

The Semaphore

Fairfield Harbour Yacht Club



Vol. 37 No. 6

35° 04' N., 076° 58' W.

July 2020



From the Commodore

With the pandemic, North Carolina is now in “a cautious phase 2” from May 22, described by Governor Cooper as “safer at home”. Certain businesses are open with social distancing although others remain closed. It is concerning that the infection rates in North Carolina and in Craven County are continuing to increase. We must continue to follow the NC-DHHS and CDC guidelines and especially follow the **3 W’s**

- WEAR cloth face covering
- WAIT to keep 6-foot distance (one fathom, in nautical speak)
- WASH hands frequently

We owe it to our fellow members and residents to follow these guidelines. We all bear responsibility for “flattening the curve” and for protecting ourselves and our neighbours.

We are continuing to hold virtual Board Meetings and virtual General Meetings. For the last General Meeting we had 45 sign-ins. This means that we had about 80 people attending which, interestingly, is a little more than our normal physical meetings. My thanks again to Vice Commodore Adrian Vergot for setting up and administering the virtual

meetings. Sadly, the virtual meetings do not allow any face-to-face interaction, but we are able to communicate and keep the club running. Now we have more and more people unmuting their microphones and contributing.

Kathie King and a team have carried out a phone survey of the 43 members who have been in the club longest (pre-2005) to check their needs. My thanks to Kathie and her team. In some cases, we plan to provide paper copies of the Semaphore and assistance in accessing virtual meetings.

On-the-water activities are continuing with the first cruise which was planned to go to Cape Lookout. Unfortunately, weather interrupted these plans, but 6 boats got out on the water and sailed as far as Cedar Creek on the ICW. After that with 25 – 30 kn of wind at Cape Lookout a retreat was made to Clubfoot Creek and back to Fairfield Harbour.

At our General Meeting on June 11, plans for cruising, racing, and

entertainment were presented. Although these need to be further developed, it is excellent to see that we are looking ahead and taking the necessary precautions. We still do not know what the fall is going to look like.

“Quarantini Saturdays” continue each week while we are in lockdown. Our friends at Blackbeard Sailing Club and Northwest Creek Marina are also participating. FHYC is sponsoring this event as a community support activity. We also continue to collect Quarantini recipes and are planning to publish photographs, limericks, stories and recipes in a book to record the story of the “Great LockDown of 2020”.

While boating activities are relatively easy to organize with social distancing, dryland social activities present challenges for the 3W’s. Thanks to VC Adrian Vergot, we are planning an outdoor kite flying impromptu over the old golf course. It will be a real impromptu as scheduling depends on a good wind forecast.

What's Happening

July	Sa	4	Cruise: July Fourth Raft-up; TBD
	Mo	6	Board Meeting – Video Session.....1600
	Tu	7	Race: Neuse River Fun
	Th	9	General Meeting – Video Session.....1930
	Fr	10	Education Seminar – Video Session.....0900
	Sa	11	Quarantini.....1700
	Tu	14	Race: Neuse River Fun
	Fr-Tu	17-21	Cruise: Local Waters
	Sa	18	Quarantini.....1700
	Tu	21	Race: Neuse River Fun
	Sa	25	Quarantini.....1700
	Tu	28	Race: Neuse River Fun

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

Deadline for the next issue is noon on Monday, July 13

A digital copy will be delivered via FHYC e-mail blast on or before Saturday, July 25, 2020

Watch your email for more information.

Finally, stay safe and stay healthy.

Ritchie Thomson; Commodore

Local Waters Cruise July 17 – 21

Join Georgie and myself for the 2020 Local Waters Cruise. It has been said “Gentlemen do not sail to weather.” We will do our best to follow that maxim.

Our cruise will be bound by the mouth of the Neuse, just beyond Lower Board Creek and South River, and the Railroad Bridge above New Bern. That leaves possible anchorages that include off Union Point, near Lawson Park, Upper and Lower Broad Creeks, South River, Goose Creek, Cedar Creek, Oriental Harbor, and Clubfoot Creek. Possibly others.

There will be a skippers meeting, probably by email, on July 15 to establish our destination for the first night. Each evening we will corral the dinghies and plan the next day’s destination. No day is expected to be over 25 to 30 miles, and most will be shorter. No marina stops are anticipated. However, if we stop at

Lower Broad Creek some people may want to use the docks at River Dunes. Likewise, if we stop at Oriental some may want to use the free dock, or docks at one of the marinas. Need more information, or want to sign up? Send email to jackson.jy@gmail.com so Georgie and I can answer questions and/or make a list of participants.

*John & Georgia Jackson
Cruise Leaders*

Coronavirus Update June 14

As I write this (June 14), NC has had five straight days of >1,000 positive coronavirus tests, including the peak on June 12 with 1,768 new cases. Today NC has 44,119 cases. Over one thousand people in NC have died and nearly 800 are currently hospitalized with COVID-19. The state’s hospital bed occupancy is 79% full which means that we are at risk of overwhelming our hospital resources.

Only a week ago, my report on coronavirus would have been “status quo, continue social distancing, we are progressing well with Governor Cooper’s cautious phase 2” which began May 22. However, the increase in coronavirus cases across NC is causing the DHHS to reconsider precautions currently in place for their cautious phase 2 (“safer at home”) and projected phase 3 reopening on June 26.

Currently businesses beyond essential services are open while bars, gyms, and theaters remain closed. Limits on gatherings are 10 people if inside, and 25 people if outside. The FH POA is following these restrictions at their facilities as well as other CDC-recommended precautions. Currently gyms and fitness centers are lobbying to reopen. The Phase 3 reopening depends upon analysis of the rate of increase in COVID cases and status of health care resources.

We’re in a waiting game for more effective drug regimens and vaccines. Remdesivir shortens recovery time but

there is still high mortality with COVID infection. Vaccine development is progressing quickly with use of prior research on the SARS and Ebola viruses and new technology, but will probably not be available until 2021.

Guidelines only work if they’re followed. The relaxing of restrictions seems to have relaxed many people, with pictures of large groups outside without social distancing or masks. The recent protests and counter-protests outside and within buildings have probably increased exposure to the virus. This is worrisome because most viral shedding occurs during the first two days of coronavirus infection. Also, the asymptomatic period previously thought to be 2-5 days has recently been found to be as long as 14 days. We’ll see the effects of these group gatherings about 14 days later.

The best course for FHYC is to continue to observe social distancing and to adhere to the limits of group sizes at activities. Being outside is better than being inside. And, of course, remember the 3 W’s: WEAR a mask if not outside or if outside and <6 feet away from a non-household member, WAIT 6 feet apart, and WASH your hands frequently. We applaud the adaptation to our current circumstances on the Cape Lookout trip: instead of a raftup, they had a “dinghy corral” with dinghies moored to the stanchions around a mother ship.

Kathie King, MD; Fleet Surgeon



*Dobson's Maiden Cruise on
Celebration*

The Semaphore

Fairfield Harbour Yacht Club



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Deadline

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

Jinie Nehring, "Admiral" of First FHYC Commodore, Passes at 100 Yrs. Old



*Jinie & Dick at FHYC party
Photo courtesy of Linda Lelli*

Jinie Nehring died on Saturday, April 25, the day of the Wilkerson Cup. Only a few current FHYC members remember Dick and Jinie Nehring: our first FHYC Commodore and his wife. Dick died in 2004.

Dick (Richard) grew up in New York City, went to Dartmouth, and later, the Harvard Business School. He worked in finance and volunteered extensively in Amityville, NY, on the south shore of Long Island, where he and Jinie lived with their four children. He was a member of many yacht clubs and other boating and outdoor organizations, and was Commodore of his yacht club on Great South Bay.

Dick met Jinie (Virginia) during World War II while he was serving in the US Navy. Jinie was 100 years old on February 18. She grew up in Illinois and graduated with a BS from Northwestern University. She joined the WAVES of the US Navy in 1942; they married in 1945. Their children describe Jinie as a wonderful mother; she was active in Girl Scouts, choirs, and crafts. Their children remember wonderful summers on Great South Bay in NY.

The Nehrings built their house in 1983 and moved to Fairfield Harbour in 1984. Dick was an early

ambassador for FH, recruiting friends from NY/Long Island to visit via the Fairfield timeshares. Those were the days when people entertained at the Shoreline restaurant, golfed, and enjoyed the Anchor Pool.

The Nehrings' house was modeled after a boathouse on Long Island. It was patterned as an "H" for Harvard, perfectly symmetrical, with rooms at each corner; the living room has a two-story high ceiling and catwalk between the second-floor rooms; and underneath, a woodworking area for Dick and a bo'sun locker on the water side. They sold the house in 2002 to the Skrotskys, who provided pictures of the house prior to their remodeling. Many parties were at that house before and after the founding of FHYC!



*Nehring's House on Bucco Reef
Photo courtesy of Chris Skrotsky*

The idea for FHYC began at a cookout in January 1984, with Dick and others chatting about sailing and enjoying good times together. Dick, George Schnupp, Bob Doran, Joe Szmyd, and Charles Dettor came up with the idea of forming a "Fairfield Harbour Yacht Club." In March of 1984 the charter membership meeting was held and in April the first issue of the Semaphore was printed. Dick was "appointed" Commodore.

Interviewees had similar descriptions of Dick: "the most charming man I ever met," "a phenomenal guy, indescribable: the most courteous person I ever met," and an "outgoing leader, happy,

friendly, lots of fun, liked to entertain." Friends still here say that he always had a smile on his face, and when he was at the helm of "Sanderling," his Rhodes 33 Swiftsure, that smile was "shining like the sun." He brought ideas from his yacht club in NY.

Dick coined the term "Splash" when he served his "Crystal Yum Yum" (martini) at 1700. His house had an area for drinks with a manual ice-crusher mounted on the kitchen wall for preparation of his Yum Yums. When marker 1N was charted in 1987, self-described old timers called it "Nehring Light." Dick and Jinie always spent July Fourth at Cape Lookout with FHYC friends. Dick also founded the Fairfield Harbour substation of the Tri-Community Fire Department.

Jinie was no slouch. She was supportive of Dick's efforts, and a thoughtful friend. Until two years ago, she was still sending cards to friends in Fairfield Harbour. Friends remember her "amazing meals." In 2002 they moved to a retirement community in New Jersey.



*In "Retirement"
Photo courtesy of Linda Lelli*

Florence and now COVID, with our cruises, Quarantinis, and friendships, Nehring Light continues to guide us into Fairfield Harbour; and the Skrotskys share the home that the Nehrings loved with FHYC family and friends.

Kathie King

NEW MEMBER



Despite the unique situation of meeting ONLY on line our wonderful club continues to grow! We are excited to announce our newest member Joan Wilson who was welcomed at our June meeting. She comes highly recommended by her sponsors, Ed and Evelyn Thompson and Lois and Bill Andrews.

Joan recently retired as a CPA and Controller and moved to *Fairfield Harbour* from Mississippi where she was a member of the Bay-Waveland Yacht Club.

She moved into her home on Barkentine Drive just in time for a hurricane. Despite the complication of raising her house and getting her mother settled in her own home. Joan immediately became involved in the *Fairfield Harbour* community with Cert, Tax Prep and New Comers.

Sailing has been her passion for over 30 years. Joan has already skippered "Dutch Wind", in the Fun Races, crewed on other boats, and officiated the Dingy races...before even becoming a member. She recently purchased a 9ft Avon Hypalon Dinghy with a outboard motor.

For Committees Joan has chosen several: Regatta, Distribution, Storekeeper, and Hospitality. Rumor has it that she is a terrific baker!!

Please make her feel welcome when we meet next month on line, on the water, or when we finally get together in person for meetings and at other club activities!

Pam Miller, Membership Co-Chair



*Sunset at Northwest Creek
Photo courtesy of Ritchie Thomson*

We've been out on our screen porch for the last few nights of owls and whippoorwills and frogs singing bass, baritone, tenor, alto, mezzo and soprano. Up early too, for jays, hammering woodpeckers, cardinals, doves, and our resident mockingbird singing every song it has ever heard including the frog's and the whippoorwill's. Tonight, at dusk, five dolphins launched themselves up creek too. Now we have gentle rain. What a wonderful world.

Chris Skrotzky

Non-USCG Company Documentation Renewal

Several months (possibly as many as four) before a ship's USCG Certificate of Documentation expires, owners will receive an "official" looking letter informing them that they can renew the ships documentation "through a private online portal". This is NOT the official USCG renewal notification. This service requires owners to pay a service fee to the company as well as the USCG renewal fee. Owners will continue to receive a renewal notice from the USCG about a month before documentation expires and can renew through the USCG for the normal renewal fee, but without the additional service fee. The only advantage to renewing documentation through the private company is if you wish to set up multiple year automatic renewals using the company's advanced

payment option. If you are traveling abroad on the boat or will be away from your residence when the documentation needs to be renewed this service may be worth paying the company's service fee. But under normal circumstances this is just a money-making scheme by this company.

John Myer

CAPE LOOKOUT CRUISE (ALMOST!)

The Cape Lookout Cruise turned into a very short "shakedown cruise"! High winds prevented us from going to Cape Lookout, so we stayed on the Neuse. The winds were not much better inside but we made the best of it for a couple of days. A dinghy corral Monday afternoon around Mazel Tug in Cedar Creek made the day! A dinghy rescue in Clubfoot Creek on Tuesday added to the excitement.

Phil Katz; Cruising Chairman

Dream Boat Part 3

by Tom Renner



By 1989 my wife and I were ready to have a Hans Christian 43 ketch built. We went to a boat show and engaged the salesman. He was kind, knowledgeable, and a great sailor. We affirmed our interest and made arrangements to meet again and begin the process of making personal specifications. I wanted a custom boat.

Unfortunately, he would endure one of the longest, most arduous and frustrating sales of his career. I used every possible negotiating tactic to make sure his boss would not make a single undeserved penny. I spent almost a year getting them to walk away from the table. Only then would I know for sure that the price would meet my goal and I made the deal.

Over the years since my humiliation in Long beach, California, the builder moved to Annapolis, Maryland. On a cool February day in 1990 my wife, our brand-new daughter, and I drove down from New York to Port Annapolis Marina and parked our Jaguar (not a truck) in front of the offices. We met again with the salesman. It was time to sign the contract to have *Lion Heart* built, hand over a big check and settle down to the details. Seated at the conference table, we confirmed all the alterations, selected the extras, and were in the midst of choosing the fabric when a happy but unmistakably familiar voice rose from the rear office and proclaimed, “I want to meet the owner

of our newest Hans Christian!” The owner of Hans Christian Yachts emerged, and he extended his right hand directly at me. Apparently, the Jaguar was not a Kenworth, and he decided to speak to me.

I never looked up. I did not move. My hands remained on the table. He was unaware that I was the trucker he had drummed from his dock, and the sting of his judgement returned as fresh as it was that day ten years ago and 3000 miles away. I refused to acknowledge his presence. After a moment, I sternly said to the salesman, “Make him go away.” A silent confusion arose, and eventually the smile, the hand, and the disingenuously happy voice retreated to his office.

Perplexed, the salesman said nothing. The silence was broken when I told him the story, and I stated that I never wanted to see the owner of Hans Christian Yachts during the course of this venture, which was to last a year and a half. We returned our attention to the details at hand, slowly restoring the good feelings and trust we had developed during the negotiation. I confessed to the salesman that I had purposely convoluted the sales process, and with my reasons now obvious, I apologized for torturing him. It wasn’t the money, it wasn’t revenge. It was a reckoning.

We sailed *Lion Heart* away from Annapolis on August 2, 1991, delighted to begin greater adventures borne of a plan so long in the making.

For eleven years I had planned every step along the way to end up right there on the steps leading to the door of Hans Christian Yachts. Each path chosen and every decision made was based on its ability to achieve this goal. It was not ego, money, avarice, or grandeur that drove me – it was this dream. Accumulating the money to buy the boat was the mission, the prime directive: *that from which all else followed*. She was *INSPIRATION*.

Dreams beget inspiration, and inspiration begets a plan. Plans beget a

mission, and a dream boat is born. Twenty-nine years later, *Lion Heart* is still an inspiration for Nina and me. Each time we row away from her, she thrills our hearts with joy.

For a Safe Boating, Always Wear a Life Vest

North Carolina requires anyone younger than 13 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:

- US Coast Guard approved label
- Matching it to the child’s current weight
- Making sure it is snug, also but comfortable

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

Barb Robinson
Rear Commodore



FHYC PHOTOS

Club HQ Photo Repository

Hello FHYC members,
This is a basic SOP regarding the club's High Quality photo repository.

WHO: This notice applies to all FHYC member photographers!

WHAT: Our club has a new email account designated specifically for acquiring "Best of the Best" club themed photographs.

WHERE: Only photos taken at club sanctioned events should be considered.

WH: Posterity collection photographs will be used for compiling a "year in review" photo album!

HOW: In this age of digital photography, a user's camera can take a gazillion shots of an event which will produce a large batch of good captures that get posted en-mass to various social media like Drop-Box or Facebook for others in the group to share and enjoy. This new repository is NOT intended to replace these other social media areas! We are asking the photographic inclined members to go one step further and scrutinize the batch of photos they have taken, selecting the one or two pictures that best captured the spirit and artistic nature of the event. These "Best of the Best" should then be submitted to the club's HQ Photo Repository for posterity as email attachments to the following email address:

FHYC-photos@hotmail.com

Be sure in the email to include what event it was taken at, who took it, and a brief description of the photo's content such as names of people and boats if available.

Adrian Vergot; Vice Commodore

Education Committee Update

2020 has been an active year for the Education Committee. In February about 13 members attended a CPR certification course taught by World Wide Marine Training of Oriental, and qualified to receive their CPR card. Since then, Coronavirus forced a change in plans.

We've adapted and reorganized several presentations and turned them into online webinars. While this has some drawbacks compared to actual classroom participation, it also has some advantages in that you can enjoy the convenience of attending from home, classroom size limits are not a factor, and if you need any clarification or reference, the program is available in its entirety online on the club website following the original presentation.

In April, we released the first of the online webinars, entitled "Inland Rules of the Road Simplified for Recreational Boaters." The program was well attended, with about 18 participants. In May, we continued with "Handling Abnormals and Emergencies on the Water", which again was well attended. In June, John Jackson hosted the latest learning event entitled "Getting More from Your Sail Boat", a review of the finer points of sail trimming and boat handling. Those who attended were sure to take away a few golden nuggets to try during their next outing. If you were unable to join us during those events, be sure to check out the slide programs posted to the club website!

On Friday, July 10th, we're planning on another webinar entitled "Electrical Wiring on Your Boat – the Right Wire, Terminals, and Tools", facilitated by John Myer, Jr. Please watch for registration information coming soon, and be sure to take advantage of those opportunities that interest you!

David Phipps; Education Chair

Quarantini Recipes

BLACK and TAN

Time to feature a Quarantini cocktail for all of our beer enthusiasts, or as they are called in England, Ale Carts. These terms best describe those who not only drink beer, but enjoy it in all its diversity.

Beer is without question the greatest invention in the history of mankind. I grant you, the wheel was clever, but does not go nearly as well with pizza!!! So on Saturday, let's all become beer enthusiasts, grab a pint, raise it high, and toast our friends and neighbors. Thanks Lois!

Recipe:

Gather all ingredients, Bass Ale and Guinness

Fill a pint glass halfway with Bass ale Float Guinness on top by slowly pouring it over the back of a spoon Always serve straight up, neat, no ice.

TEAM SPIRIT

The meaning of "Team Spirit" is the feelings of camaraderie among the members of a group. In this vein, we are in this together and are stronger because of our team spirit. A delicious way to wrap up the day is to reward yourself with this cocktail called Team Spirit. Picture yourself surrounded by beautiful waters as you can concoct this easy recipe from Bev Myrseth.

1-1/4 oz Tanqueray London Dry Gin

2 oz. cranberry juice

2 oz. orange juice

In a cocktail shaker, add ingredients. Shake well, strain, and enjoy in a footed glass filled with ice.

SUNSPOT BABY MANGO MIMOSAS

1 32 oz. carton Mango Nectar

1 bottle champagne or prosecco

Ice

Fruit or mint garnishes of your choice Mix in container and seal – don't worry the bubbles will stick around a while – when you get to your boat pour over ice and enjoy!

Quarantini Continues Unabated...Along With Virtual General Meetings!!!

