



February 2024

NEW HAVEN YACHT CLUB NEWSLETTER

VOLUME CXLII

ISSUE 2

ARMEL LE CLÉAC'H LOSES TWO RUDDERS



The Sailing News reports that Armel Le Cléac'h has left the 2024 Arkea Ultim Challenge-Brest and put into Rio de Janeiro having lost two rudders. Your newsletter greeted this information with incredulity. To lose one rudder might be regarded as a misfortune; to lose two looks like carelessness.

The skipper describes the incident this way: "I was sailing beside Argentina, downwind, in always fast conditions. I was emerging from a very busy 24 hours with a depression which had deepened with very unstable wind and gusts which reached up to 50 knots. I heard a violent impact on the port rudder. I caught a glimpse of a wooden log."

The Brittany-born ocean racer, already burdened with a name that nobody can pronounce or spell, deserves credit for sailing *beside* Argentina and not *into* Argentina, as one might easily do when getting over a deepening depression. Such a mishap becomes even more likely when one's center rudder is broken. But what is this crazy European multiple-rudder affectation? Here at the NHYC, the center rudder, if there *is* a center rudder, is the *ONLY* rudder. Kudos also for recognizing a *wooden* log and not a floating log of some other material, cast iron, for example.

Nor was this the end of Le Cléac'h's rudder grief. The very next day he broke another rudder on another log. His team reported it this way: "On Tuesday February 13 around midday UTC the Maxi *Banque Populaire* port float had a collision. Maxi *Banque Populaire* XI was sailing at more than 30 knots on starboard tack when the port rudder hit a log, causing the complete loss of the appendage."

Somewhat unnecessarily, Le Cléac'h adds "Now the boat is difficult to control with only one rudder allowing us to steer with." If not to steer with, what was Le Cléac'h *expecting* to do with his appendage? Was he planning to use his rudder to pick up the cheque after dining with friends at La Sere? Or maybe he'd use it as a *pelle* to slide a pizza into his onboard oven with a deft jerk of both wrists? (Look out for the bottom paint, Amel – *c'est toxique*.)

Our heart goes out to Le Cléac'h and his Maxi team and *Banque Populaire* which can only become less *populaire* after this incident. But honestly, Amel, if there are multiple logs floating beside Argentina, maybe you shouldn't have been going 30 knots?



MINUTES OF THE NEW HAVEN YACHT CLUB BOARD OF GOVERNORS MEETING ON 7 FEBRUARY 2024

ATTENDING OFFICERS: Commodore: Drew Vice Commodore: Stocky; Rear Commodore: no representation; Secretary: Cheryl; Treasurer: Ashley; Membership Secretary: Carlo

ATTENDING MEMBERS: Debbi, Paul, Elizabeth, Leland, Josef, Philip, Allen, Nick

MINUTES: Commodore Drew called the meeting to order at 7:03 PM. A motion was made and unanimously passed to accept the minutes of the January 2024 meeting minutes as published. The February meeting minutes are pending.

COMMITTEE REPORTS

Launch: discussed suggestions for rear commodore situation. We discussed offering a paid launch position for lead in scheduling. We discussed the difficulties of the position. Cheryl will report at the next meeting recommendations for how to proceed.

Moorings: the Mooring Committee is still working on gathering force tables so that we can change the mooring requirements in the membership directory.

Yards and Docks: no news to report.

Website: Paul found a free widget and it brings us to partial/mostly compliant regarding ADA compliant website. To be fully compliant we need to pay an annual fee for service.

-Josef presented information on existing social presence on social media, competitors clean, strong branding, opportunities, and recommendations. We consider a committee to develop goals for how to move forward with this plan.

House and Grounds: We discussed having a locked mailbox versus PO box. We are paid with the PO box until November, but we can still install the mailbox. We need to check on regulations for placement to facilitate delivery in accordance with postal regulations.

Social: no report Cruising: no report

Membership: We have 20 full members and 3 associate members and 7 honorary. This year so far 3 full members have moved to associate, and 2 full members have left the club.

Race Committee: seasonal.

Old Business:

A local harbor plan should be available for use in the development of our new policy on moorings. We discussed keeping moorings in for an extended use of time. The lease with the oyster company on grounds that are not actively being fished should not limit our use of the bottom for moorings for longer than one season. We would need to put larger chains, upgrade the swivels, perhaps replace sections of chain upon inspection, diver inspection of the chain.

A dredging project has been approved but is a year behind schedule.

New Business:

-The club was approached by the Sound School to assist in fund raising to subsidize a school trip. It was decided that information on this will be forward to the membership by Elizabeth for individual donations.

-A motion was made and unanimously approved to move funds to a High Yield Checking Account in QBO via Green Dot (5.00% APY, no monthly fee or minimums, FDIC insured up to \$5M, google pay, apple pay) at the discretion of the Treasurer.

-Ashley is Seeking board approval for new policy approval to grant a "referral bonus" for this year to current

members for new full membership sign up, proposing \$500 to a member who recruits a new member (funds to come from initiation fee). Frank suggested that we check the by-laws to be sure there are no conflicts. Leland reports that if it reduces your dues then it must be approved by a general membership meeting.

-There was one full membership inquiry from a person owning an 18' boat, two membership inquires for general sailing instruction, informal sailing community, and wanting to join as crew on boats (suggested associate membership).

-A proposal for next year's haul schedule was developed by Carlo and was approved. He will post this on the list serve.

-Carlo was appointed proxy by Rick to present structural issues with the crane, pilings, and pavilion supports at this meeting. The length of chain is the key to correct piling placement according to Nick. Once this is done, they should not be an issue. We have in the past noted that the crane structure and pavilion columns need assessment for structural integrity and remediation. Nick did offer some plans for remediation based on his inspection of the structures but for both projects given the nature of the use of these structures we should have some formal assessment of said structures and obtain quotes for further discussion and potential repair.

ADJOURNMENT

A motion was made and unanimously passed to adjourn at 8: 50 p.m.

Respectfully submitted,
Cheryl, Secretary



Fiction

Fluke the Flying Fisher, episode 2

As the giant crane lifted Fluke clear of her cradle, she felt something else she'd never felt before. It was a kind of lightness, the feeling you get when a fast elevator starts to descend. Fluke had never been in a fast elevator, so she couldn't make the connection. Somehow, the odd shape of her hull with its pronounced tumblehome and upturned canoe stern produced aerodynamic lift. Only now, attached to a tall crane in a high wind, could Fluke feel it. Her high-peaked prow started to lift her out of the forward sling. Thinking quickly, Fluke flung her weight forward to balance the force of the wind.



"It's like a wave with no water!" Fluke exclaimed to herself. "If there were lots of waves like that, one after another, I'd go up and up. Would I ever stop?"

Before she could answer her own question, the crane had swung around so she was stern to wind. Now she was even more buoyant! Her stern pitched up and the after sling slid forward, leaving the after part of her hull unsupported. Fluke felt herself slipping backwards out of the crane's grasp. The little boat fell a couple dozen feet before she could twist around so her keel met the wind. Suddenly Fluke was flying over the city. She gave a little cry of exhaustion which quickly turned into a shriek of alarm: she was heading straight toward an enormous rail station with a glass roof.

"If I hit that," Fluke thought, "it will be like smashing the world's biggest greenhouse."

Putting all her weight onto her mizzen, she managed to get her prow up just in time. Skimming over the *Gare St. Charles*, the little ketch swung into the wind and started to gain altitude—none too soon, for she was now heading straight for Marseille's famous basilica, *Notre-Dame de la Garde*, a neo-Byzantine wonder that towered over the city on a rocky promontory. Head to wind and prow up, however, Fluke rose like a kite, her high gunwales whistling in the wind.

"If I could get this under control," she thought, "I could learn to like this."

Suddenly, she found herself hovering level with the gilded statue of the Virgin on the highest tower of the basilica. She'd never seen the earth from above, but now she could see everything: the bay with an old castle on an island, the modern container port, the old port crowded with pleasure boats, and the vast city spread out all the way to the foothills.

"*Maman, un bateau qui vole!*" a small boy shouted from the plaza below. People began to point telephones in Fluke's direction.

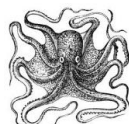
"I'm attracting too much attention," she thought, for Fluke had been brought up to be modest and unassuming. "I need to get back in the water."

Moving out of the lee of the basilica, she made a shaky downwind turn and headed for the old port, a rectangle of water in the heart of the city. It looked like Central Park except that it was blue instead of green and full of pleasure boats. Fluke splashed into an empty slip in a line of luxurious yachts.

"Zhat ist good landink, toy boat. But by vat authority you fly? Hoo give you permission?" The voice dripped sarcasm. It belonged to a gigantic motor yacht from whose many gleaming decks satellite communication domes sprouted like mushrooms. Shiny brass letters spelled its name: *Amore Vero*. In smaller letters underneath was its home port: Tokyo City. Fluke's curiosity got the better of her manners. "Are you really from Japan?"

"You kidink me!" replied the yacht. "Tokyo City ist fashion part of Petersburg—Russia!"

Next month: Fluke meets an oligarch!



Spotted on Craigslist:



Can you see the forest for the trees?

The owner explains that this Bruce Rodgers-designed 29-foot project boat has a “very well-built fiberglass hull with the deck and cabin added in marine plywood with a fiberglass cloth/epoxy overcoat” and is therefore ready for a new owner.

“There is no interior fitted at this time, so the new owner can custom build it to their needs. A full set of plans, 12+ sheets, (3/4":1' scale), is included with the purchase.”

As if the main boat wasn't enough, there's also a parts boat, a wrecked 30' Holiday wooden sloop.



The idea here is to take the parts from the Holiday “large chunk of iron ballast, stainless steel rigging, mast and boom parts, and bronze fittings and portlights” to finish the Roberts project. So... everything you need to keep you busy until retirement and after.

As near as your newsletter can figure it, the boat(s) are currently ensconced in the Vermont woods, about midway between Burlington and Stowe. Think how lovely your boat will be when the leaves are turning!



<https://vermont.craigslist.org/boa/d/jericho-bruce-roberts-29-sloop/7719052123.html?lang=ja>

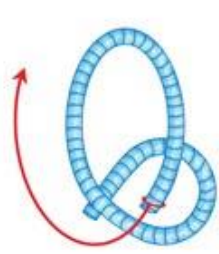


NHYC—Sailing Seminar

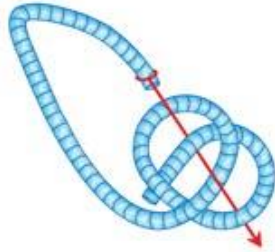
Got any old line you don't know what to do with?

(We're repeating the instructions because we know you haven't started yet.)

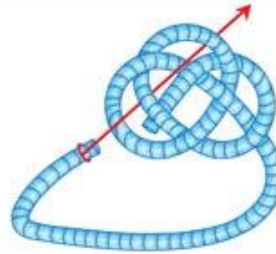
Carrick Mat Instructions



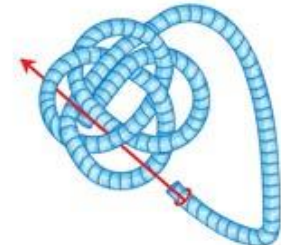
1 Make a loop over another



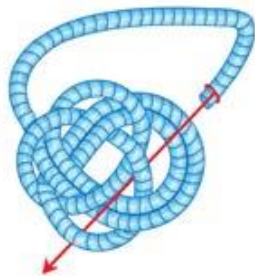
2 Pass alternately over & under the 2 loops to form 3rd loop



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

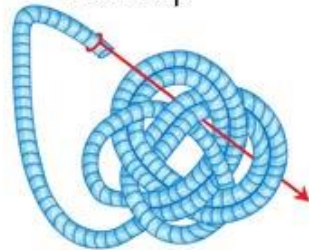


4 Double the 1st loop by passing the tag end as shown

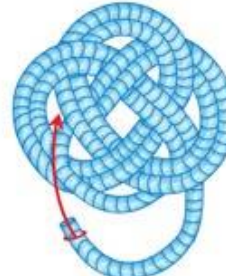


5 Similarly, double the 2nd loop

101KNOTS



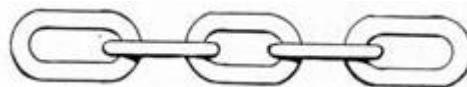
6 Now the 3rd loop should be doubled



7 Finally, double the fourth loop



8 Finish by tucking the tag end neatly behind the mat



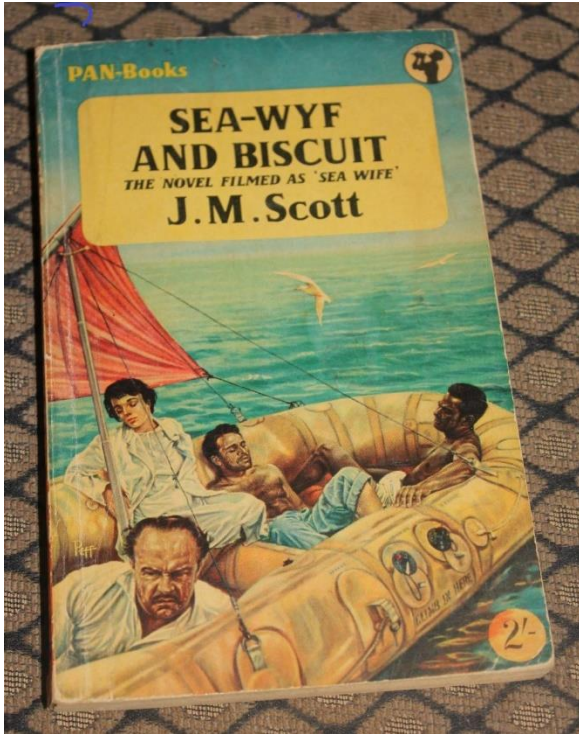
THIS MONTH'S LINK:

A sailing consultant convinces you that the boat you own already is MUCH better adapted to your needs than an Island Packet 440 would be. Considering the price of an Island Packet 440 (around \$350,000) this is exactly what you wanted to hear.

<https://youtu.be/Qz3fq0r2c-o>

Wind-blown Pages

Today's selection from nautical literature is tossed up by *Sea-Wyf and Biscuit* (1955) an unjustly forgotten nautical thriller by J.M. Scott. Four people, three men and a woman, have escaped death after the ship full of refugees on which they fled Singapore in January of 1942 was torpedoed in the Indian Ocean. They spend many weeks in a rescue float, a sort of inflatable dingy with a sail.

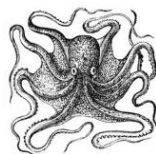


The wind was almost invariably between southeast and northeast. It was rarely more than a breeze. When waves came abroad the crew bailed with their hands, finally mopping up what lay under the floorboards with the sail. They were careful to keep the craft free of salt water in the hope that there might be rain. Several times they saw rain clouds, low dark masses which trailed a fine gray curtain over the ocean as they drifted with the wind. The people in the float sailed and paddled in the attempt to intercept them. Once they came near enough to hear the rain hissing on the surface of the sea. But the cloud sailed tantalizingly away from them. They were left disheartened and exhausted.

Almost equally tantalizing were the fish which refused to be caught. They looked so cool that it seemed they must be refreshing to eat....

Then there were ships. On the first occasion it must have been a whole convoy. Had the float been ten or twenty miles farther south it would have been right in the middle of it. But as it was they only saw the patches of smoke. The ships went past hidden by the curve of the earth and the people on the float felt more desolate and lonely than ever.

The second occasion was still more distressing. It was during the brief and brilliant sunset period when the highly colored clouds which had brought no rain were camouflaging the sea with reflected reds and greens and purples. That must have been the reason why the float with its bright sail was not observed from the bridge, for the ship passed within a quarter of a mile. She was a big freighter, carrying no flag, traveling at perhaps fifteen knots. The people on the float could not stand up because it was rough, but they waved frantically and tried to shout. They saw nobody at all on deck until the cook appeared from his galley. He took off his tall white hat to mop his forehead, and a ray of light caught his bald head and made it shine. He took a cigarette from behind his ear and for several minutes leaned over the rail, smoking. Then he threw the stub away and went back into the galley. The ship went on and was swallowed by the night.



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.

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