

The Semaphore

Fairfield Harbour Yacht Club



Vol. 39, No. 11

35° 04' N., 076° 58' W.

December 2022/ January 2023



membership for their input (sometimes not always asked for) that provides the strong base of this Club. We are not the Club that was founded nearly 40 years ago but we have proved flexible with the changing landscape. We still have a vibrancy that draws new members to the Club. We are inclusive. What we have in common is a passion for being on or near the water. I hope that continues.

I look forward to seeing you all on the water. If you see the Rampant Lion out there, wave.

Thank you again, everyone, and Remember to Reach for the Sky!

Barb Robinson, Commodore

Commodore's Update

I can't believe it's been a year! I've learned a lot about the inner workings of the club from the Constitution to the Policy and Guidelines that are in place. I've also met many members who I would not normally have interacted with if not for being the Commodore. I have pledged to myself that starting in 2023 I will make a point of meeting and greeting as many members as possible at the General Meetings and social gatherings, engaging members and encouraging them to join in the fun.

Several of the Past Commodores have been a great source of information, history, and encouragement. I thank you all for making this year a wonderful experience and I look forward to being that same kind of Past Commodore to future Commodores.

The chairs of the committees were always there if I had a question, needed information or guidance. You are all appreciated.

I look forward to the new Board starting in 2023. I have said many times that I had the most phenomenal Board to work with me. I think this new Board is going to be just as great.

Lastly, I want to thank the

Be Sure to Attend the January General Membership Meeting

Make plans now to attend the January 12, 2023, General Membership meeting at the Community Center! In addition to the traditional Change of Watch ceremony, incoming commodore Dave Phipps will present a not-to-be-missed program highlighting the results of the recent Member Renewal Survey. Each question on the survey will be reviewed and discussed as it provides insight into member demographics and preferences. The information provided by the survey is the first comprehensive look at our membership in many years, and will serve as guidance to the Board of Directors as they consider their agenda for 2023. If you have not completed your survey, please do so by December 1.

Dave Phipps, Rear Commodore

What's Happening

Dec. 2022	Th	1	Past Commodore Food Drive	1100
	Fr	2	Past Commodore Food Drive	1100
	Sa	3	Past Commodore Food Drive	0800
	Su	4	Holiday Parade	1500
	Mo	5	Board Meeting.....	1600
Jan. 2023	Th	8	Holiday Party	1700
	Sa	10	Lighted Boat Holiday Parade	1845
	Su	1	Race: New Year's Day Fun Race	
	Mo	9	Board Meeting.....	1600
	Tu	10	New Member Reception	
	Th	12	General Meeting	1900
	Fr	13	Education: Seminar	

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

Deadline for next issue is noon, Monday, January 16, 2023.

A digital copy will be delivered online, on or before February 1, 2023.

2022 Fall Appreciation Dinner

The Fairfield Harbour Yacht Club held its 2022 Fall Appreciation Dinner at the Chelsea Restaurant in downtown New Bern on October 20. David Phipps, Vice Commodore of the Club, was the Master of Ceremonies and presented awards intended to both honor Club members as well as poke some fun at events or situations which occurred during the year. Highlight of the evening was the presentation of “A Major Award” to the club’s Marine Assistance Committee Chairman Doug King. The award was a replica of the leg lamp featured on the movie “A Christmas Story.” The evening’s venue was organized by the Entertainment Committee headed up by Kathy Sansone. It was a grand event and the attendees were treated to good food, good company, and a wonderful program.

Janice Myler, Entertainment Chair



The Semaphore

Fairfield Harbour Yacht Club

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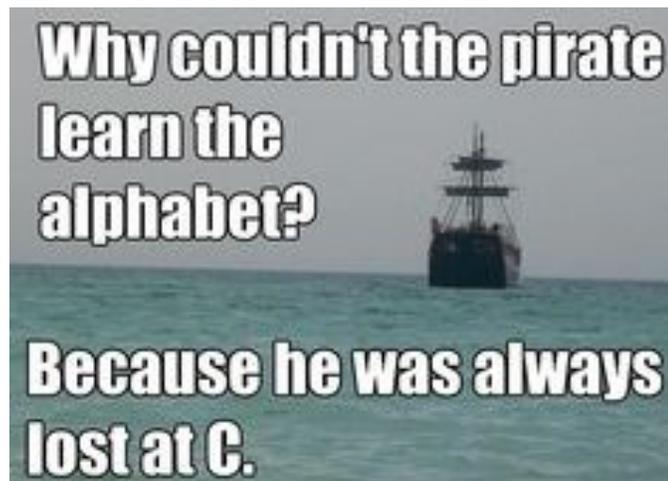
The deadline for receiving articles is 1200 noon on the Monday following the General meeting.

Please email articles to:

fhycsemaphore@gmail.com



“Best boat purchase transaction of the year” awarded to Stan and Laurie Eakins.



FHYC November General Meeting and Annual Elections

At the November 10, 2022, General Meeting there were approximately 82 people in attendance plus several guests. New Members, Gerry Riffle and Brenda Singh, were approved and introduced to the membership. They received their burgee and name tags.



Olwen Jarvis had approached the Board about honoring a past member who was soon to turn 107 years old. Joan Smith and her husband had been members since 1985. Joan is still very active and went on a cruise to celebrate her 100 birthday. When she was 102, she bought a new car. Joan was given the Honorary Centenarian Membership award. Olwen will visit her next week to give it to her in person. Thank you, Joan, and Olwen.

The FHYC Board is made up of elected members with voting rights as well as three positions that do not have voting rights and serve at the discretion of the Commodore. One of the latter is Fleet Surgeon. Kathie King has served for the last 15 year as Fleet Surgeon, guiding us through various concerns. For next year Kathie has asked to step down as Fleet Surgeon. The club recognized her service with a Special Recognition Award, and she was greeted with a standing ovation. Thank you, Kathie.

The Treasurer and the Vice Commodore spoke about the current budget cycle, asking Committee Chairs to come up with a realistic budget for next year and to turn it in to Vice Commodore Dave Phipps by December 1.



Linda Lelli briefed us on the Salvation Army's Angel Tree program and brought Angels for members to buy gifts for the Holidays.

The Lighted Boat Parade is scheduled for December 10 so Phil Katz asked that reservations be handed in early so he can set up the lineup. We will be using the FHYC cannon to signal the start of the parade. If someone is interested in setting off the cannon, please contact me at ribaldness@gmail.com or Phil Katz at katzduncan84@gmail.com.

On December 4, FHYC is participating in the Fairfield Harbour's Holiday Parade. Anita English is looking for three volunteers to organize the start up. You can contact her at travelto@suddenlink.net.

The main program for the evening was the election of Rear Commodore, Treasurer, and two director positions. The slate of officers was presented to the membership by the Nominating Committee at the October General Meeting. At that time the Commodore asked for nominations from the floor and there were none. Nominations were closed at that point the November General Meeting when the slate of officers was presented again. The following members were unanimously elected by the members present at the meeting:

Steve Hustad - Rear Commodore
 Buddy Jewell -Treasurer
 Andrew Underhill - Director
 Dave Miller – Director
 Matt Esmacher - Fleet Chaplain

The elected members will be officially sworn in at the December Board Meeting. Their terms will start January 2023. They will be introduced at the January General Meeting with the Change of the Watch Ceremony. Thank you all for serving.

Barb Robinson, Commodore

Kathy King Honored

At the November 10, Fairfield Harbour Yacht Club meeting, Dr. Kathie King was honored by the Club and presented a certificate by Commodore Barb Robinson for her 15 years of service as FHYC Fleet Surgeon. The fleet surgeon serves on the Medical Support committee and is a non-voting member of the Bridge/Board. Another responsibility is to serve as an advisor on medical issues to the Club and Board as they arise and affect the Club. They do not provide direct medical care except in cases of emergency.

The term “Fleet Surgeon” defines a physician or surgeon who would be responsible for the medical care and health of sailors on a ship. In current-day yacht clubs, it refers to a person with a medical background who assumes the role of Medical Advisor for the Club.

With her 15 years of service to the Club, Kathie has served longer in a position than any other person in the Yacht Club—by far! She stepped down because she wanted to give the position to someone with “new blood and new ideas.”

Kathie and her husband Doug have lived in Fairfield Harbour since the spring of 2006 after retiring to do the “Great Loop.” She had practiced at Duke Medical Center and was on the faculty in anesthesiology, practicing and teaching medical students and residents, and was involved in medical student education beyond the department, including 12 years on the Medical School Admission committee. Prior to attending medical school, Kathie worked as a nurse practitioner, so she brings the best of both disciplines to her medical expertise.

Doug and Kathie joined both Blackbeard Sailing Club and Fairfield Harbour Yacht Club in 2006 after choosing Fairfield Harbour as their new home. In 2008, Commodore Charlie Ward left a note in her brown box asking if she would become fleet surgeon. Kathie responded “yes” and the rest is history. Years later Kathie says that every time she sees Charlie Ward she says, “you gave me my start.”

She leaves behind quite a legacy in her 15 years of service to the Club. Shortly after starting her position, she put together the extensive and critical Medical Emergency Support Plan. She has been a strong supporter of making sure members were trained in basic life support and CPR. Many club members have talked about how informative and necessary her sessions on emergency first aid were to them. She provided these three times over the years as well as being a constant source of the latest in emergency and medical care. Over the years, she has provided and started resuscitation, performed the Heimlich maneuver, assisted with heat stroke, and helped with emergencies as needed- the same as any well-trained medical professional would do.

It was probably her extensive research and ready information during the Covid epidemic that really made the Club and community realize what a treasure they had in Dr. Kathie King. She spent hours keeping the Club and community informed on what was often a confusing as well as a constantly emerging disease and she really was “Covid Command Central” when it came to information. During Covid restrictions, all monthly meetings for FHYC were by Zoom and all activities were outdoors. Dr. King was an important part of the FHYC Covid Re-opening Committee which met monthly from January to June 2021.

During the Covid pandemic, all members of the community looked forward to receiving her frequent updates. Having the ability to continue with outside activities helped greatly with mental health during the pandemic and boating and other FHYC activities will long be remembered as helping us all cope and survive.

She will be leaving soon to travel overseas for 18 days to the Middle East. Bonjour, Kathie, and enjoy your travels as well as your retirement from being fleet surgeon. You will be missed.



Elaine Berberich, Member

This is what legends are made of — Joan Smith

On Thursday November 10, Fairfield Harbour Yacht Club chose to recognize Joan Smith with an Honorary Centenarian Membership in the Club. Joan will be celebrating her 107th birthday on December 20 this year.

Joan and her husband Steve came to Fairfield Harbour in 1979. Golf and boating and the beauty of the Harbour kept them here. A little aside....Joan gave up playing golf when she was 90...because she couldn't make the distance any longer! Steve and Joan joined the Yacht club in 1985 just one year after the Club was started. They owned a Chaparral 15 named *Puffin*. They were both active in the Club. Joan remained a full member until 2011. While no longer a member, her interest in club activities didn't diminish. When we saw each other, Joan would ask me about what was going on in the Club. She attended as many functions as she possibly could, usually with her good friend Pegge Doyle. She was thrilled when many members of FHYC attended her 100th birthday! In celebration of that very special day, Joan was given the honor of being the Grand Marshal for the Fairfield Harbour Christmas Parade.

When I visited Joan a week ago, she was busily sewing pencil case holders for the Fairfield Harbour Hospital Auxiliary Christmas stockings! Joan and I share a love of birds and birding. She would join us from her window as we did our weekly bird count. I was thrilled when she asked me to pick out some of her owl miniatures and one of her pieces she had embroidered of an owl. We will treasure our memories of Joan cycling on her big three wheel bike, of being active in the swim aerobics group, and, of course, for her brilliant skills as a bridge player.

Joan recently and somewhat reluctantly moved to Brookdale Retirement Community, on Glenburnie Road in New Bern. She is truly loved by all her Fairfield Harbour friends. We will miss her cheerful smile, her quick wit, her charm, and meeting her in Food Lion as she shops! We will certainly keep in touch with this amazing lady!



Olwen Jarvis, Past Commodore

Three Dinner Cruise

Planning this year's popular Three Dinner Cruise was more difficult than in most past years. One of our favorite destinations is River Dunes where we enjoy the pool, hot tub, and dinner in the clubhouse. Things have changed; the marina is now virtually full and getting slips there is tough. We did manage to reserve spots for six boats, our normal fleet size for this event, but they were scattered all through the marina so we would not be docked close together.

A couple of weeks after we reserved, the dockmaster called to say that a large wedding party had reserved the entire dining room for both nights we were considering. The fallback plan was to do two nights and two dinners in Oriental.

As usual, we began in New Bern on Thursday night, November 3, with reservations at Morgan's. That week the cruise leader's wife became quite ill and was diagnosed with strep throat. So, he then went alone by land yacht. Then, as members were arriving, Morgan's couldn't find the reservation. No problem, they quickly set us up and we had good food and a great time.

On Friday, three boats (*Gentle Presence*, *Zero Assets*, and *Duet*) cruised down river to Oriental and dined at M&M's. On Saturday, two departed and the hearty crew aboard *Duet*, stayed the final night.

Despite all the wrinkles, everyone reports having a good time. There was even enough wind that our sailboats could sail up or down river but not too rough to be uncomfortable.

Just a note to others planning a cruise to marinas in our area. Slip availability is sparse. New Bern Grande had no room, Galley Store had room for only four boats, and I already mentioned that River Dunes is near maximum capacity. If you plan to lead a cruise and intend to spend nights in local area marinas, reserve early, and be ready to be flexible.

George Stateham, Member



Morgan's



M&M's



Toucan's

NYRA Winter Series/Halloween Race

October 29 was the first race in the NYRA Winter Series. The race is divided into class by the type of boat. In the case of this past Saturday's race, there were four classes: Spinnaker A, Spinnaker C, Non Spin, and Navigation (cruising).

The weather was very iffy. That Friday afternoon brought rain showers that were not forecasted with temperatures dropping. Saturday morning it was still precipitating enough to make it very wet and, with the addition of the wind, it was not a very pleasant morning. The Skippers meeting was at 0900 at Blackbeard's to go over the details of the race. Bill Jarvis was the PRO who laid out the race details. At this point it was still precipitating but the race was still on (you don't cancel a race because of rain and since there was no lightning or really cold temps the show went on).

The Spinnaker series consisted of three short races. The Non-Spin was a two race series. The Navigator series was a long course race of about 11 miles. Russ Robinson, John Jackson, and Mike Daly left the dock around 0930 to get to the start line across the river. There are several interesting things about this race. First, we had just put the sails on the *Rampant Lion* this week after taking her off the hard. Second, the *Rampant Lion* had not been sailed since May for the Oar



2022-23 NYRA Winter Series Regatta NYRA

Spinnaker A(PHRF under 120)(3boats)(top)

Series Standing - 3 races scored

Pos	Sail	Boat	Rating	Skipper	Yacht Club	1	2	3	Total	Pos
1	32729	BADFISH	114	Ed Doughty	BSC/NRYA	1	1	1	3	1
2	83309	Water Phantom	120	Charles Nelson	BSC	2	2	2	6	2
3	30881	Anathema	111	Tom Mcknight	NYRA / Blackbeard	3	3	3	9	3

Spinnaker C(PHRF over 195)1boats)(top)

Series Standing - 3 races scored

Pos	Sail	Boat	Rating	Skipper	Yacht Club	1	2	3	Total	Pos
1	1493	Blue Note	264	Mark Brennesholtz	BSC/NRYA	1	1	1	3	1

Non Spin(3boats)(top)

Series Standing - 2 races scored

Pos	Sail	Boat	Rating	Skipper	Yacht Club	2	3	Total	Pos
1	566	Charisma	198	Pete Thorn	BSC	1	1	2	1
2	676	Silent Pursuit	177	David Whitney	BSC	2	2	4	2
3	18	Kokomo	123	Jeffrey Boenig	Blackbeard Sailing Club	5/DNF	3	8	3
4	43	Talisman	156	Miljenko Marinkovic	Coconut Grove Sailing Club	5/DNS	5/DNS	10	4
5	52462	Mighty fine 2.0	111	Arch Altman Jane Staveley	Blackbeard	6/DNC	6/DNC	12	5

Navigation Class(6boats)(top)

Series Standing - 1 race scored

Pos	Sail	Boat	Rating	Skipper	Yacht Club	Corrected	1	Total	Pos
1	79	Rampant Lion	141	Russ Robinson [2]	FHYC	01:54:36 AM	1	1	1
2	75	Dutch Wind	96	Ed Thompson [3]	BSC NYRA	01:58:28 AM	2	2	2
3	51416	Wind dreamer	112	Steve Sherwood [3]	Black beard	02:12:34 AM	3	3	3
4	Unknown	Grace	174	Stephen clayton Hannah Clayton [1]	Blackbeards	02:45:25 AM	6	6	4
5	H36	Latitude Adjustment	156	Clifford Lennox [1]	BSC	NO TIME	7/DNC	7T	5
5	P-33	Erin Jane	144	Kenneth Gasch [2]	None	NO TIME	7/DNC	7T	

Race. Third, the *Rampant Lion* is nearly 50 years old. Fourth, her crew consisted of a 75-year old, a 79-year old, and an 84-year old – all very experienced sailors, just not as agile as some of the other crews. Fifth, *Rampant Lion* was the only boat from FHYC. And finally, *Rampant Lion* sailed like a dream and came in first in her class! With the higher winds she was in her element. Winds were gusting to 23 knots. With the *Rampant Lion* carrying her full sails, she was heeling over at about 30 degrees with her rail in the water.

Stephanie Davies took a picture of Russ Robinson accepting the first place award for the Navigation Class. You will notice his Fairfield Harbour Yacht Club Shirt!

In the chart you can see that the *Rampant Lion* beat Ed Thompson's boat by a corrected time of four minutes. Not bad for an old lady.

Barb Robinson, Commodore

FHYC HOLIDAY PARADE OF LIGHTS

DECEMBER 10, 2022

GUIDELINES AND PROCEDURES



It's dark. Boaters need to exercise extra caution when navigating waters at night. Be aware that sunset is approaching, and it takes about 30 minutes for your vision to acclimate to complete darkness. Turn on your boat navigation lights for operation at night. Be aware of your speed of operation as it becomes dark. If you are not familiar with operating in the area at night, slow down. Have a friend assist as an extra lookout during night navigation.

Other boats adorned with holiday lights can create confusion when it comes to interpreting nav lights, and the glare of holiday lights on your own boat can impair your vision at night. In an environment where you are participating in a boat parade, it is highly recommended that you have one or more designated personnel that will assist as looking and hearing for any obstructions is essential to safe navigation. Ensure you turn on your holiday lights during the scheduled parade time then turn them off when your parade transit is complete to ensure the additional lights do not conflict with your boat's standard navigation lights. Operate at a safe speed during the parade. Ensure you adhere to the parade rules and regulations regarding speed and operation during the parade.

Paddlers aboard kayaks, stand-up paddleboards, and canoes enjoying holiday parades can also pose a safety risk, as they can be difficult to see at night. Be aware of what vessels are operating around you and what their maneuvering capabilities are. Be aware and familiar with what your vessel's maneuvering and capabilities are as well. Anticipate issues; be a defensive boater. Instructions for the parade are as follows:

- 1) All boats participating in the FHYC Lighted Boat Parade must be registered with FHYC by providing the following information: BOAT NAME, CAPTAIN'S NAME, CELL, EMAIL, TYPE OF BOAT (POWER, SAIL, KAYAK, PADDLE BOAT, CANOE, DINGHY).
- 2) All boats participating in the FHYC Lighted Boat parade shall be equipped with the appropriate navigation lights and shall display the navigation lights between sunset and sunrise as specified on pages 10 and 11 in the North Carolina Vessel Operator's Guide NC Wildlife Resources Commission. www.ncwildlife.org, This includes exceptions as discussed in the Guide.
- 3) All non-members of the FHYC participating in the Lighted Boat Parade shall be residents of Fairfield Harbour and must sign a waiver, which is like the waiver non-member sailboat captains sign to participate in FHYC races.
- 4) The parade of boats will be divided into four groups: SAILBOATS, POWER BOATS, DINGHIES WITH OUTBOARDS, UNPOWERED VESSELS (canoes, paddle boats, kayaks, unpowered dinghies).
- 5) Sailboats will be the first group in the parade, powerboats the second group, dinghies with outboards the third group, and unpowered boats will be the fourth group.
- 6) There will be a lead boat for each group, and your boat's position behind the lead boat will be assigned to you based on the size of your boat, with larger boats first.
- 7) On December 10, the parade boats will assemble along Northwest Creek by your group's lead boat in your designated position. You must be in position in your group by sunset 1658hrs (4:57pm) with your navigation lights on.
- 8) Parade boats will monitor VHF channel 69 for instructions. The sound of our cannon, along with VHF channel 69 radio instructions, will announce the start of the parade down Spring Creek, probably around 1730hrs. (5:30pm). Continue to monitor VHF channel 69 for further instructions.
- 9) Stay in line in your designated position, turn on your parade lights, maintain a safe distance from the boat in front of you, avoid rubber necking.
- 10) As you exit Spring Creek to enter the inner harbor, the parade will follow a counter-clockwise circle by the boat ramp, marina, and around the periphery of the shoreline to starboard, back towards Spring Creek. The parade will circle the inner harbor twice. Upon reaching Spring Creek after the second time turn off your parade lights.
- 11) Depending on where your dockage is, either continue into Spring Creek to exit the inner harbor or continue around in a counter-clockwise circle until you can exit to your dockage safely.
- 12) If Parade boats are still entering from Spring Creek, do not cut into that line, you must exit into Spring Creek and re-enter the inner harbor from the end of the line. Be aware of boats behind you.

Phil Katz, Cruising Captain

The Scary Boat Parade

With nine boats signed up for the Scary Boat Parade we were looking forward to having a really scary event. Well, four boats were so scared that they cancelled, which left us with five scary boats heading down Spring Creek towards the inner harbor to pass by our young judges waiting at the boat ramp dock. The parade was led by our FHYC -Warlock and Witch with their pet spider.

Next came Sailing Vessel *Duet* with Sharon and Louis Nash, who relinquished the helm on *Duet* to a Skeleton Pirate of the past.

The third boat in the parade was the Blood Curling and Swashbuckling Vergots, with Adrian and Erin threatening to skuttle the whole flotilla!

Then came Dave and Paula Phipps in their Halloween decorated motor vessel *Grand Finale*.



Winner of the Scariest Boat was Vessel *Eaglet* with Captain Lincoln Griswold!



A very special thank you to our young judges, 5-year old Aurora dressed as Elsa, and 8-year old Scarlet as a Black Cat.

The winners received a vintage bottle of Blood Red Cab-Dracular Wine.

And finally, beware, you will be haunted by Sharon and Louis Nash until the next . . .

SCARY BOAT PARADE!

Phil Katz, Cruising Captain



The Winners of the Best Costume went to Erin and Adrian Vergot!



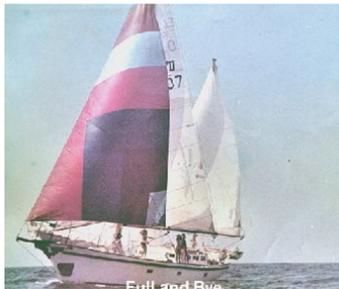
THE DREAM BEGINS

Samantha and Sallyanne, my daughters, were only six and seven at the time, and like myself, had never set foot on a sailing boat before, that was, until we all gingerly boarded a 35' foot Coronado ketch in Piraeus, Greece. With my husband, Roger, we were on an extended vacation from England, having driven to Greece in a small camper van. Here we decided to charter a sailboat for a week to visit the Islands. "You won't have to actually do anything," because a crew of two came with the boat. That was why we chose that boat because none of us had the slightest idea how to sail.

We all had a marvelous time, day-sailing between islands, then mooring for the night at some pretty little villages, and dining late in waterfront tavernas. The water was so amazingly clear and blue and both girls could swim, although by the time we left they were like fishes. Roger was in his element as well, soaking up everything the two American crew could tell him—although where that came from, I don't know. We lived near Nottingham, which is not renowned for its nautical heritage.



It was during the long drive home that Roger first mentioned what was obviously on his mind. "You know all those boats we tied up next to, and how many of them were Brit's living on them?" He seemed to be choosing his words more carefully than usual, and not actually looking at me, which I assumed was because he was driving. "What would you think about us doing that for a while?"



Our small business was doing well, and we employed four salesmen. We had a nice house in the country. The kids went to a private school, driven there by Roger in his V12 Jaguar E-type, or myself in my mini countryman, and we had a beautiful snow-white Samoyed called Dougal. So why would we put all that in jeopardy, to uproot and swan-off on a tiny boat to goodness knows where? I also had considerable concerns about the children's safety on a boat, and what about their education? I put it all down to a middle age

crisis, which must have come early, because Roger wasn't yet middle aged. But then, there was always the "Greek experience."

Whatever caused it, we went and did it.

Kati Hughes, Member

Deadline Approaches for Membership Renewal Process

December 1 marks the target deadline for membership renewals for 2023. If you haven't already completed the process, the easiest way to make sure your renewal is accomplished by the first is to use the online renewal links found in the Clubs' website: fhyc.us

Please note that NO password is needed to access the site for renewal!

From the home page, simply click on the blue membership tab (second from the left) to see a drop down menu. At the bottom of that menu you'll see "2023 Membership Renewal Process" Click there and the three links for the renewal process will appear. Click on each one, one at a time, to fill out the form associated with that link.

We're asking all members to complete the renewal survey, (the first link) which takes only about five minutes. Completing the survey will provide critical input and allow the Board of Directors to make information-based decisions for the future of your Club.

The second link takes you to the renewal form. Please fill it out completely...do not write "no changes" as this data automatically goes into a new database. Old information is not stored in the new database.

The third link takes you to our secure credit card payment portal. Please note that given the current environment of rising costs, the Board voted to increase dues to \$75 a year beginning in 2023. New members who joined the club and were approved for membership in November and December are considered paid up for next year and owe no additional dues for 2023, but should complete the survey and renewal forms.

As always, if you need a paper copy of these documents, please call Dave or Paula Phipps and a paper copy will be made available to you, which should then be returned to their brown box at 6109 Cutlass Court. You may also pay membership dues by check if you prefer. In any case, please observe the December 1 target, which is driven by publishing deadlines for the annual yearbook.

There are many new plans in the works for 2023; we very much look forward to seeing you for an exciting and enjoyable year!

Dave Phipps, Rear Commodore

Carry on Cursing

From Practical Sailor

In my opinion, a J/24 is a little too small for serious offshore cursing. They are pretty sensitive boats and might not hold up to well to a long, hard curse. Then again, some sailing schools still use J/24s to teach basic cursing. And frankly, I know plenty of sailors who wouldn't hesitate to curse a J/24. I should mention that these are mostly racing sailors, but they can curse right up there with best of us.

PS contributor Bob Muggleston and his family sometimes curse their classic Pearson Commander on Narragansett Bay near Newport, Rhode Island, which is a beautiful place to curse in the summer.

Some people will tell you that cursing any boat under 30 feet is sheer madness. But there are plenty of people who have cursed some very small boats across the world's oceans. Transhumanist and GOP candidate Zoltan Istvan cursed a small Pearson Commander from the U.S. West Coast all the way to the Mediterranean Sea. You know what they say, "One person's sheer madness is another person's grand ambition to rewire human race." I think that holds true for cursing. It's all a matter of perspective.

Closer to home, trans-Pacific small-boat veteran Steven Cannon and I cursed a Balboa 26 during a one-week charter in the Florida Bay. It's only a little bigger than a J/24, and it had all the basic equipment you need for cursing. A marine toilet, which we sailors call a "head," is of course essential if you want to do some serious cursing. The Balboa had a port-a-potty, which, according to the owner, had worked flawlessly despite three years of cursing. Believe me, if you are planning to sail around the Florida Bay, or any shallow waters, you want a boat like the Balboa, with a centerboard that can be raised up quickly. Each time we struck an oyster bar, it barely interrupted our cursing, we would just lift the centerboard and carry on cursing. For authentic back-country cursing, you really can't beat the Florida Bay, where you can discover some secret spots to curse like the The Nightmare. As you can tell by the name, the charts used for cursing this region are very old, dating back to the time when the state of Florida still had a grip on reality.

You can curse a centerboard boat like the Balboa 26 just about anywhere there is water. I must warn you, however. Once you start cursing, it is hard to stop. I have this problem myself. My girlfriend blames the rum—she says that the more I drink, the more I want to curse. I say that's crazy, cursing is in my blood. And she says, that's her point.

Although technically she's a "horse person," she's a natural at cursing (maybe there's a connection?). She really seems to enjoy it, so I'm hopeful about cursing together in the future. I think it is important to temper her expectations. To be honest, full-time cursing can be really exhausting!

Anyway, you are doing the right thing by asking lots of questions. Cursing is a continuous process, and even the experts are always learning. It certainly helps if you have the right boat. Once you are ready to commit, we recently reviewed several sailboats under \$75K that would be well-suited for cursing. Before you sign on the dotted line, though, you'll want to hire a good marine surveyor who will be able to warn you if the boat has been cursed beyond the point of repair. Like I said, some boats just aren't made for a long, hard curse.

*Fair winds and happy cursing,
Darrell Nicholson
Practical Sailor, Editor*

