

The Semaphore

Fairfield Harbour Yacht Club



Vol. 37 No. 10

35° 04' N., 076° 58' W.

November 2020



Commodore's Update

At our General Meeting, we had an excellent presentation by Past Commodore Olwen Jarvis on the birds we can expect to see on the water. It was highly informative, and the photographs were excellent.

PC Azersky presented his Nominating Committee's slate for 2021. This is shown elsewhere in the *Semaphore*.

We were able to use email voting to approve the proposed modifications to the Constitution. Thirty-two votes were cast; we had 29 in favor and 3 against. My thanks to PC Doug King who acted as teller, Adrian Vergot for setting up the voting system and Lois Andrews for acting as Parliamentarian.

Let me welcome Peter Budzynkiewicz to the FHYC Board. He replaces Ellen McElree who has resigned for personal reasons.

At last temperatures have dropped and we are into good-sleeping (and cruising) weather.

The Full-Moon Cruise to South River went well last weekend. We motored down on a mill pond and as so often happens, the wind picked up

from the SW as soon as we were anchored. We spent a clear night with the delights of the full Harvest Moon. It was magnificent. Interestingly, this is the first of two full moons we shall have this month. The second, on Halloween, Saturday, October 31, is the Harvest Moon. We spent two nights in South River. By the time we returned the wind was blowing hard as a nor'easter; we had a bumpy exit from South River and an exhilarating sail back up the river. In all it was an excellent trip. Many thanks to Phil Katz for leading it.

The cruising group has so many cruises planned; it will be a challenge to fit them all in. However, the weather is generally fair into mid-November, so we have a good chance. The next cruise is a joint cruise with Pamlico Plantation Yacht Club. Other events will include an "anything that floats" race in the Inner Harbour, a thin-water cruise up Broad Creek to the Latham Park docks and, of course, the Parade of Lights.

Sadly, our premier racing event, the Oar Race was cancelled. There were few entrants, the requirements for household-members-only for crew may have had something to do with this. In this Covid era, this rule unfortunately makes sense. They have suddenly become "hot" items.

A full schedule with Sunfish, and Fun Racing is planned. The Sunfish racing is worth watching or joining if



What's Happening

Nov	Sun	1	Holiday Race
	Tu	3	Race: Neuse River Fun
	Fri	6	RCS Winter Clothing Drive0900
	Sat	7	RCS Winter Clothing Drive.....0900
	Sun	8	Fairfield Harbour's Got Talent1400
	Mo	9	Board Meeting (ac).....1600
	Tu	10	Race: Neuse River Fun
	Th	12	General Meeting1930
	Th	19	Picture Trivia Night.....1900

(cc)=Community Center, (rs)=Red Sail Park, (ac)=Activities Center

Deadline for next issue is noon, Monday, November 16, 2020

A digital copy will be delivered via FHYC email blast on or before Saturday, November 31, 2020

you can find a sunfish for sale. They have suddenly become “hot” items.

On land, the Entertainment Committee is organizing a virtual trivia night.

The order form for the book “The Great Lockdown of 2020” is now out. Get your orders in soon. At \$25 it is a great bargain. It will make a great present for the holidays for family or friends. There will be a single print run, so you have only one chance to get this great item.

Many thanks to Jerry Rezab and the Maintenance Committee for getting a **temporary** marker (ATON “15”) in place in Spring Creek. The floating buoy is a great improvement on the decorated “barber’s pole” which was there since the piling was hit by an errant boater some time ago. In the narrow channel a floating buoy is not as good as a piling but is still a great improvement. Hopefully, in time the POA will get the piling replaced.

Stay safe and wear a mask!

Ritchie Thomson, Commodore

The Semaphore

Fairfield Harbour Yacht Club



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Deadline

Deadline is 1200 the Monday following the meeting. Please e-mail articles to the address listed below: fhycsemaphore@gmail.com

Membership Renewal

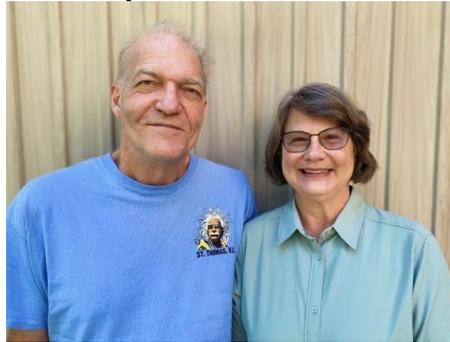
E-mails have been sent to all members using their e-mail addresses on record. If you need another for any reason, contact Lloyd Moore at (252) 571-2391 or

Lloyd.Moore@suddenlink.net

NEW MEMBERS

Despite the unique situation of meeting ONLY online our wonderful club is continuing to grow!

We are excited to introduce our newest members Tim and Shirley Baldwin to the Yacht Club community!



Tim and Shirley Baldwin

They come to us with enthusiastic recommendation from their sponsors David and Leigh Pfefferkorn and Ritchie and Julia Thomson.

Tim and Shirley recently moved to Fairfield Harbour from Holly Springs NC and were members of the River Rats Yacht Club. They now reside on Muirfield Place.

Tim and Shirley met the Pfefferkorns and learned about Fairfield Harbor through Shirley’s brother, Commodore of the River Rats Yacht Club in Belhaven. They have many years of power boating experience and currently own a 21’Cobia powerboat named Mental Floss.

Tim and Shirley are anxious to get involved in cruising and the social

activities of the club and look forward to meeting club members and volunteering. For their committees Tim has chosen Regatta and Public Relations and Shirley has chosen Storekeeper and Yearbook.

Sponsors Ed and Evelyn Thompson and Tom and Nina Renner would like to enthusiastically introduce Bill and Julie Madsen.

Bill and Julie recently moved to Fairfield Harbour from Bay Shore, New York where they were members of the Bay Shore Yacht Club. In 2017 they sailed to Fairfield Harbour with the Renners in anticipation of eventually moving here. This summer they purchased a home on Bucco Reef Road.

Bill is a graduate of the Merchant Marine Academy and has operated many vessels large and small. Julie grew up in Arizona but after marrying Bill she became hooked on boating and the water. Together they have sailed extensively from Maine to Florida and throughout the Bahamas. They currently own a 42’ Endeavour sailboat named Jubilee II and a 16’ Dyer powerboat named Glamour Girl.



Julie and Bill Madsen

For their committees Bill has chosen Maintenance and Julie has chosen Library and Property.

Please give ALL these NEW members a warm FHYC welcome when you see them in the community or out on the water!

Pam Miller, Membership Chair



FHYC Book, "The Great Lockdown of 2020"

On Sale Now

The pages of this book are overflowing with photos, recipes, and stories of every cocktail along the Quarantini Trail. We have kites flying high, special moments in time, the Merry bartender with all of his recipes, limericks are there with smiles for all, the captains log with the sailing adventures and races this year, cruising destinations with all their wonder. We have signal flags and kayakers, magical skies, words of wisdom, Quarantini contests, mask-querades, awards ceremonies and so much more.

Not only is this book informative and useful it is a coffee table book full of memories. For your information, the book is being sold at cost.

Here is a sneak peek, between the covers. (For your eyes only)

Lois Andrews

CAPTAIN'S LOG

"A sailor is an artist who's medium is the wind"



The Merry Bartender Bottoms Up

Traditional Martini
The best quarantine recipe is a very traditional martini. 3 part gin, 1 part essse vermouth. It can be shaken or stirred but is best if it is put in a chilled glass (I hope you are James Bond when it must be shaken) Courtesy of John Jackson

Patience's Pinkletter
Ingredients:
2 oz. Pateaux Rum
4 oz. Sweetener Juice
1 oz. orange juice
1 oz. cream of coconut
Recipe: fill cocktail shaker with liquid ingredients and shake vigorously. Pour into special filled with ice. Drink fresh reimagined on top. Courtesy of Nichole via Christine Ward

Spring Breeze
Muddle an orange slice with a couple of cherries and a bit of brown sugar, add 1-1.5 oz. of ginger ale, ice and a dash of lemon. Repeat if necessary. Courtesy of Chuck Smith

Red Head
A drink relative to Hurricane. Use a 10oz. mug, pour in 8 oz. of tomato juice, then add 8 oz. of beer, pour in 8oz. of ketchup with a splash of sugar. Enjoy it with your wife. Limerick: "Red Head's wife took a drink, then, 'Red Head's wife took."

Quarantini Blues
10oz. glass to start with
1/2 Blue Curacao
add ice to the glass
Fill the rest of glass with lemonade or limeade.
Courtesy of Don & Linda Knight

Cañon Sunrise
A refreshing drink that combines tequila & beer for a delicious Cañon Cocktail.
Cup:in: Orange
Cup:in: Mexican
Serving: 1
Ingredients
1.5 oz. Tequila
1 oz. Orange
2 oz. Orange Juice
Orange Slice
1/2 bottle Corona Extra
Courtesy of Jackie Hestberg



Nominations for the 2021 Board

The Nominating Committee of PC Ralph Azersky, Barb Robinson, Lois Andrews, PC Doug King, and Peter Sansone have proposed the following slate of new officers for 2021:

Commodore: Adrian Vergot
(Automatic move up from Vice Commodore under the updated Constitution)

Vice Commodore: Barb Robinson
(Automatic move up from Rear Commodore under the updated Constitution)

Rear Commodore: David Phipps
Treasurer: TBD

Directors: Phil Katz (already seated due to resignation) and Stephen Brockman.

The present bridge has been able to accomplish a great deal in a very unusual and challenging year. We look forward to Adrian's leadership skills as our new Commodore, to lead us forward into 2021. Barb will have new challenges as Vice Commodore, but as we have seen, she is ready to do battle to accomplish our goals. David Phipps was our top choice for Rear Commodore. His organizational skills are top notch, and his ability to deal with people under many different circumstances, make him an excellent choice to progress through the ranks of the Bridge. The person taking over from Sherry Pendleton, Treasurer, has not been confirmed.

It is our sincerest wish that 2021 returns us to a normal and wonderful year of camaraderie without any of the turmoil of the past couple years.

*Ralph Azersky, Past Commodore
Nominating Committee Chair*



Current Cut Bypass

From the Bahamas, there are numerous common migration routes for cruisers returning to Canada or the US. For those returning from the Far Bahamas the track might include Long Island, Cat Island, Eleuthera and Royal Island or Spanish Wells before crossing the Northeast Providence Channel into the Abacos.

A normal segment of this includes a stopover in Rock Sound, Eleuthera. There the large bay offers reasonable protection from westerly winds, something hard to come by in the Bahamas, and good places to get provisions and supplies. The settlement is cruiser friendly and there are a couple of good places to eat and visit.



Lying about 45 nautical miles from Rock Sound between there and the north end of the chain is Current Island. It gets its name from Current Cut, a narrow gap with ferocious tidal currents. Cruisers must time their transit to a favorable current or face potential serious issues. Even with favorable conditions, it is difficult to leave the sound in the early morning and time arrival at the cut on the tide. It is common to break this trip into two days running from Rock Sound to Governor's Harbour, Hatchet Bay, or Gregory Town, then the second day go through the cut on the tide. Only one of these three waypoints has any protection from westerlies that being Hatchet Bay.

Hatchet Bay is unique. The first time we traveled this way, we stopped there. As we approached what clearly showed as a channel on our chart looked like a solid rock wall ahead. Finally, we spotted a channel with sheer rock walls on either side cut from the sound into a small lake. The channel is wide enough, but it felt confining and daunting the first time. As narrow as it seemed, we later learned that the fast ferry runs through there.

With any of these options, sailors need two days of favorable wind to make the passage. In March of 2010 we were hanging out in Rock Sound waiting for weather to continue our homeward journey. There were just no two-day windows in the forecast. My wife, Lynn is a more nervous sailor than I and has put up with some conditions that were, for her uncomfortable if not downright fearful. Cruising is supposed to be fun, and if it is not fun for both of us, then it is not a good day, so we tried to plan our days underway in conditions that met her criteria.

Much to my surprise a day prior to the one good day we could foresee, Lynn pointed out that friends on another catamaran, had avoided the cut by going around the south end of Current Island. Most cruisers will not take that route because there is a lot of shallow water and it is easy to run aground. Our boat only drew four feet. She suggested we try that route. I was amazed and proud she was willing to chance it.

At first light the next morning the anchor was up. We planned to run under the genoa alone because we would be running down wind. Our 38' Prout catamaran was conservatively rigged so the main was small. In these conditions it would not contribute much. As we rounded the point the wind in the lee of the island was gentle but as we got farther from shore, she picked up and the seas were running four to five feet. Our boat, however,

was happy in those conditions and was skimming along at seven knots plus. We enjoyed this for the next six hours or so.

As we approached the south end of Current Island, we saw what appeared to be waves breaking. Was there a sand bar that did not show on the charts? What were we sailing into? Anxiety was running high. I double checked all the information we had and said it had to be wind against current not a reef or sandbar. Lynn swallowed her concern and as she wrote in her journal “finally shut up.”

We sliced through the rough bit and zipped around the south end and into the clearest, calmest water you can imagine. We could see the bottom as clearly as if we were snorkeling, so it was easy to dodge any shallow areas. The seas were calm in the lee of the island, but the island is low enough that the wind was still strong, so we continued at near hull speed. Now I wished for the mainsail.

Our plan had been to go into Royal Island because we did not think we could make it any farther than that, but here we were around the Current Island and it was only a little after 1300. Lynn suggested we go on into Spanish Wells and by 1630 we were tied in a slip at Yacht Haven and having a cocktail.

What a great day on the water. Thanks, Lynn, for the idea and fighting through the anxiety.

George Stateham, Past Commodore

FHYC Full Harvest Moon Cruise October 1-2, 2020

On Thursday morning October 1, eight boats headed out of Fairfield Harbour down the Neuse River to the South River anchorage along the shoreline near the Lukens Cemetery. At this little ghost town cemetery, it is just not easily possible to get to, even though loved ones are still being interred here. That is because this little

cemetery, although not abandoned, sits in a little ghost town you can only get to by boat. The ghost town of Lukens was located near the community of South River - and across the South River, a tributary of the much larger Neuse River. Even more challenging is the fact that the ghost town (and the cemetery) is on land that cannot be accessed via public roads. The only way to get to the ghost town of Lukens is by boat.

Lukens sprang up in the late 1800s. In its heyday, there were approximately 300 residents.



In the early 1900s, a Philadelphia businessman started a logging company that employed many of the residents of Lukens. But in 1933, a massive hurricane hit the outer banks and wiped out half of the homes in Lukens. Just eleven years later, another hurricane nearly finished the job.

Soon after, the town dwindled to its last two residents, who refused to leave. The two holdouts were two older women, according to a local newspaper report.

All that remains is Lukens Cemetery, where family members are still being laid to rest when the time comes. Reportedly each May, some family members organize a big spring picnic at the cemetery. It is a “bring your own food” kind of affair that reconnects loved ones with departed family members. Of course, the only way to get there is by boat. Can you imagine not being able to visit your departed loved ones whenever you like – unless you have a boat?

Well, we had five sailboats and three powerboats anchored right there. And we brought our own food. Late afternoon before sunset we had a dinghy corral around Arawak. It was a

BYOM&F affair (bring your own moonshine & food). Everybody had a good time and headed back their boats before the sun set.



A beautiful sunset before the Harvest Moon.



The Harvest moon is rising on the South River



On Friday six boats headed back to Fairfield Harbour and on Saturday the remaining two boats returned. All had memories of the beautiful Harvest Moon while anchored in the South River near Lukens Cemetery.

Phil Katz, Cruising Captain

Dinghy Racing with Jackie Moniak

It is a beautiful sight to go out on the water on a Sunday afternoon in Fairfield Harbour to watch the colorful dinghy races against the background of Northwest Creek and hear the horn

sound out across the water at the start of the race. Dinghy races are open to anyone including participants that do not live in the Harbour. Those who simply want to watch the race are always welcome.

When I first met Jackie Moniak, she had been running the dinghy races



for at least ten years.

The racing was held in the Inner Harbor and was open to all. Typically, there were classes for Sunfish, for 10' and later 12', Spindrifts, and other dinghies. In addition, there was a class for youth, and the lady that ran a youth program in Beaufort brought along a group of young people. It was a very vibrant event.

For close to thirty years, Jackie Moniak has served as the Principal Race Officer (PRO) for the Fairfield Harbour Yacht Club dinghy races. At the current time, the participants in the dinghy races are Sunfish sailboats manned primarily by one person.

Jackie and her late husband Gene moved to Fairfield Harbour in 1990 from Detroit, Michigan and joined the Yacht Club in February 1991. When they first joined, the Community Center was not even finished. Gene acquired a Sunfish and started racing and Jackie went along. A timer and race official were needed so Jackie volunteered, and the rest is history.

Jackie is one of the members with the longest standing in the club and recently retired from being the PRO for the dinghy races turning the job over to Joan Wilson. When asked about Jackie, Bill Jarvis replied, "Over the years, Jackie has run the races every Sunday in the spring and fall until this year. I do not think she ever missed a single event in close to 30 years. She is perhaps one of the most dedicated members that FHYC has ever had."

At the start of every race you could hear Jackie on the radio announcing one minute to the first flag and then the countdown. Jackie always had a Maserati horn. Some starts have a lot of boats remarkably close together with lots of action.

Jackie has been the timer for most of the Ensign races for several years and all of the NYRA (Neuse Yacht River Association) and Blackbeard for years. This adds up to 18 or more race days per year with about three races a day and does not include all the dinghy races. Jackie said, "if they needed a timer, it was me."



Any of the Fairfield Harbour Yacht Club races are a wonderful way to spend some time on the water watching skilled sailors race their vessels. Come on out and join the fun!

Elaine Berberich

Farewell to Friends

When good friends leave the Harbour we all naturally feel sad. However, it is also a wonderful opportunity to celebrate our friends. It is my pleasure to honor and celebrate Mary Ann and Past Commodore Neil

Ober as they set off for new adventures in Pennsylvania.

The Obers came to Fairfield Harbour in July 2001. They became members of FHYC in 2003 and in just one-year Neil was a Director! Neil moved up through the ranks as Fleet Captain, Rear Commodore, Vice Commodore and in 2007 was our Commodore.



Together Mary Ann and Neil gave their all to the yacht club. As individuals or together they served three years as Storekeeper; four years on Regatta; five years on Membership and Entertainment; six years on Distribution; seven years on Cruising and an amazing fourteen years on Hospitality. Neil organized the Holiday Flotilla and boat parade for several years. And this was just for our Yacht Club! They have certainly shown us what it means to volunteer!

However, the giving of themselves does not stop with the Yacht Club. Mary Ann and Neil have been volunteers at Carolina East Medical Center where Mary Ann has earned her 1000-hour pin while Neil drove the golf cart assisting patients. Neil volunteered with the Guardian Ad Litem program supporting children in the Harbour. They have worked on the Road Gang and Mary Ann is currently its organizer. Neil was president of the RV Club and Mary Ann was secretary. They were Wagon Masters leading RV trips. Mary Ann organized flags for the National Cemetery on Memorial Day. They regularly hosted Marines for Thanksgiving. They continue to volunteer for the Meals on Wheels program.

We will all miss them so very much for Neil's quiet sense of humor and Mary Ann's warm and ready smile. A most fortunate community in Pennsylvania will be welcoming them soon and will discover what gems these two special people are. We send them off with our warmest wishes for happiness, good health, and new friendships in their new home.

Bon voyage Mary Ann and Neil!

Olwen Jarvis, Past Commodore

Green #15 Buoy



A floating green #15 buoy channel marker has been put on station replacing the temporary white PVC pipe in Spring Creek. The buoy stands 39 inches above the water. The buoy has a green 2-inch stripe and white reflective numbers that can be readily seen at night when it is illuminated by a vessel's searchlight. CAUTION: The buoy is not an exact position.

The chain connecting the buoy to its anchor is always longer than the depth of the water. Thus, the buoy moves about horizontally under the influence of wind and current. Never approach a buoy closely; it might make a sudden shift in position. Remember also buoys can be dragged off location by a vessel collision and or storms. Always navigate Spring Creek in the middle of the designated channel. If there are issues with the buoy please always contact me directly.

Jerry Rezab, Chair Maintenance

RCS Winter Clothing Drive

Religious Community Services (RCS) in New Bern cares for anyone in need of food, housing, and shelter, especially those who need it most. There is a series of educational opportunities, financial and employment support, as well as counseling for people living in Craven, Jones, and Pamlico Counties. This fall RCS needs extra food and clothing since they are caring for more folks because of effects of COVID 19 on job loss, food, etc.

New this fall, the Fairfield Harbour Yacht Club is sponsoring an annual winter clothing drive for RCS. They need everything for **everyone** including the elderly and infants.

If you have children living at home, you know they are always outgrowing their clothes. As you go through their drawers/closets for winter garb that still fits, or as you check your own clothes, please remember this request. Spread the word among your friends you see at work or family members who might be visiting you this month.

The clothing drive will be held on **November 6 & 7** at **Red Sail Park** from **0900 to 1300**. RCS is extremely excited about receiving winter clothes before it gets too chilly outside. RCS needs: socks, shoes, boots, coats, hats, gloves/mittens, warm long pants, sweaters, long sleeve shirts, snowsuits, diapers, infants' blankets, underwear.

Virtual Picture Trivia?

Come and join in the fun at the FHYC first annual Virtual Picture Trivia Night, at 7 pm, Thursday, November 19.

To register, please respond to this email, or call Janice Myler at 443-299-8916, by November 5, so that we can send you an online link before the game (similar to our general meetings).

Easy to Play - Prizes awarded