tarifa and entered the Mediterranean. The sun and the seagulls made her sleepy. She took a long nap and woke up just as the cargo ship tied up at the biggest dock with the biggest cranes *Fluke* had ever seen. Almost immediately workmen began attaching slings under her hull.

"Is this Palermo?" she asked politely.

"*Mais non, petit bateau*, this is Marseille. From here, you go swim to Palermo."

"France! I'm actually in France! I should go buy a baguette or something."

It was very windy and the workmen seemed disinclined to talk.

"This must be one of those fierce Mediterranean winds with a name; the Tarantella or the Sarastro," thought the little boat. She wasn't wrong; it was the south wind from Africa that's called *Mistral*. It was warm and gusty, unlike anything she's felt in Norway. It made all her standing rigging sing. As the crane lifted her into the air, her egg-shaped hull yawed and wiggled in the slings.



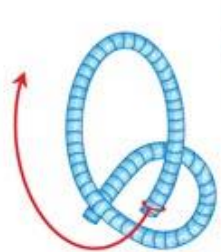
Next month: *Fluke* can fly!



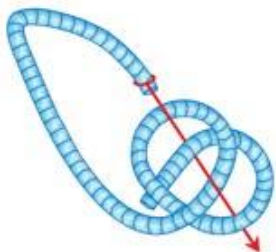
# NHYC-Sailing Seminar

Got any old line you don't know what to do with?

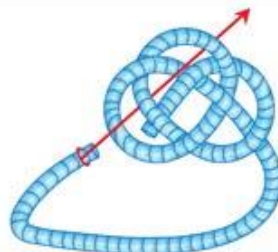
## Carrick Mat Instructions



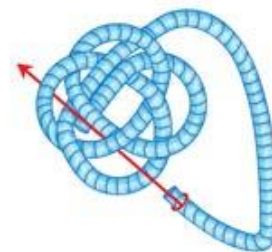
1 Make a loop over another



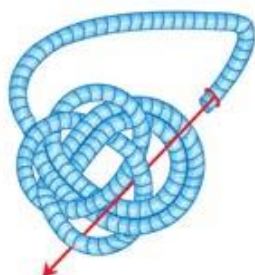
2 Pass alternately over & under the 2 loops to form 3rd loop



3 Similarly, pass it through 2nd & 3rd loops to form 4th loop

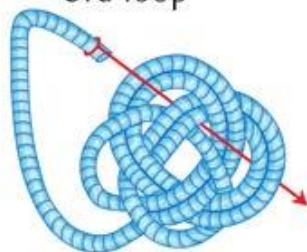


4 Double the 1st loop by passing the tag end as shown

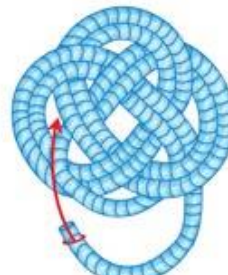


5 Similarly, double the 2nd loop

101KNOTS



6 Now the 3rd loop should be doubled



7 Finally, double the fourth loop



8 Finish by tucking the tag end neatly behind the mat



## THIS MONTH'S LINK:

A complete amateur checks out a storm-damaged Fisher 30 pilot house ketch. The yard wants \$10,000 for it. It's pretty clear he's going to buy it, but he has no idea what he's getting into.

*The heart hath its reasons that reason knoweth not!*

<https://www.youtube.com/watch?v=GM9Tj4dPSAc>

# Wind-blown Pages

Sarah Steenland styles herself a cruising cartoonist. She works from her boat which, having set out from Australia, is now someplace in Southeast Asia. More samples of her work can be found on her website: <https://www.sarahsteenland.com/home>.



## 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. Submissions should be limited to 500 words. The author will be able to review and accept edits before publication.

## UNSUBSCRIBE REQUEST

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