



Commodore's Update From the Helm

While spring may have begun a few weeks ago, April marks the full fledged beginning of the 2023 boating season. Your Fairfield Harbour Yacht Club stands ready to help you make the most of your time on the water and ashore!

Members who attended the March 9 General Membership meeting were treated to an informative and timely presentation entitled "Safety Tips for Experienced Boaters," by Karl Mielenhausen, past commodore and current Commander of US Coast Guard Auxiliary Flotilla 20-4. Far from the ordinary safety briefing, Karl provided a real-world statistical analysis of causal factors in recent boating accidents and related them to the many different types of activities and boating we enjoy. All of us walked out of the room with some great tips and reminders as we prepare for the season.

The following morning, Steve Hart conducted an excellent Educational Seminar on raft up procedures, attended by twenty-two members, many with longstanding experience. Steve skillfully intertwined a discussion of procedures and protocols, while allowing attendees to

contribute the benefit of their experience and knowledge, resulting in an unusually real and practical look at best practices. Steve, Skip Hird, and Bill Jarvis had also constructed 6 wooden boat models, complete with lines, fenders, and cleats, which participants used to visualize issues and practice proper tie up procedures. Look elsewhere in this issue of the Semaphore for a set of notes from that class.

The first of several planned raft ups is scheduled for the early evening of Tuesday, April 4. You'll want to mark your calendar and watch your email for further information to make sure you don't miss out on a great evening on the water!

April brings the much-anticipated traditional Blessing of the Fleet, formal Spring Commissioning

Ceremony, and Spring Commissioning Luncheon, as we formally kick off the 2023 boating season. Be sure to mark your calendar and plan to attend on Saturday, April 15. All boats participating in the Blessing of the Fleet must register with Cruising chair Phil Katz not later than April 8. The formal Spring Commissioning ceremony begins at 1130 hrs. at the flagpole at Shoreline Marina. The "Boats, Bubbles, and BBQ" Luncheon will be following at the Community Center beginning at 1230 hrs. Tickets for the luncheon, catered by Smithfield's, are just \$15 each. Reservations must be made with Linda Duncan by April 7.

There's much more to come this year; Join the Adventure!

Dave Phipps, Commodore

What's Happening in April

April 2023	Su	2	Sunfish Race (IH)	1400
	Tu	4	Full Moon Raft Up	1700
	Th	6	Ensign Race #2	1300
	Sa	8	Commissioning Day/Blessing of Fleet	1130
	Mo	10	Board Meeting (AC2)	1600
	Th	13	Ensign Race #3	1300
	Th	13	General Meeting (CC)	1900
	Fr	14	Education: Captain J. Rohm, MOB & Docking Seminar (AC2)	0930
	Su	16	Sunfish Race	1400
	Th	20	Ensign Race #4	1300
	Sa	22	Race: Wilkerson/Neuse River Regatta	TBA
	Su	23	Sunfish Race	1400
	Th	27	Ensign Race #5	1300
	Su	30	Sunfish Race	1400

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

Deadline for next issue is noon, Monday, April 17, 2023.

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

FHYC RAFT UP SEMINAR

I'd like to take a moment to thank our Education Committee Chair, Steve Hart, for an outstanding presentation today at the Activities Center. Twenty-two club members, many with years of raft up experience, attended, and shared the benefit of their experience. The result was a great program for everyone regardless of experience level!

In addition to the active academic discussion, Steve and Skip Hird had constructed wooden boat models with detailed lines, masts, and cleats, which seminar participants used to practice their raft up skills. The on water portion of the training had to be postponed due to expected weather conditions, but will be rescheduled at a later date.

Kudos to all involved today. We look forward to some great raft ups this year.



Editor's note: March 10, 2023 — Facilitated by Steve Hart

The following notes include class materials presented by Steve Hart, as well as the consensus of many of the experienced mariners attending, concerning best practices and protocols for raft ups.

- 1) Lack of organization and planning causes problems / bad outcomes.
- 2) Best practice is to have someone in charge on host boat / on radio or using hand signals.
- 3) Requires participants and particularly deckhands to have a working knowledge of tying to cleats.
- 4) Contingency planning should include how to break up raft – outside boats leave first in coordinated, orderly fashion. Keep lines out of water to avoid fouling props.
- 5) Host boat needs to anchor and have time for anchor to set – about 20 minutes before guest boats tie up alongside.
- 6) Host boat should use as much scope as practical, more than usual under the circumstances considering type of anchor, rode, and conditions.
- 7) It is recommended that about every 4th boat on each side of host anchor as well.
- 8) Fairfield Harbour inner harbor was dredged and is man-made, poor holding.
- 9) Sand over hard mud. (Rode must be pressure washed as it comes back aboard)
- 10) Consensus was that winds should be not more than 8 knots, gusting to 12 knots, waves not more than 1 foot.
- 11) Trip buoy or anchor float should be used to identify location of host boat anchor / keeps other boats from crossing over and tripping anchor rode.
- 12) Guest boats must prepare lines and fenders well prior to approaching host boat.
- 13) First two boats tie up at the direction of the host boat, host deckhands must be ready to receive lines forward and then aft.
- 14) Subsequent boats tie to first two guest boats at each guest boat's direction; however, this must be done symmetrically around host boat.
- 15) Guest boat should pull up slowly; close enough to pass lines to deckhands, use caution throwing or heaving lines. Throwing lines will not remedy poor approach from too far away.
- 16) Guest boat captain should brief crew duties. To ensure that guest boat captain can manage his/her own boat and crew during the approach and tie up process, pass loops or eye end of line to host boat. Host boat merely attaches loop around cleat; guest boat captain and deckhands control boat approach to host boat with careful line handling; cleat it off when snug alongside. This avoids uncoordinated tie up problems between boat crews.
- 17) Guest boat should have bow line and stern spring line at the ready to hand to host boat deckhand at bow. Then guest boat should hand stern line to host boat deckhand at stern.
- 18) Guest boat deckhands should pass lines in following order a) bow line to host bow, b) Stern spring to guest bow, c) stern line to host stern, d) bow spring to host stern. See Yearbook diagram.
- 19) Boat sequence: larger boats in middle, smaller boats to outside of raft up.
- 20) LOOK UP, not just down! Caution must be used to ensure that sailboat rigging (shrouds, spreaders, and masts) do not collide; best practice is to alternate power boat with sailboat. If that's not possible, stagger sailboats so that rigging remains clear.
- 21) Remember people will be walking from one boat across other boats; open gates, side rails, etc.

The Semaphore

Fairfield Harbour Yacht Club

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Deadline

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

Please email articles to:

fhycsemaphore@gmail.com

Dave Phipps, Commodore

Full Moon Raft Up

What is a Full Moon Raft up? Is it a chance to show off your boat? Is it a chance to share Hors D'oeuvres with others? Is it a FHYC Splash? Is it an opportunity to invite potential new members to a fun activity? Yes to all of the above and more.

Generally we raft up about 2 days before the full moon. We do this so that we can break up the raft after the moon rise, and still have some twilight going back to our docks.

Join us Tuesday, April 4, for the First FHYC 2023 Full Moon raft up. The anchor boat will be in place at 1700 hours (5:00 PM) in the Inner Harbour. No registration necessary, but it would be nice to have a response if you think you will be joining us. Send the response, with your boat name and size, to John Jackson, Jackson.jy@gmail.com. I do need a volunteer for the anchor boat. Please contact me a week prior to the event.

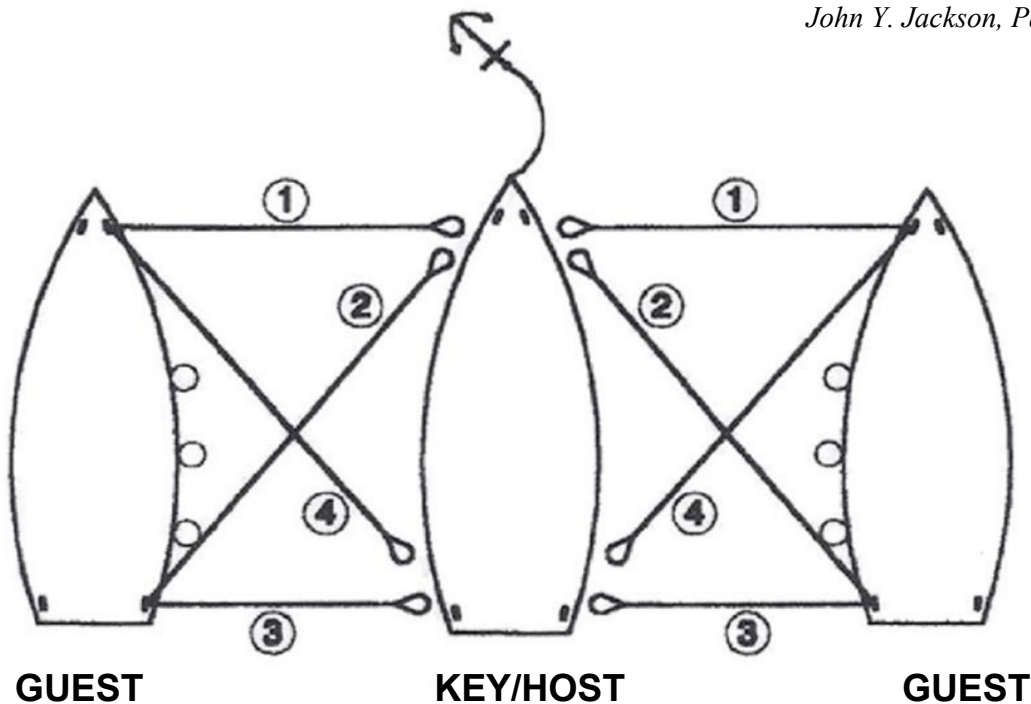
Larger boats should be closer to the center of the raft, and smaller ones on the edge. Kayaks, paddle boards, probably off the stern of one of the rafted boats. Be ready to have people walk on your boat as they check to see who has the best Hors D'oeuvres.

If you did not attend the wonderful Educational Program led by Steve Hart on rafting, be sure to review page 43 in the Year Book, Rafting Sequence, shown below. Be ready to pass the loop end of each line you are using. It is best to have a short bow to bow line and a long bow to spring line ready to pass first. We will do our best not to have two sail boats side by side. If we do, make sure that the outside one keeps its rigging behind the inner one. That way, when you untie you can blow back and not be too concerned about getting your rigging tangled.

Any changes to the schedule will be sent as a blast email. Rain, winds over about 10- 12 knots, are not great for a raft up.

We will use VFH 72 for all raft up communications.

*I hope to see you.
John Y. Jackson, Past Commodore*



Sequence for passing and making lines fast:
Guest passes loop (or line) to host.

1. Bow to bow
2. Stern to bow (extra-long spring)
3. Stern to stern
4. Bow to stern (extra-long spring)
5. Guest boat provides fenders and lines

It is recommended that about every fourth boat in a raft sets an anchor 2 – 3 boat lengths ahead.



FHYC Blessing of the Fleet and Commissioning Day Ceremonies Saturday April 15, 2023

Attention members! Get out your signal flags and decorate your boats. Fly your pennants and join the parade to have your boat blessed for the official opening of the 2023 boating season. This is the Club's 39th Blessing of the Fleet and Commissioning Day event.

All boats should rendezvous outside marker 1N on the Neuse River no later than 0930 hrs. (9:30am). Participating boats are to monitor channel 69 for instructions. At 0945 the Fleet Captain will lead the parade followed in order by the Commodore, Vice Commodore, Rear Commodore, Secretary, Treasurer, Fleet Chaplain, Fleet Surgeon, Directors, and Past Commodores. The remaining members will form the main body of the fleet.

We will attempt to maintain a speed of approximately 5 knots. Please make every effort to maintain parade speed and keep a safe three boat length separation. Try to avoid large gaps and any "rubber banding" effect. The parade will proceed through Spring Creek and will pass the Shoreline Docks to starboard for the blessing.

Do not exit the Inner Harbour back into Spring Creek until the Fleet Captain indicates that the last boat has entered the Inner Harbor. If you experience problems, state your intentions on channel 69, drop out of the parade and call for assistance on channel 16. The Marine Assistance Committee will be available to assist. Do not proceed in the parade under tow.

In the event weather forces a cancellation of the Parade of Boats, the Fleet Captain will make an announcement at 0830 and 0845 on channel 69. The Commissioning Day Ceremony will commence at 1130 hrs. (11:30am) at the flag pole. Lunch will be served at the Community Center after the Commissioning Day Ceremony.

For those wishing to participate in the boat parade complete the sign-up sheet below. E-mail the required information to: katzduncan84@gmail.com or return to **Phil Katz, 5006 Plymouth Ct. by April 8, 2023.**

Boat Name _____

Captain Name _____

Crew Names _____

Indicate any FHYC Officer or Director or Past Commodore

FHYC CRUISING UPDATE

SHAKEDOWN CRUISE BOAT SLIP RESERVATIONS DUE BEFORE — APRIL 12

The first cruise of our boating season is quickly approaching. The cruise is scheduled from Friday May 12 through Sunday May 14, 2023, at the Oriental Marina and Inn. We have 10 slips reserved for boats and land yachts are invited too. On Friday we will have a Nautical Trivia Splash and a Potluck Supper. We are planning to have a Wine Tasting Splash, then a Shrimparoo Dinner on Saturday. More information will follow shortly.

Right now, we need to finalize the boat reservations **BEFORE APRIL 12**. Please send me the following information to reserve a slip. Please email information requested to katzduncan84@gmail.com.

Boat Name: _____

Captain & Crew: _____

Draft: _____ Length: _____ Beam: _____

Phil Katz, Chair Cruising Committee

Welcome New Members

Antonella Tripiciano and Marcello Alvarado

They relocated from Sayreville, New Jersey, and recently purchased a home on Caracara and are remodeling it.

Marcello worked in construction as a contractor in NJ and Antonella owned and operated her own hair salon. Both of them have restarted their careers in NC. Together they have six children with 2 sons in high school living at home. They purchased their first boat, a Chaparral named “*Split Decision.*”

Marcello’s hobby as a DJ with a generous repertoire of music makes their selection of Entertainment Committee an excellent choice.

Primary sponsors were Steve Hustad and Anny Chiu with Jeff and Shannon Taylor serving as secondary sponsors.



Marcello Alvarado and Antonella Tripiciano

Budd and Megan Wells

They relocated from Medford, New Jersey, and built a home on Schooner Court in 2022. Budd is a retired law enforcement officer and Megan continues to work in the financial sector.

After rebuilding the dock and seawall, a boat purchase was in order, a 30 foot Monterey powerboat named “*Buttercup.*” Their boating experience started when they moved to Fairfield Harbour 2022. Their hobbies include kayaking, jet skiing, and taking their dogs for boat rides.

Primary sponsors were Steve Hustad and Anny Chiu with Vicky and Bob Lynch serving as secondary sponsors. Budd has selected the Maintenance Committee and Megan has the chosen Entertainment Committee.



Budd and Megan Wells

Paula Phipps, Membership Co-Chair

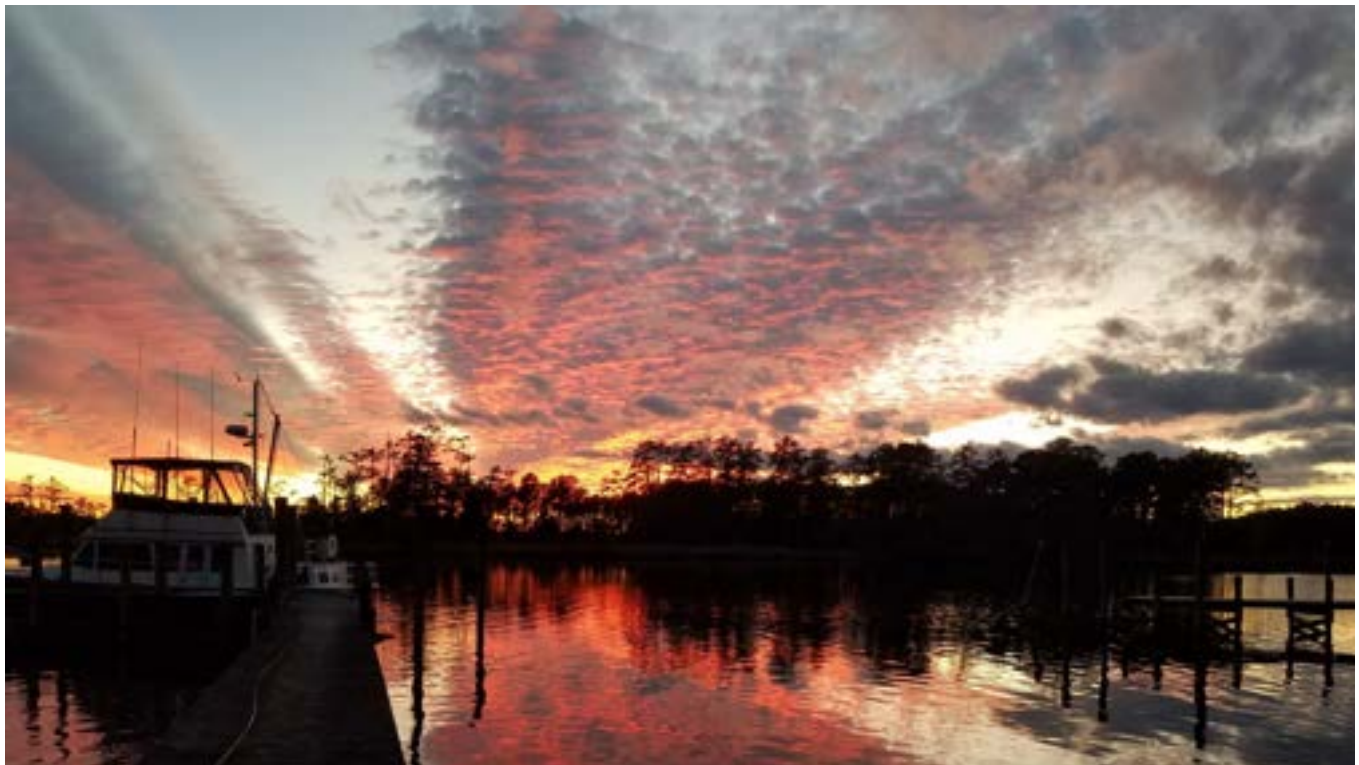


Photo by: Olwen Jarvis, Past Commodore

The Magic of a Name

Sunspot Baby

Lynn and Past Commodore George Stateham have belonged to FHYC since 2002. They are old Rock n' Rollers; one of their favorite artists is Bob Seger. If you're not a Seger fan, you may remember him doing the song from the film *Risky Business* where Tom Cruise dances in his tidy-whities to the tune Old Time Rock and Roll. The song *Sunspot Baby* is track #5 on his Night Moves album.

George and Lynn's current boat is the second *Sunspot Baby*. The first was a 38' *Prout* catamaran which they bought in Florida in 2001. They had planned to become long distance cruisers having brought the boat up via the Gulf stream to Oriental. However, in September the tragedy of 911 occurred and they figured that sailing an American flagged vessel through Asia and the Mideast was not a good plan. Instead George and Lynn took off for the Bahamas. They spent six months there and the remainder of the year in NC. In 2013 they sold the catamaran and bought a Mainship, retaining the special name of *Sunspot Baby*. We are all delighted that the Statehams continue to be very active members of our club.



Delphys

Mark and Mariam Johnson are the owners of a 34' Searunner Trimaran named *Delphys*. The name of their boat is derived from the Latin word "delphinus" which in turn comes from a Greek word meaning "womb or fish with a womb, a dolphin." The Johnsons love dolphins and have had wonderful experiences whilst sailing, hence the name of their boat. Dolphins around a boat are a very positive sign for a sailor. Dolphins have been known to assist sailors in times of trouble; we trust the Johnsons will never need this kind of help.

Over a number of years, the Johnsons built their beautiful plywood boat themselves! Mark started his sailing life as an infant and as he grew older built numerous small boats, including three cruising boats. He and Mariam met in Key West just over thirty-three years ago. They have cruised to over twenty countries including the Eastern Caribbean, Central America, the Gulf of Mexico, the Chesapeake, the Bahamas, and many other great sailing areas. Mark and Miriam agreed that Belize was one of their favorite places, anchoring in the lee of the many islands off the coast there. After several car trips looking for a marina that could haul and have dockage for a 34' long and 21' wide trimaran, they found Fairfield Harbour. The boat is currently docked at Ritchie and Julia Thomson's dock. As for the future the Johnsons plan to return to the Bahamas as well as doing some local cruising.



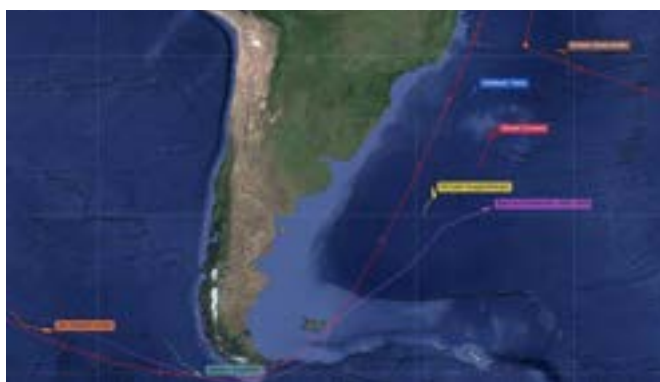
Olwen Jarvis, Past Commodore

Golden Globe Update 12 March 2023

The leading boats have now rounded the Horn and are in the Atlantic. *Kirsten* is still leading with *Abhilash* in hot pursuit. Hot pursuit is a relative term as both boats have slowed dramatically in the last 24 hours and covered only about 24 nm. They are both in an area of very light winds and are best described as “ghosting” along. They are receiving little in the way of accurate weather forecasts. *Kirsten* has only 4242nm to run to the finish. She has now crossed her outward track so has officially “circumnavigated.”

In the Pacific, Ian isn't slowed down too much by his torn mainsail, and Jeremy has resumed his course towards the Horn after the front yesterday. At 600 miles from the rock, he is a little further east than he would like but keeps a good distance to the Chilean coastline: 250 miles, or 5 times more than *Abhilash* at the same latitude! Unlike his Atlantic mates, he can count on accurate weather information.

Simon, who is alone the “Chichester Class,” after his enforced stop in Chile, has rounded the Horn and is making good progress in the South Atlantic south of the area of light winds which is bedeviling the leading boats.



Ritchie Thomson, Past Commodore

The Barn Find

There is something special to me about the lines of a vintage vehicle. I always liked going to car cruises where I would drool over the plethora of restored antique roadsters. These were makes and models from a time where vehicles did not look quite so cookie-cutter like they do today. Although these already restored editions were outside of my price range, I quickly discovered that if you looked hard enough and were patient, every once in a while, a vehicle would come up for sale that was posted as simply needing a little “TLC.” That statement always threw up a bunch of red flag warnings, but sometimes, just sometimes, I would locate a “diamond in the rough.” A vehicle that outwardly appeared as a lost cause, offered by the seller at an extremely discounted price, but after inspection was found to have good bones where most of the blight was superficial in nature. A vehicle that with a little bit of elbow grease could be brought back to life at a fraction of the cost of a fully restored model. A Holy Grail, a barn find. When I traded in my car hobby for boats, I discovered that the “rules of the road” were very similar: Identify a barn find potential with good bones, identify the problem areas, and identify what repairs you can perform yourself versus what repairs require the expertise and tool proficiency of someone more skilled than yourself. If done properly, you can have a classy vintage boat that can be restored to a condition that you would be proud sailing or motoring the highways and byways of the Neuse and beyond!

April's FHYC general meeting program will touch on the subject of restoring a barn find that you might encounter and want to bring back to life. Guest speaker is Theresa Shea.

This program is open to anyone in Fairfield Harbour. The FHYC meeting will be held on April 13, 2023, at 1900 at the Community Center.

Adrian Vergot, Past Commodore



Did you know? Tom Graves, a new member of Fairfield Harbor Yacht Club, is an accomplished marine artist.

As long as Tom can remember, he has always had an interest in sailboats, from a small wooden boat that he sailed on a local tidal pond as a youngster at Hendry's Beach in Santa Barbara, CA, to his current boat, a J/37C that he cruised and raced on Long Island Sound and will soon have with him on the Neuse.

In his work he always tries to capture the dynamic tension among the subject, sky, and water. It can be a spectacular sunset or a boat powering through a big wave. His work is very detailed but executed in a painterly style, making sure every cleat, line, deck hardware, sail material (Kevlar, Carbon, or Dacron) the kind (manufacturer/model) of boat and all of its detail is as accurately depicted as possible. Whether doing a commission or something for himself, every bit **MUST** be spot on. He wants the viewer to look at the work, marvel at the drama and appreciate the detail, noting that every attribute is perfectly represented.

Tom's artwork looks like a photograph brought to life; his work encompasses subjects from boats racing to a windblown dory on the beach. He shows boats heeling to the power of the wind, the crew engaged and making the boat go. He captures the energy both on-deck and in the water; showing the boats digging into waves, separating the water and leaving a marvelous wake.

Tom's work has been exhibited in numerous galleries throughout the country and is gracing the walls of many homes. Notable collectors include Catherine Zeta Jones and Judge Judy.

As a recent resident of Fairfield Harbour, Tom is exploring opportunities in the New Bern area.

Lisa Blumenschine



A Catalina Island Vacation — August 1990

When we lived in the San Diego area, we owned a 24-foot fiberglass sportfishing style power boat named *Snorkel*. She had modest amenities and only an eight-foot beam, but she sported a nice flybridge and a big gas engine that got us where we were going. We kept her in Oceanside Harbour Marina, about 47 nautical miles from Catalina Island. To get there, you stuck your nose out of the marina entrance and you were immediately in the wide Pacific Ocean. The compass heading was 270°, and if you left at the end of the day for an evening crossing, followed the path of the sunset to this magical island.

George:

It's vacation, right? So don't hassle us about being off schedule. We didn't even seriously consider a Friday night crossing because we both had so much to do. Saturday morning, we still had most of the trip preparation to do.

After paying bills and buying groceries it was 1000 before we got to the boat. We put everything away and blew up the new (used) Zodiac. The motor fits well, great little boat. By 1300 we were ready to go. Of course, there was a strong on-shore flow.

It was rough outside the harbor and our attempt to carry the new-to-us dinghy on the swim platform was not working well. We pulled it up on the deck. With uncomfortable sea conditions and anticipating worse in the sloppy patch before Catalina, we decided to turn back and make a Sunday morning crossing.

We walked around the harbor and looked at a 38-foot cutter. Ferro concrete, home built, it was very nice but a funny layout inside. Lynn's birthday dinner was held at Mykonos Restaurant and we spent an easy night on the boat.

Sunday about 0600 am we rose, did chores, and departed about 0645. Seas were none too smooth for the morning and it was after 1000 before we saw the sun on Catalina. Once in the lee of the island, the sun was shining and things were nice. We played with the depth meter, and picked out spots identified on our new detailed chart book of Catalina.

We cruised up to Emerald Bay (33° 28.3' N, 118° 31.2' W). After searching for a missing patrol boat we went back to Isthmus to check with Catalina Harbor Patrol (CHP) for a mooring.

This end of the island seems a little more laid back than Avalon. We were told to go to Emerald, pick up a mooring and the CHP would find us ok. It's a nice mooring (E11) near the beach and suits us to a tee. Sandwich lunch and prepare for a dive on Indian Rock. Preparation includes a 3 hour nap that completely blows the afternoon. Oh well, it's vacation and we have no schedule to keep.

At 1600 we listened to the marine operator on VHF radio for possible phone calls and called our daughter Becky and her husband, Chuck, who were joining us later in the week, leaving a message on their machine to bring pads to sleep on since we forgot the air bed. At 1700 we



George and our boat Snorkel in Oceanside Harbor

go dinghy cruising, climb up the island and shoot a few pictures. We finally flag down the CHP from the dinghy, telling him we are the 24' Skipjack tied up at E11 and haven't been able to talk to him. He asks what we want to talk about, nice weather, clear water or what? See, it is more laid back. He'll be around to settle up eventually.

Emerald Bay is well named. The white sandy bottom reflects through the clear water, giving a brilliant green color. About 1845 someone at the Boy Scout camp begins playing a bagpipe and the haunting sound peculiar to that instrument carries across the water. The smell of basmati rice drifts from the stove as Lynn concurrently prepares chicken rice and keeps her line in the water for fresh fish.

"A Lazy Day in Emerald Bay" sounds like the title to a 40's hit song. It sure is a hit with us. The new Zodiac will support two divers with gear. Our morning dive on Indian Rock was easy going in, tougher getting out. The rock below water is like Tokong Bahara and hard to tell how far around you are due to the irregular shapes. We surfaced about ¾ of the way around to check location and Lynn was light enough she couldn't stay down well in the shallows. She snorkeled, George swam under her, back to the dinghy. Exiting the water to the boat worked but not having a developed system made it disjointed.

After lunch and nap we did a short dive again on Indian Rock, where Lynn tried putting our tank and BC in the water. Lack of practice with new gear showed. At least she was better than George was in the morning, wrestling with a familiar weight belt underwater. He won but it was a split decision.

Skies are clear, the moon will be full and moon rise should be nicer than last night. We hope the wind that came up last night won't repeat.

Another part of the "schedule" went out the window today. We went into Isthmus for gas and air plus a few groceries and ice. Isthmus is rather Rawa-like. They let us use a mooring free. They did get even, however, on everything else. Air fills are \$6 each.

Cont. . . . A Catalina Vacation

After a very short walk up the hill, we could see Catalina Harbor, windy, choppy, and white caps. Time to cancel dives on that side. We opted for a quiet lunch at “Doug’s Reef” the only café.

We returned to Emerald Bay, losing the dinghy once in the process. Now I know why they are bright orange; it’s so you can find them again.

We moved to mooring A-30, which is at the east end and near the “wall.” Nice dive site where we got into some serious abalone hunting. Key word is hunting, not catching.

Lynn:

That afternoon we had a good dive on this wall, although it is more aptly described as a nice kelp bed in the rocks running out to the point. We took an abalone iron but saw none; however, George found a nice shell.

Penny, a travel agent moored next to us at our earlier spot in Emerald Bay, asked to dive with us. We got a late start due to waiting for her to get a tank fill in Isthmus. We were in the water by 1030 or so. George and I discovered her to be totally unobservant of her buddies, and very fast at eluding us. Despite spending a good part of the dive looking for Penny, we saw a lot of “stuff,” including a sculpin, several spotted dog sharks, a small halibut, and at the end of the dive a black (or green?) abalone! I found it, George snagged it, and we hope this is the first of many.

At this point in our lives, we still needed experience in cruising on our own boat, but we were good divers. George was a PADI instructor and Lynn a PADI Divemaster. We were very experienced at keeping track of someone like Penny.

After the dive we had chardonnay and snacks on board Penny’s boyfriend’s boat, a beautiful teak sloop made in the 60s in Hong Kong.

We were anxious to get to Avalon so we could be sure of a mooring by getting a jump on the weekend onslaught, we headed out about 1 pm. Called Becky on the way to wish her Happy Birthday. Arriving in Avalon, we were disappointed to find that all we could get was two nights at a mooring in Hamilton Cove, probably no chance or an inside mooring at all, and no guarantees there after two nights.

We took the dinghy to town and ran a few errands, checked on the kids’ ferry schedule, etc. Back to the boat for what looked like a choppy night. But George cooked some great abalone according to his good recipe, and the seas flattened out for a good night’s sleep.

Our notes for this cruise end here, but we had many happy trips to Catalina on this sturdy little boat. We always felt lucky if we could get a mooring right at Avalon near the historic Casino, but several miles away a favorite anchorage was Goat Harbor, where we anchored bow-and-stern at a beautiful beach. There was a nearby kelp bed for interesting diving, and good hiking opportunities on the hills above. If we had guests, most of the time they would sleep in a two-man-tent on the hillside while we stayed on the boat. Sometimes an



additional surprise guest or two would join them in the tent, the small feral pigs that roamed the area.

En route on one trip that was just the two of us, we were visited by a good-sized blue whale who came to see us, and even as we tried to ease away, seemed to be fascinated by our boat. Blue whales are often seen in this general area during summer months. On return trips we usually fished for mako shark, the most delicious shark we ever tasted.

Those were the days.

*Lynn Stateham and
George Stateham, Past Commodore*

I Am Standing Upon The Seashore.

I am standing upon the seashore. A ship, at my side,
spreads her white sails to the moving breeze and
starts for the blue ocean. She is an object of beauty
and strength. I stand and watch her until, at length,
she hangs like a speck of white cloud just where the
sea and sky come to mingle with each other.

Then, someone at my side says,

"There, she is gone!"

Gone where?

Gone from my sight. That is all. She is just as large in mast,
hull and spar as she was when she left my side.
And, she is just as able to bear her load of living freight to her
destined port. Her diminished size is in me -- not in her.
and, just at the moment when someone says,

"There, she is gone!"

There are other eyes watching her coming, and other
voices ready to take up the glad shout,

"Here she comes!"

And that is dying...

Death comes in its own time, in its own way.
Death is as unique as the individual experiencing it.

— Henry Van Dyke —



NYRA AWARDS CEREMONY

This has been an interesting sailing year, many opportunities to race as long as Mother Nature behaved herself. The NYRA (Neuse Yachting River Association) has several races that go to making up the point system for the awards held during the NYRA Commodore's Ball at the end of the year. There is also the opportunity for Captains to nominate their crew

One of the components is the FHYC OAR Race held in Spring each year. This race is open to all sailors who have a NC-PHRF rating. It doesn't matter if you are a member of a club or not. This past Oar Race was won by Al and Mary Lang. Russ Robinson on *Rampant Lion* came in second, earning Al and Russ points toward the end of the year awards.

In October, NYRA had the Halloween race which had several classes of boats. The Navigator Class is the one that the *Rampant Lion* competed in. The *Rampant Lion* took first in the race which added more points to end of the year award.

The NYRA Winter Series has seven races made up of several different classes of boats from Spin A, Spin C, Non-spin, and the Navigator. Here are the awards results.

For the NYRA 2022-2023 Winter Series:

- Spin A 1st Place – *Bad Fish* – Ed Doughty – BSC/NYRA
 - Spin C 1st Place – *Blue Note* – Mark Brennesholtz -BSC/NYRA
 - Non Spin 1st Place – *Charisma* – Pete Thorn - BSC
 - Navigation 1st Place – *Rampant Lion* – Russ Robinson – FHYC
 - 2nd Place – *Dutch Wind* – Ed Thompson – BSC/NYRA
- (The difference between 1st and 2nd was one point in the Navigator Class)

The Awards for the Year are as follows:

- The Crew of the Year went to Ed Doughty's crew on *Bad Fish*. BSC/NYRA
- Spin Boat of the Year was *Bad Fish* – Ed Doughty – BSC/NYRA
- Non-spin Boat of the Year – *Charisma* – Pete Thorn - BSC
- Navigator Boat of the Year – *Rampant Lion* – Russ Robinson - FHYC

Congratulations to all competitors and winners.

Barbara Robinson, Past Commodore

For a Safe Boating Experience, Always Wear a Life Vest

North Carolina requires anyone younger than thirteen to wear an appropriate life vest when on a recreational vessel that is underway. Anyone riding a personal watercraft or being towed by one must also wear an appropriate life vest.

Both state and federal regulations require that a Type I, II, or III personal flotation device in good condition and of appropriate size be accessible for each person onboard a recreational vessel, including canoes, kayaks, rowboats, and other non-motorized craft. (Sailboards, racing shells, rowing sculls, racing canoes, and racing kayaks are exempt from this requirement.)

“Accidents can happen quickly and without warning,” said Major Chris Huebner of the N.C. Wildlife Resources Commission and the state's boating safety coordinator. “In those situations, there often isn’t time to grab a life vest and put it on properly before you are in the water. The best preparation is to wear it whenever you are underway. A life vest can be a life saver when it’s worn. It also gives you the ability to assist others who may be in danger.”

When choosing a life vest for a child, always check for:

- U.S. Coast Guard approved label
- Matching it to the child’s current weight
- Making sure it is snug but comfortable

For more information on life vest requirements or how to enroll in a free boating education course, call (919) 707-0031.



Barbara Robinson, Past Commodore

2023 FHYC Past Commodores Dinner

On Tuesday March 14, 2023 the Past Commodores held their annual event. The Hosts were Doug and Kathie King. A little background: Early in the history of the club it was decided to bring the Past Commodores together for a dinner or luncheon. Frank Goodmen hosted the PC dinner in 1994 after his Commodore year, then started the tradition of hosting PC dinner during the fifth year after being Commodore. This year it was Doug King's turn.

This year's event was held at the Pointe Restaurant here in the Harbour. The attendees were: Tom Lelli 1997, Sam Curry 2004, Charlie Ward 2008, Olwen Jarvis 2010, Jim Florence 2012, Rob Skrotsky 2013, Doug King 2017, John Jackson 2018, Ralph Azersky 2019, Ritchie Thomson 2020, Adrian Vergot 2021, and Barb Robinson 2022.

Deceased Past Commodores were remembered: Dick Nearing 1984-5, Bob Knight 1986-7, Tom Babington 1988, Bob Wolf 1989, Bill Clark 1990, John Rabai 1991, Frank Goodmen 1993, Ray Kline 1994, Garrett Snedeker 1995, Don Robins 1996, Dale Baker 1998, Pete Conzelman 2002, Paul Martin 2003.

Kathie King sent out invitations to all known living Past Commodores. In some cases she had to use her detective skills to track them down. Kathie found Bob Chord 1992, who is living with his wife in Pensacola, Florida. Bob is 97 years old. Walt Chaiko 2000 is 96 years and living in Punta Gorda, Florida. He said he's happy to see the yacht club traditions continuing. Ray Gil 2001, is living in Colorado near his daughter. Bob Mitchel 2005, is living in Viridian here in New Bern. Ken Dunn 2009, said that the 10 years they living in the Harbour were some of the best of his life. He said it was an honor to serve as Commodore. Don and Louise Knight 2006/2016, could not come down because of winter weather in Indiana. Jim Fleckenstein 2014, could not attend because of a family commitment.

The setting for the dinner was perfect. The Pointe did an excellent job. All the Commodores and their wives enjoyed conversation and socializing. Many stories of past dinners and luncheons were remembered. Every one enjoyed themselves.

Barbara Robinson, Past Commodore





FHYC Commodores Ball March 16. 2023

The Commodores' Ball was held at Carolina Colours and provided an evening of good food, music, and good camaraderie with friends old and new. The evening began with a photo opportunity for each couple as they entered, courtesy of John Jackson. After a social half hour, the traditional presentation of the Past Commodores and their escorts began. They proceeded down the center aisle, briefly stopping for a photo. When everyone was seated the Fleet Chaplain, Matt Esmacher, gave an invocation. Vice Commodore Craig Myler, acting as Master of Ceremonies, presented Commodore Dave Phipps and showed a short video of Dave's life. It was very well done and encapsulated the essence of Dave Phipps. The Commodore then thanked Janice Myler and the Entertainment committee for all their hard work arranging the event. Then he exhorted everyone to enjoy themselves which they did.



Commodore Dave Phipps and Paula Phipps



*Janice Myler, Entertainment Committee Chair
and
Craig Myler, Vice Commodore
and Master of Ceremonies*

Frivolous Fun Celebrating the Equinox Sox Burning

It's no secret that most of our boating fun happens when the days are longer than nights. Thus, it's perfectly understandable that our members would gather on the Saturday closest to the equinox with this odd tradition. On Saturday, March 18 at Red Sail Park about 40 of us welcomed the coming spring by sharing tasty goodies, tipping our favorite beverages, and disposing of those old socks we wore all winter. Vice Commodore Myler opened proceedings by reading the "Ode to the Sock Burners." Thanks to all the attendees who brought top of the line hors d'oeuvres, cheerful spirits, and socks galore.

Past Commodore and Bringer of Fire, George Stateham



ODE TO THE SOCK BURNERS

Fairfield Harbour folks got an odd tradition: When the sun swings to its Equinoxical position, They build a little fire in Red Sail Park, They doff their shoes and they burn their winter socks.

Yes, they burn their socks at the Equinox; You might think it's peculiar, but they think it's not, See they're the same socks they put on last fall, And they never took them off to wash them, not at all...

So they burn their socks at the Equinox In a little old fire nice and hot. Some think incineration is the only solution, 'Cause washin' 'em contributes to the Neuse's pollution.

Through the spring and summer and into the fall, They go around not wearing any socks at all, Just stinky bare feet stuck in old deck shoes, Whether out on the water or sippin' a brew.

So if you sail into the Harbour around the middle of March, And you smell a smell like Limburger sautéed with laundry starch, You'll know your downwind of the Fairfield Harbour docks Where they are burning their socks for the Equinox.

*Original poem by Jefferson Holland, Eastport
Adapted by FHYC*





April 2023



- Racing**
- ODC
 - BSC
 - NYRA
 - FHVC
 - BTS
 - PSC
 - Other
- S – Sunfish
E – Ensign
F – Fun
H – Holiday
- AC – Activity Center
CC – Community Center
RS – Red Sail Park
CB – Pelican Cart Barn
IH – Inner Harbour

Sun	Mon	Tue	Wed	Thu	Fri	Sat
26	27	28	29	30	31	1
Sunfish Racing 	Board Meeting 1600 (AG2) 	Passover Full PinkMoon Raft-up Social 	Dinner out (TBA) 	BSC Ensign Race #1 Full Pink Moon 	Oriental Boat Show Education: Docking & Man Overboard (ACZ) 	Oriental Boat Show Sunfish Racing Commissioning Day/ Blessing of the Fleet
Oriental Boat Show FHVC and BSC 	Semaphore Deadline 1200 noon 	FUN Race 	Dinner out (TBA) 	BSC Ensign Race #2 	Oriental Boat Show Education: Docking & Man Overboard (ACZ) 	Oriental Boat Show Sunfish Racing Commissioning Day/ Blessing of the Fleet
Sunfish Racing FHVC and BSC 	24	FUN Race 	Dinner out (TBA) 	BSC Ensign Race #3 	Oriental Boat Show Education: Docking & Man Overboard (ACZ) 	Oriental Boat Show Sunfish Racing Commissioning Day/ Blessing of the Fleet
Sunfish Racing FHVC and BSC 	25	FUN Race 	Dinner out (TBA) 	BSC Ensign Race #4 	Oriental Boat Show Education: Docking & Man Overboard (ACZ) 	Oriental Boat Show Sunfish Racing Commissioning Day/ Blessing of the Fleet
Sunfish Racing FHVC and BSC 	26	FUN Race 	Dinner out (TBA) 	BSC Ensign Race #5 	Oriental Boat Show Education: Docking & Man Overboard (ACZ) 	Oriental Boat Show Sunfish Racing Commissioning Day/ Blessing of the Fleet
Sunfish Racing FHVC and BSC 	27	FUN Race 	Dinner out (TBA) 	BSC Ensign Race #6 	Oriental Boat Show Education: Docking & Man Overboard (ACZ) 	Oriental Boat Show Sunfish Racing Commissioning Day/ Blessing of the Fleet
Sunfish Racing FHVC and BSC 	28	FUN Race 	Dinner out (TBA) 	BSC Ensign Race #6 	Oriental Boat Show Education: Docking & Man Overboard (ACZ) 	Oriental Boat Show Sunfish Racing Commissioning Day/ Blessing of the Fleet
Sunfish Racing FHVC and BSC 	29	FUN Race 	Dinner out (TBA) 	BSC Ensign Race #6 	Oriental Boat Show Education: Docking & Man Overboard (ACZ) 	Oriental Boat Show Sunfish Racing Commissioning Day/ Blessing of the Fleet
Sunfish Racing FHVC and BSC 	30	FUN Race 	Dinner out (TBA) 	BSC Ensign Race #6 	Oriental Boat Show Education: Docking & Man Overboard (ACZ) 	Oriental Boat Show Sunfish Racing Commissioning Day/ Blessing of the Fleet
Sunfish Racing FHVC and BSC 	31	FUN Race 	Dinner out (TBA) 	BSC Ensign Race #6 	Oriental Boat Show Education: Docking & Man Overboard (ACZ) 	Oriental Boat Show Sunfish Racing Commissioning Day/ Blessing of the Fleet