

The Semaphore

Fairfield Harbour Yacht Club



Vol. 39 No. 9

35° 04' N., 076° 58' W.

October 2022



Commodore's Update

Wow! If you weren't at the September General Meeting, you missed quite a program. Steve Hustad and Anny Chiu shared their adventure to the Great Lakes, towing their Discovery 24. for many of us who have sailed Lake Superior, it was like coming home. Great photos along with some great trivia of the area.

We're coming into a very busy time of year for the club – committee sign up and nomination of the board. This is your time to think about what committee you would like to help with. Remember, this is not a commitment of an entire year but rather a couple of hours during the year. If you find you're having lots of fun working on a committee and want to put in more time, that's okay. We'll let you. The whole point of the club is to have fun! As I've mentioned before, "Many hands make less work".

Several of our chairpersons are retiring this year but will stick around to assist in the transition from one chair

to the next. We're looking for a Regatta Chair to oversee the activities of that committee.

The same goes for the Cruising Committee and the Program Committee. The big word is delegation of tasks so one person isn't doing everything on a committee. Also, if you sign up to be on a committee please participate. It's disappointing when someone signs up to help but doesn't show up. Our current chairpersons have laid out the groundwork. Much of the fun can be broken down into a couple of hours for one month and then you're done.

The last thing I want to leave you with is that you don't have to be physically in Fairfield Harbour year round. Many of us escape the heat and humidity of summer, some of us want to visit and spend time with family. That's okay. Past Commodore Adrian Vergot has set up a good system that

keeps us connected no matter where you are. So don't use that as an excuse not to participate. The club is fun and offers a lot to its members. Help us keep it that way.

*Barb Robinson
FHYC Commodore*



What's Happening?

Oct	Mon	6	Ensign Race #2	
	Th	10	Board Meeting1600
	Th	13	Ensign Race #3	
	Th	13	General Meeting1900
	Fri	14	Education: Seminar	
	Th	20	Fall Appreciation Dinner	
	Th	20	Ensign Race #4	
	Th	27	Ensign Race #5	
	Sa	29	Halloween Holiday Fun Race	

(CC)=Community Center, (RS)=Red Sail Park, (AC)=Activity Center
Deadline for next issue is noon, Monday, October 17, 2022
 Delivery is Tuesday, October 25, 2022

CHALLENGES AHEAD FOR 2023. YOUR HELP IS NEEDED

October marks the beginning of our annual “committee sign up” drive.

Like most organizations that rely on volunteer help, FHYC will experience significant turnover in key positions for 2023. Several of these positions have incumbents that have admirably and tirelessly served the club in these roles for up to five years, but now, as they step aside, we face the challenge of recruiting their replacements.

Among these are our treasurer, Russ Robinson, who finishes his two year term this December, Phil Katz, our Cruising committee chair, Georgie Jackson, Regatta chair, and John Jackson, Program chair and acting Education committee chair. In addition, we have two outgoing board

members; Pam Miller, who has completed her term, and Benny Thompson, who resigned due to scheduling conflicts with his new employment.

These are significant turnovers, as these positions provide critical guidance and help delivering many of the events and services that we’ve come to expect and enjoy as members of FHYC. I’m obligated to tell you that while we’ve made repeated announcements during our monthly general membership meetings asking for those who may be interested in these positions to contact us, to date, only a very few have done so.

There are several things that need to be addressed here. One is that we’re in the home stretch of 2022, and now is the time to organize for 2023. The remaining months will pass quickly, and our volunteer staff needs to be in place and ready to roll seamlessly into 2023. Obviously, some of these positions are involved enough that the new individual taking over would benefit from working with the incumbent for a month or two to get their bearings and get organized.

One of our goals has been to identify vice chairs for key committees, such that they can learn the ropes and be prepared to take the role of the chair at some future point, or co-chairs, who together can share the organization duties in their committee.

A second issue is the demographic makeup of our club as it relates to volunteering. One group is composed of individuals who have served in one or more roles over several years, and now, having made their contributions, have stepped aside. A second demographic is composed of many individuals currently and actively serving in various ways on one or more of our 18 committees. A third demographic is composed of individuals who may not be able to volunteer for many reasonable reasons and circumstances. They may still be employed, or their health or age may be a factor, they may be caring for a spouse, or they may be out of town part of the year. There are others who recently retired and are enjoying the “vacation” status that one initially experiences in retirement and are anxious to see grand kids or accomplish other retirement goals before settling down. We understand all of this.

However, if you’re one of our members who doesn’t fit one of the demographics described above, you probably fit into our fourth and last category and are a potential candidate for becoming more involved. It’s vitally important not to overestimate the amount of time required in volunteering; most roles require just a few hours a month, some a few hours a week. There are many opportunities in addition to those mentioned above; we’d love to chat with you about your interests and talents. Volunteering is one of the most rewarding and satisfying things you can do; making a real contribution to our club keeps you active and can help keep you feeling engaged in a meaningful way.

Thirdly, it’s important to recognize that without volunteers who willingly and enthusiastically take on these

The Semaphore *Fairfield Harbour Yacht Club*

Editorial Team

Julia Thomson	919-260-9924
Beth Warnock	571-455-9967
Buddy Jewell	303-589-2917
Chris Jewell	303-589-2963
Barbara Lewis	330-441-1083
Michelle Aldrich	919-272-4605
Brian Aldrich	919-494-5864
Yvonne Meissner	941-276-7356

Proofreading Team

Pam Gaskill	614-571-0356
Phil Katz/	
Linda Duncan	252-631-1018
Julie Madsen	516-242-2643
Michael McDougall	252-626-7636
Bev Myrseth	816-210-0364
Shannon Taylor	410-310-6591
Chris Town	252-288-4010
Joan Wilson	610-357-7476

Distribution Chair

Jerry Rezab	252-288-4124
-------------	--------------

Website: www.fhyc.us

Email: fhyc-nc@googlegroups.com

Deadline: The deadline for receiving articles is 1200 noon on the Monday following the General meeting.

Please email articles to:

fhycsemaphore@gmail.com

roles, our club will have to make some tough choices. We may be faced with having to reduce our event schedules, programs, or seminars. None of us really want to start down that road.

Please take a moment to sign up for the committee(s) that interest you for 2023! Sign-up sheets are available during the general meetings, or you may call or email Barb, myself, or Craig.

Finally, if you have interest in any of the specific openings mentioned in this article, please contact me, Adrian Vergot (Nominating Committee Chair), Barb Robinson, or Craig Myler at your earliest convenience, as time is of the essence. We're all listed in the Yearbook. We'd be happy to have an honest and frank discussion of the opportunities that await your interests, skills, and talents!

Dave Phipps, Vice Commodore

Covid Reprise

Unfortunately, the verses of this song keep repeating. This week I was exposed to Covid, which sets off a daisy-chain of notifications.

My first impulse was to test Doug and myself; both negative. Our plan was to repeat the test in 2 days and if still negative, again at 5 days. A friend (also exposed) alerted me to new Centers for Disease Control and Prevention (CDC) recommendations for exposure to Covid, summarized below.

What to do if you are exposed to Covid:

1. Start precautions immediately
2. Wear a mask as soon as you find out that you were exposed
3. Day 0 is the day of your last exposure to someone with Covid-19
4. Day 1 is your first full day after your last exposure
5. Continue precautions for 10 full days. You can still develop Covid-19 for up to 10 days after being exposed
6. Take extra precautions if you are around people who are more likely to become very sick from Covid-19
7. Watch for symptoms: fever, cough, shortness of breath (and others per CDC website)
8. If you develop symptoms, isolate immediately, and get tested; stay home until you know the result
9. Get tested Day 6, whether you tested yourself before or not, even if you don't have symptoms. If you test negative, continue precautions because you can develop Covid-19 up to 10 days after exposure
10. If you test positive, isolate immediately and consider calling your health care provider

We've all learned that life goes on and we must adapt. Earlier in this pandemic, we had virtual FHYC meetings, events outdoors, and corralled dinghies around mother ships on cruises. We've been able to expand activities as treatments and vaccines have been developed. You can google "what to do if..." and look for the CDC site whenever you have questions.

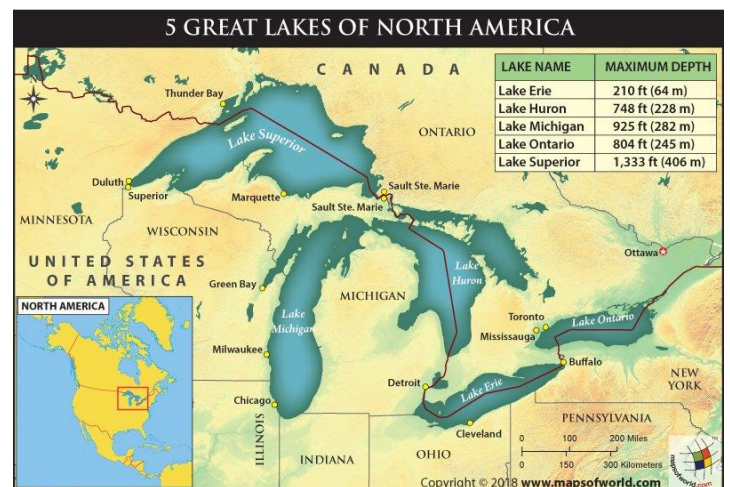
Kathie King, Fleet Surgeon

Cruising the Great Lakes

The program at the FHYC's meeting Thursday September 8 was presented by Steve Hustad and Anny Chiu talking about their trip this summer. They trailed their 24 foot, *Bow Baby* boat north.

They launched and cruised in 4 of the great lakes, only missing Lake Ontario. The cruising areas were the Lake Erie Islands in Lake Erie, Mackinaw Island in Lake Michigan, Pictured Rocks and the Apostle Islands in Lake Superior, and the Door County and Escanaba area of Lake Michigan. Steve had one picture he had taken 40 years ago, and one taken this summer showing the erosion that has taken place at Miners Castle in the Pictured Rocks. In all, it was over 3000 miles of trailering, and over 300 miles on their boat. While trailering they crossed the Mackinaw bridge both ways to avoid trailering the boat through Chicago.

John Y. Jackson, FHYC Program Chair



Buttered Eggs



On any other day, the ride from Martha's Vineyard to Block Island would be a nice, easy beat to the South Southwest. But today it was slam bang splash, slam bang splash, slam bang – OH! here comes one up inside the genny and into the cockpit- and then blugh, sliding sideways down a big slow wave. Repeat for 8 hours. My crew, wife Nina and daughter Lauren, were below and on the verge of seasickness.

A week of southerlies had set long slow waves from the south, and today the wind changed to the northwest, setting up a steep chop across the long, sickening rollers coming to our left. Our day had begun at first light, leaving Menemsha Pond, setting a course west southwest to Block Island. It was a gray, damp morning. Even on a forty-four-thousand-pound, deep keeled ocean boat it was going to be a long and miserable day.

We had been gone a month and were looking forward to getting to the quaint Island, one of our favorite places to anchor, relax, and indulge ourselves by having the most wonderful clam chowder in all of New England at the National Hotel. Our five-year-old daughter was anxious to get onto Block Island and visit its irresistible toy stores, ice cream shops, and best of all, sunglass shops for a new pair of Oakleys.

They are born that way, I thought. Five years old and she knows the fashion value of \$130 dollar sunglasses. She will commence earnest negotiations hoping Dad will cave into her ever so rational argument for their necessity. Lauren was on a first name basis with the shopkeeper. She was a spectacular negotiator for a five-year-old, but she also knew the value of compromise and would be gracious about accepting cheap knockoffs.

Once in the lee of Block Island's North Jetty the southerly rollers quieted down and the crew below returned to normal. Our daughter began playing on the salon table with the PlayMobil farm we had bought for her in Essex, CT on our way north. One thing we made sure of was to have different toys aboard the boat than those she had at home. This provided her with her own special interest in our sailing trips, a sense that Lion Heart was a fun place to be and was one additional incentive that enhanced her excitement to go sailing.

At the outer buoy marking the entrance to New Harbor at Block Island, we rounded up and dropped the headsail, staysail and main. The mizzen was left up to assist in anchoring in the often-crowded anchorage. The starting of the engine and the luffing of the sails signaled Lauren to our arrival. She came up into the cockpit to watch the sights as we motored past the Coast Guard Station and into the anchorage, moving ever closer to town. We found good holding on the north side of the anchorage and set our anchor. It was time for a well-deserved dinner and a movie aboard.



Lion Heart at anchor, Block Island

As we watched the beginning of the movie, when Squire Trelawney and his young charge Jim Hawkins scour the cobblestone waterfront of Bristol for a crew to man their expedition, they encounter a one- legged cook in a tavern who has taken an inspired interest in their search. They have unknowingly met Long John Silver, the notorious pirate now washed ashore and wearing an apron instead of a sword. Excited to ingratiate himself to Squire Trelawney and improve his chances to sign aboard their voyage to find Flint's gold, Long John smiles down upon young Jim Hawkins.





“Aye, yer a pity t’starve fer” says Long John, in his way asking Jim if he’s hungry. “Yes, why I am, Mr. Silver,” Jim replies, looking up into the smiling eyes of the pirate. Sit ‘e down at a table and I’ll fix ye some buttered eggs,” says Long John.

Lauren and my wife watched in rapt attention as Long John continued to use his wiles and the promise of buttered eggs to win the confidences of Squire Trelawney and Jim Hawkins, all to get himself appointed to hire the crew for their ship. He delivered breakfast with a smile and a glint in his eye.

I, on the other hand, always on the hunt for a new recipe, began to wonder what “buttered eggs” were. They certainly could not be any existing recipe for eggs, for most eggs and omelets are cooked in butter. These had to be special. Buttered eggs must be something different. By

sunup I had conjured a new recipe for eggs that would steal the soul of the unwary and shine a star on Flint’s gold. Here is “Long John Silver’s” recipe for buttered eggs:

BUTTERED EGGS:



Ingredients:
2 Eggs
1 tablespoon butter
1 ounce of water



Technique:

1. In an omelet pan melt the butter on medium heat.
2. Break the two eggs into a bowl, so that when they are poured into the omelet pan, they cook evenly and form a perfect circle. Pour them in to the sizzling butter
3. When the eggs have formed and the whites have turned white, pour the water around the edges of the eggs.
4. Increase heat to med high. The water boils.

What happens is that the water displaces the butter, and the butter rises to the top and is used to cook the top of the eggs in hot butter. At this point you must rock the liquid over the top of the eggs continuously, back and forth, back and forth. The liquid will cook the top of the egg whites perfectly without cooking the yolk. The water prevents the bottom from burning, will evaporate during the rocking, and leave behind a buttery sauce that will top the eggs when plated. Basically, they are the most perfect sunny-side up eggs you ever tasted, and they are in a buttery sauce.



Garnish with chopped scallions, fresh ground pepper and bacon or ham or sausage. Tell the crew that you got the recipe from Long John Silver himself.

There you have it: The essence of cruising in boats. Whether it be a port sailed to a dozen times before or a recipe imagined from a movie you’ve enjoyed and passed on to your children, there’s gold at the end of every passage.

From the recipe/logbook of the good ship Lion Heart

Note: A “buttered eggs” search of the internet yielded nothing noteworthy or deserving of being Long John’s secret recipe.

Tom Renner, FHYC Member

A Homage to Boating and Car Fanatics

Pearsons, Beneteaus, Hunters, Hallberg Rasseys, Tartans or Hinckleys? What are they? Sailing boats.

Boating enthusiasts are a class of their own. They talk about Sea Rays, Grady Whites or Macos.

They talk about Yanmars, Volvos, Evenrudes and everything in between.

And then there are the car enthusiasts, who talk about Firebirds, Falcons, Thunderbirds, Roadrunners, Cygnets and Skylarks.

Through the years I have listened and paid attention but am still flummoxed as to how these guys will look at a boat or a vintage car and say "That, is a 64 Studebaker, a Golden Falcon or a Corvair! or wow, a Vega!

"Look at that, it has vent windows or turbo chargers and look at those tail fins!", Blah, Blah, Blah, and they just know what vintage they are looking at.

I give homage to these guys who do not know how to put on the oven at 350 degrees or find that piece of left over pizza in the fridge. And I give homage to those guys who will always remember the difference between a CFY and an Island Packet.

Yvonne Meissner, FHYC Member

Roy Clayton Kuhns, age 100, of New Bern, North Carolina passed away on Monday, August 22, 2022.

He was born August 24, 1921, in Lakewood OH, son of the late Roy Clayton, Sr. and Marie Isabel Strachan Kuhns.

He is survived by his daughters, Judith Coburn of Woodstock, GA, Elizabeth Kuhns of Bettie, NC and son, Roy C. Kuhns III of Wake Forest, NC.

Grandchildren, Andrea Steele of Oswego, IL Kristopher Kuhns of Wake Forest, Michael LaPointe of Houston, TX, Daniel LaPointe of Flowery Branch, GA, Leslie Rosas of Concord, GA.

Great-grandchildren, Rachel Steele, William Kuhns and Oliver Kuhns, Lillian LaPointe, Stella LaPointe, Luke Rosas

In addition to his parents, he was preceded in death by his two wives, Vesta Aston and Nancy Cupples; and a daughter, Dian Stauffer.

He was a lieutenant 1st Class in the Army Air Corps during World War II. He was an avid sailor and ham radio operator. He was a member of Sigma Nu Fraternity at Western Reserve University and a member of Fairfield Harbour Yacht Club. He was also a member of The Waterway Radio and Cruising Club and proud founder of The Nobudia Society.