

The Semaphore

Fairfield Harbour Yacht Club



Vol. 39 No. 4

35° 04' N., 076° 58' W.

May 2022



Commodore's Update

I think everyone is scratching their heads trying to make heads or tails out of the weather! We're all ready to get outside to play with our water toys but Mother Nature seems to have a plan of her own.

During Commissioning Day it was all I could do to hang on to my papers! Thank heavens Past Commodore Vergot was able to provide an extra set of hands. The raising of the flags was not as decorous as we would like but we got them up. The Blessing of the Fleet was cancelled because of wind. Looking around the harbor at the decorated boats ready to march in the parade, it would have been an impressive Blessing of the Fleet parade. Several races have been cancelled because of the wind as well. Sailboats need wind, but just not that much.

The good news is that properties in Fairfield Harbour are being sold and lots are being developed, which brings new people into our community. The club has a calendar that is bursting with activity and to me that translates into a community that is thriving! If you have a new neighbor, invite them to

one of our activities so they can get a feel for the club.

I believe that at the last General Meeting we had four couples introduced as prospective members. The program for the evening was very well received. We had 65 people in attendance, not including those on video call, or our guest speaker who was in St. Thomas.

Janice Myler has a Cinco De Mayo BYOB on May 5. Check our website or your email for the particulars. Janice has been sending fliers regularly. There is no cost: bring your drink of choice and a potluck dish to Red Sail Park, and you're ready to go. This would be a great event to bring that new neighbor I mentioned earlier. Phil Katz has a great list of

cruising opportunities. One of the cruises has actually been filled. Check our website for the next cruises available or call Phil Katz.

Mother Nature may think she's got control, but we survived both Hurricane Florence and a pandemic. We are in charge.

Continue to thrive. If you have any questions about anything regarding the club, you can always contact any member of the board. Our contact information is our website.

Barbara Robinson
Commodore



Reach for the Sky!

What's Happening?

May	Su	1 Race: Sunfish.....	1400
	Mo-Mo	2-23 Cruise: Chesapeake.....	
	Th	5 Race: Ensign.....	1300
	Th	5 Cinco de Mayo (RS)	1700
	Mo	9 Board Meeting (AC).....	1600
	Th	12 Race: Ensign.....	1300
	Th	12 General Meeting (CC).....	1900
	Fr	13 Education Seminar (AC;Cooking on Board)..	0900
	Fr-Su	13-15 Dragon's Breath Regatta.....	TBD
	Su	15 Race: Sunfish.....	1400
	Fr-Su	20-22 Cruise: Shakedown (or Drive)	
	Sa	21 Race – Oar Race.....	TBD
	Su	22 Race: Sunfish.....	1400
	Su	29 Race: Sunfish.....	1400

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

Deadline for next issue is noon, Monday, May 16, 2022

Delivery is Saturday, May 28, 2022

1st Place winner of St. Patrick's Day Holiday Race

Mark and Mary Hittner won First Place in the FHYC St. Patrick's Day Holiday Race. The attached pictures are Regatta Chair Georgie Jackson presenting them with their personalized cheese board. The Second picture is a closeup of the board which shows a line drawing of *Baggywrinkle*. The prize is courtesy of Russ Robinson.

A basket of two Guiness beers, trail mix and FHYC coasters was given to Tom and Anna Pederson who did the safety boat detail.



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

not beautiful – they're useful too!
Will you earn one?

Georgie Jackson
FHYC Regatta Chair

Commissioning Day 2022

We were invited to accompany Mark and Mariam Johnson, who are presently joining FHYC, on their trimaran, *Delphys*, for the parade of boats on Commissioning Day. We had *Delphys* dressed and ready to go; then we checked email and found that the parade had been cancelled due to wind. Not to miss an opportunity, Capt. Mark decided we would go in any case. So we went down NW Creek, up Spring Creek and around the Inner Harbour and back. Unfortunately, there was no one to bless us at the Shoreline pier but none the less, it was great to get out on the water as always

The only other FHYC boat we saw on the water was *Too Much Fun*: good for them!

Richie Thomson
Past Commodore

Neuse River Regatta

Who Is the Neuse River Regatta Honored Sailor?

We are getting mighty close to the Neuse River Regatta Race Day (April 23), and soon we'll need to let the caterer know how many dinners they'll need to bring. But here are a few clues as to our Honoree:

- Postponed until Oct 15th
- He is tall, dark, and handsome (aren't all our husbands/partners?)
 - He has several boats. (don't we all?)
 - He has instructed, cajoled, or assisted sailors in all 4 yacht clubs.
 - He has an Admiral at home (I know several households with Admirals...)

I am dusting off the Wilkerson Cup Traveling Trophy for the first FHYC boat to cross the finish line. Will it be you?

Russ Robinson has been designing and creating very beautiful awards for first, second and third place winners in each of the three categories: Spin, Non-Spin and Cruising. They're just



Easter Fun Race Was A Success

Despite a forecast for rain and possible thunderstorms, the Easter Fun Race was a success. The race began with very light winds and boats traveling at under 2 knots, but the wind slowly filled in and everyone more than doubled their speed. Eight boats participated under the watchful eye of Ralph Azersky on the safety boat.

Dutch Wind, skippered by Ed Thompson was first, winning a package of Peeps. She was followed closely by *Baggywrinkle* sailed by the Hittners. There was a prize drawing of an Easter Basket, which was won by Ralph Azersky..

*Georgie Jackson
FHYC Regatta Chair*



*Easter Racing
and celebrating*

Anchors Aweigh

Following the Commissioning Ceremony, everyone gathered at Red Sail Park for the picnic lunch... Despite cool temperatures and gusts of wind the club kicked off the boating season with lots of spirit. Thank you to the committee of Janice Myler, Kathy Sansone and Kathy Clay. Thank you to Craig Myler for the clamps, they kept the tablecloths from flying off to Oz.

Anita English



April Program: Circumnavigation on a Tartan 34C

The April FHYC program was Kennon Jones, live from St. Thomas, who has recently completed a circumnavigation sailing a Tartan 34C with a college friend. The trip took a total of 880 days, of which 213 were underway. They sailed 30,037 nautical miles at an average speed of 5.09 knots. Over 94% of the trip was under sail. Of course, they traveled westward, through the Panama Canal, the Pacific, down to New Zealand, and around the tip of Africa before heading home.

Amazingly, they carried only 58 gallons of water, and 31 gallons of diesel fuel. They had an alcohol stove: although they did not say how much fuel for that they carried, they did say they never had problems finding stove fuel.

They caught lots of fish in their travels, and had one severe storm on the way to New Zealand. Much of the sailing was downwind, using a jib poled out on each side, doing a wing-on-wing.



Since the return, the Tartan is on the hard in Annapolis, MD and Kennon is working as a charter boat captain on a large catamaran on St. Thomas

*John Y. Jackson,
Program Chair*

May Program and Educational Session

The May meeting on May 12 will have two components to the program. There will be a short piece on provisioning as well as a presentation by the new manager of NWC Marina. He will bring us up to date on what has happened in the past few months, and what is expected in the next few.

On the following day, May 13, the educational session will feature provisioning and cooking. This will be in Room 1 of the Activity Center from 0900 to 1100. Come share your secrets regarding producing great meals while cruising.

*John Y. Jackson
Program Chair*

FHYC Cruising Update

FHYC Raft-up: A FHYC Raft-up is planned in the inner harbor for Saturday, April 30, 2022, to celebrate the New Moon. April is the only month this year that has two new moons and the second new moon in April is called a Black Moon, so it is time to celebrate. The boats will raft up using the club's rafting sequence found in the Yearbook and on the website. The actual Black Moon phenomenon will take place at 1628 hours.

Shakedown Cruise: This year's Shakedown Cruise is planned for May 20, to May 22, 2022, and is fully booked with eight power boats and four sail boats. However, our Cruise Leaders Jon and TJ Bendicksen say, "Do not let that stop you, because the Oriental Marina and Inn is reachable by Land Yacht".

Friday night includes a Splash with Nautical Trivia, then a Potluck for dinner. Saturday night will include a

Wine Tasting followed by dinner at the Toucan.

Cape Lookout Cruise: June is not that far away, so plan on hearing from Steve and Leigh Hart about our Cape Lookout Cruise leaving on June 13, 2022. Enjoy one of the most spectacular anchorages and unspoiled beaches in the "Bight" at the Cape Lookout National Park. It's a cruise not to miss.

Phil Katz, Cruising Chair

Educational Seminar Line Handling for First Mates

Melissa Drake presented an outstanding educational seminar on line-handling for first mates on Friday, April 22. During the classroom session of the seminar, she routinely tossed out gold nuggets of information for everyone; both experienced boaters and obvious newbies learned something new. Topics included safe boating practices, planning, preparation, communication, dock lines, fenders, anchoring, mooring balls, and practical and pertinent information about cruising locations in this area.

At their boat *Drakes Dream*, Melissa and Jerry instructed hands-on practice, which included knot tying, line handling, fendering, and again, practical tips. In addition, participants got to see *Drakes Dream* up close and personal.

This seminar was an example of another very knowledgeable member of FHYC who has shared expertise and made the FHYC experience richer. Where would we be without these generous people sharing their knowledge?

*Chris Jewell,
First Mate in Training*

Speaking of generous people....

My husband Buddy is a skilled water person: sadly, I am not. However, we are both new to bigger boats and bigger bodies of water (Have you ever tried to find a large body of water in Colorado?). We are continually amazed and grateful for the generosity of FHYC members in sharing their knowledge and boating wisdom with us. Every cruise with someone, every seminar, and many, many conversations and meetings leave us with new and necessary information for safe and enjoyable boating. Words cannot adequately convey our gratitude.

One thing we have noticed in our editing duties at the *Semaphore* is that the same generous people contribute articles and information each month. There are many past Commodores who contribute, and many first mates who contribute. Yet EACH member has his/her own skill set and could contribute to the FHYC community and experience. If you have an experience, an idea, a question... submit it! You can even send unedited versions for editors and proofreaders to fine-tune. We are better, and hopefully wiser as a club and as individual boaters when we share experiences and knowledge.

*Chris Jewell,
May Co-Editor*



The Future of Sailing and Boating

The future is the younger generation.

As Yacht Club members we can help plant seeds and watch them grow and flourish.



More than ever, children and young people need positive outdoor active experiences. As individual members of the Yacht Club we can assist local young people to achieve boating skills, safety on the water and gain a sense of achievement and, who knows, a lifelong love of sailing. We can do this by supporting the Edward Teach Youth Sailing Association (ETYSA) which is



held at Blackbeard Sailing Club (BSC) in June and July. There is also an adult sailing program too!

The Program started in 2005. Some BSC members qualified as instructors, parents purchased the initial boats and then donated them to the program. In 2010 ETYSA was formed and registered as a 501C3 in the State of NC with by-laws and a board of directors, with our own PC Doug King as the first registered agent. BSC allows ETYSA owned boats and equipment to be stored at BSC at no cost and holds fund-raising events and regattas in support of the program. BSC does not make a monetary donation but allows ETYSA members to use all the facilities of the Club for approved events. ETYSA covers the cost of required insurance for the program. Membership in ETYSA does not confer membership in BSC.

The camp enrollment is designed for thirty students aged eight through teens, plus six junior instructors in training. The paid staff are certified by US Sailing to at least Level 1 instructor, with head coaches at Level 3. This requires online courses, in person instruction, and passing a qualifying exam. The fees are \$250 per student per week, with a sibling discount fee of \$225, and a junior instructor fee of \$150.

Some of you will have seen the excellent program, presented by Heather French, ETYSA Board member, at our March General Meeting. Sometime in June or July why not visit BSC and see for yourself? So, what can we do as individuals to assist in this wonderful program?

- Donate a scholarship or any amount with which you feel comfortable
- Volunteer at the camp
- Let FHYC members know that small power boats with their owners are needed as safety boats
- Donate such things as small shackles, clips, small mushroom anchors in good condition
- Help to pay for a 420 storage cover - \$350
- Replace a hiking stick for a 420 - \$55 each
- Sails are getting old and need to be replaced, 2 each year. A donation in any amount can help tremendously in this area.

For more information and to register for programs you can go to the ETYSA website (etysa.org)

If you want to donate or help in any way, contact Olwen Jarvis at (252) 637-7748, olwen@suddenlink.net or Ritchie Thomson at (919) 270-9811, rthomson@walkerthomson.com. Checks should be made out to ETYSA.

On behalf of everyone involved in this wonderful program - THANK YOU!

*Olwen Jarvis
Past Commodore*

VENDÉE Artique

The premier round the world sailboat race is the VENDÉE Globe. The VENDÉE ARCTIQUE is a qualifying race for the VENDÉE Globe. It starts from Les Sables d'Olonne in France in June. The skippers will sail from Les Sables d'Olonne, round Iceland, and back to Les Sables d'Olonne. It is a mere 3,500 nautical miles in length and should take 10-12 days. Like the VENDÉE Globe, it is a single-handed race, and sailed without any assistance.



The next running of the VENDÉE Globe is in 2024. It is longer than the VENDÉE ARCTIQUE and rounds the globe. The boats leave France, sail down around South Africa, across the Southern Ocean leaving Antarctica to starboard, round Cape Horn and back to France. Again, it is single handed and sailed without assistance. The boats must meet IMOCA specifications and be 60 feet in length. The VENDÉE Globe tests the boats and skippers to the extreme. It is totally different from the America's Cup, which, in my humble opinion, is closer to drag racing than sailing.

Ritchie Thomson, Past Commodore

New Fire Extinguisher Regulations

The U.S. Coast Guard has issued new fire extinguisher regulations for motorized recreational boats that go into effect April 20, 2022. These have been published in the Federal Register and are summarized in the Q&A published by the Coast Guard ([Fire Extinguishers Requirements for the Recreational Boater FAQ \(uscgboating.org\)](#))

The new rules don't include changes for when and how many fire extinguishers are required on boats. If your boat was required to carry a fire extinguisher(s), those requirements still apply.

The Coast Guard now uses the Underwriters Laboratory (UL) performance-based classification system for portable fire extinguishers. Most extinguishers already have Coast Guard and UL rating classifications. All approved extinguishers installed before August 22, 2016, can remain on recreational vessels as long as they are serviceable.

The new classification system requires portable and semi-portable extinguishers to be marked with a combined number and letter designation. The letter designates what class of fire the extinguisher is suitable for. The number indicates the extinguishing potential.

In addition to being onboard and readily accessible, all portable and semi-portable fire extinguishers must be "Marine Type-USCG Approved" with the correct classification. This means they must have the Coast Guard classification system marking and approval number on the label.

- Extinguishers UL Classified 5-B:C/10-B:C (or greater) meet carriage requirements for all recreational vessels regardless of vessel age.
- Extinguishers rated as Marine Type USCG Type B:C, size I or size II are only acceptable on vessels built in model year 2017 or earlier.
- Ratings that include higher numbers or more letters are acceptable.
- One 20-B extinguisher may be carried to replace two required 5-B extinguishers.
- The regulations include special rules for vessels built prior to 1952.

Probably most important for all of us, disposable fire extinguishers cannot be older than 12 years from the date stamp on the bottle. Expired disposable extinguishers must be removed from service and taken off the boat on December 31 of their 12th year.

Of course, Extinguishers must be in good, serviceable working condition, meaning

- pressure gauges or indicators, if present, must be in the operable range or position;
- lock pins must be firmly in place;
- discharge nozzles should be clean and free of obstruction; and
- extinguishers should show no visible signs of significant corrosion or damage.

If you have a courtesy inspection by, for example, the CG Auxiliary or are inspected by the Coast Guard themselves, this is an item which will almost certainly be checked.

[Thanks to Power Squadron Compass magazine for much of this information]

Richie Thomson, Past Commodore

Committee Work, “Where the Wind hits the Sail”

FHYC members have access to a wide variety of enjoyable activities and programs; so much so that most of us have to pick and choose from a busy calendar of enticing events! All of these marvelous opportunities are made possible by those who have volunteered to either chair a committee, or who give their time and talent as a committee member. Without these folks, the story would be much different. In fact, committee work is where the wind hits the sail!

To make this all function, FHYC has 19 standing committees. The Commodore, Vice Commodore, and Rear Commodore (together known as the Bridge), are each designated as “liaisons” to about six of those committees, and serve as a link between those committees and our Board. The smooth and effective functioning of a committee depends on many variables, including the organizational and leadership skills of its chair, and the willingness of committee members to actively participate while following the lead of their chair. In all cases, interpersonal skills are paramount, including the ability to work with others, respect differing points of view, and the desire to work toward and build mutual consensus. Let’s take a moment to look at each of these.

First, the committee chair. Article VII of the FHYC constitution states that “Chairpersons, for all committees, except for the Nomination Committee, will be appointed by the Commodore.” In practice, this approval comes after someone volunteers to chair a committee, but the underlying intent is to ensure that the individual is a good candidate for the leadership tasks at hand. In general, this means that he or she has a solid understanding of the work of the committee, and well developed organizational, interpersonal, and social skills appropriate to the committee’s tasks.

Desirable traits include the ability to clearly articulate the goals, schedules, and constraints facing the committee. He or she must be able to lay out the general tasks and responsibilities necessary to accomplishing goals as outlined in the Policy and Guidelines document, or as given by the FHYC Board. Chairs are also charged with distributing the workload among committee members, while considering their interests, talents, and abilities, such that all committee members share a portion of that load. Chairs should revisit progress with committee members, assisting as necessary to ensure tasks are completed in the available time frame.

Secondly, let’s consider the role of Committee members, who are invaluable to the process. Members need to attend committee meetings as scheduled, often just once a year at the beginning of a new year. In these meetings, goals and objectives are discussed, and committee members have the opportunity to offer ideas and suggestions. *Teamwork, coordination, and communication are essential!* Discussing or evaluating alternative ideas and viewpoints in a friendly, businesslike way is useful and necessary to good decision making. Remember, this is about having fun!

The chair will work to achieve consensus among committee members, and committee members should coalesce around this consensus and plan of action. Committee assignments are discussed and agreed to, and any further meetings or contacts are planned. Each committee member should endeavor to take an active role in committee tasks, and work to find mutual agreement with other committee members while following the direction of the chair.

In addition, the Bridge Liaison to the committee may attend committee meetings or otherwise monitor progress of the committee to ensure that the committee has the resources necessary to accomplish their objectives in the time available, and that things are running smoothly. The Liaison should be considered as a resource to the committee chair and members, and is always available to offer perspective, history, and assistance.

Lastly, while our club is here for the enjoyment of all, the truth is it takes some work to pull it all together, and an organizational structure makes it possible to accomplish that work. *Let’s support that structure, and adhere to businesslike practices as we work within that structure.* For all of you who have stepped up as a Committee Chair or Committee member, thank you for your contributing your time and talent! And remember, each time you attend an event or function, please take a moment to thank those who worked on your behalf to make it possible by putting the wind in our sails!

*Dave Phipps
Vice Commodore*

What Does Our Club Insurance Cover?

One of the most common questions we hear has to do with the Club's insurance policies, and what is or is not covered under the provided protection. As you might guess, the answer is not necessarily simple, but here are the basic relevant facts.

Because yacht clubs pose several unique risks, our club maintains three separate but necessary liability insurance policies, each with a specific purpose and area of coverage. They are 1) a General Liability policy, 2) a Marine General Liability policy, and 3) a Commercial Yacht Policy. Together, these policies provide liability protection for the club, which under the law has its own identity as a legal entity, and as such can be held responsible for injury or property damage. The policies are paid for annually from dues monies and constitute a significant portion of our fixed operating costs.

The General Liability Policy provides protection for the club's general business activities and its volunteers (members) accomplishing duties as directed by the club. This is considered the primary policy, and covers liability risks arising out of the actions of officers and directors of the club in conjunction with their official duties, and under some circumstances, bodily injury and property damage risks not related to boating activities. Imagine for example, the possibility of someone falling down some steps when leaving a general meeting and requiring medical attention. You can think of this policy in general terms as land based activity protection. However, there are provisions under some circumstances which provide coverage for injury and property damage caused by watercraft not owned by the club.

The Marine General Liability Policy is designed to cover risks associated specifically with typical yacht club activities in and around a marine business environment, to include docks, piers, and gangways, which typically pose a higher risk of injury and are not covered by other types of policies. In addition, coverage is provided under the Host Liquor law requirement which allows the club to sponsor activities in which alcohol is served.

The third policy, known as the Commercial Yacht Policy, covers the club's liability for operation of vessels engaged in club sponsored or sanctioned events, (whether owned or operated by club members or nonmembers) to include regattas, inshore racing, or other similar events. It provides coverage for property damage, collision damage, bodily injury, and loss of life in the event that the club is found legally responsible and liable for such damage or loss.

These three policies, or other similar policies, are commonly used to protect yacht clubs across the country. They primarily protect the club (while ensuring that injured persons have medical bills paid). While we've never experienced a claim, we can't predict the future and risks remain. FHYC, as a legal entity, is protected, as it must be. So, while it is true that you are "covered" as a club member or participant in a club sanctioned event, individual boat owners and their skippers are another, separate legal entity, and have their own liability and loss risk that must be covered under their own personal insurance policies. (For racing activities, this is why you sign the required waiver form that stipulates you must have your own third party insurance.)

One other thing to bear in mind is that boaters are subject to "Admiralty Law", which is distinct and different from ordinary law. The boat itself becomes a legal entity, and accidents, particularly collisions, can result in "apportionment" of damages among all those considered to have played a role in the loss. This could include the boats, the skippers, the boat owners, and or the club.

All of us should feel more comfortable on the water knowing that the club, our boats, and our finances are properly protected from unexpected, unfortunate, and thankfully very rare events. We hope this explanation has been helpful to you in evaluating your own insurance needs.

*Dave Phipps
Vice Commodore*

This article also appears on the FHYC Website.

Have You Met Our 2021 New Members?

The FHYC Membership Committee just held its annual New Members Party on April 5th. Many of them had not met each other and it was wonderful to see them connect with their fellow new members.

Since most of these people joined during Covid restrictive months and were introduced virtually we decided it would be a good idea to reintroduce these interesting members to you again. You can now look for them at the meetings, wave to them when you see them on the water or just give them a call! They are all listed in the 2022 Yearbook



Chip and Mary Swann joined in January of 2021. They hail from Virginia, Indiana, and most recently, Florida, but now live on Bucco Reef. Linda and Tom Lelli and Jim and Amanda Dobson are their sponsors. They have 45 years of boating experience covering sailing, power boating and racing on the East Coast and Intercoastal waters. Chip's first boat was purchased, and hand built from Popular Mechanics magazine. Mary is a photographer. Their current boat is a 43' Mainship Trawler named *Cruzin Waves*. Both Chip and Mary have selected Cruising and Chip has also selected Maintenance.



Jeff and Shannon Taylor joined in March of 2021. They moved to New Bern from Cambridge, MD where they were members of the Cambridge Yacht Club. and now live on Schooner Court. They were sponsored by Steve Hustad and Dave Phipps. They have years of boating experience on the Chesapeake. Jeff has a USCG license and is a scuba diver. They currently own a 36' Carver Mariner *The Turtle* that they keep at the New Bern Grand Marina. Both have chosen the Distribution and Hospitality Committees. Jeff also chose Medical Support and Shannon Entertainment and *Semaphore*.



Vicky and Bob Lynch joined in April 2021. They are originally from New York but lived in Raleigh NC for 25 years before moving to New Bern. They now live on Schooner Court.. They were sponsored by Steve Hustad and Anny Chui and Dave and Paula Phipps. They have 40 years of sail and power boating experience. Their current boat is a 25' Ebbtide powerboat named *Scuttlebutt*. Bob has selected maintenance and Marine assistance as his committees and Vicky chose Medical Support and Yearbook.



Patsy and Vince Trovato joined in May of 2021. They are originally from Baltimore MD where they had a boatyard and dealership then moved their family to a Maryland Eastern Shore horse farm. Now their home is on Cardinal Drive. They were sponsored by Chris Town and Carol Frysiek. Their boat is a CSY44 acquired in 1978 named *Footloose* that they operated as a Chesapeake and Caribbean Charter. They are lifetime members of the St. Georges Yacht Club in Bermuda. Vince is a licensed Coast Guard Open Ocean Master Captain. Patsy is an Artist. They both joined the Cruising Committee.

New Members (Continued)



Brian and Michelle Aldrich joined in July of 2021. They are originally from Kalamazoo, MI, but relocated to Raleigh 20 years ago. In December 2020 they moved to New Bern and now live on Cardinal Drive. They currently own a 25' sailboat named *Serenity Key* and an 18' powerboat named *Round About*. They have 35 years of boating experience in a variety of boats. Their sponsors are Lois and Bill Andrews and Yvonne and Norm Meissner. Michelle chose the Yearbook Committee; both have offered their editing services on the *Semaphore*.



Nelson and Darlene DiFigueriredo joined in July of 2021. Before moving to New Bern from Connecticut, they did extensive renovations themselves to their home on Spar Court. They are now settled at home with their dog Skip and ready to be involved in the club. Russ and Barb Robinson and John and Georgie Jackson are their sponsors. They were previously members of The Yacht Club Connecticut but sold their boat before the move. Their new boat is a Tiara 32' power boat named *Due South*. Nelson has signed up for Maintenance and Darlene is heading Storekeeper and Inventory Committees.



Vince and Janet Hikes joined in December of 2021. They are originally from Gettysburg, PA and Long Island, NY but now reside on Albatross Drive. Their sponsors are Ray and Cecily Gil and Bob Mitchell. They share 30+ years of boating experience, mostly in sailboats. Current boats: 37' Mainship Trawler named *Still Willin'* and 15' *Chrysler Mutineer*. Vince has selected the Maintenance Committee and Janet chose Hospitality and Entertainment.



Michelle and Matt Esmacher joined in December 2021. They moved to New Bern from Woodbridge VA. and now live on Cassowary Lane. Doug and Kathie King and Peter and Kathy Clay are sponsors. Matt has been involved in boating his entire life and Michelle joined him when she met Matt in college. They share 42 years of boating experience. Their new boat is a Formula 400SS 42' powerboat named *Brand New Day*. They hope to take a trip to the Bahamas. Matt is on Marine Assistance and Michelle is on the Membership Committee.



Kelli and Shane Malone joined in December 2021 They have recently moved to Fairfield Harbour from New Bern and now live on Gondolier Drive. Their sponsors are George and Barb Lewis and Doug and Kathie King. At one time Shane was a commercial fishing boat captain. They bring 30 years boating experience to the club. They have 2 boats: a 29' Luhrs powerboat named *Relentless* and a 26' ProCat powerboat. Shane has chosen the Marine Assistance and Kelli has chosen the Hospitality Committee.

Pam Miller
Membership Co-Chair.....