

The Semaphore

Fairfield Harbour Yacht Club



Vol. 40, No. 8

35° 04' N., 076° 58' W.

September 2023



Commodore's Update From the Helm

I'm hoping that, as this goes to print, the Dog Days of Summer are fading, and we'll begin to feel the moderation in temperature and humidity that mark the beginning of the end of a particularly hot summer! Folks are coming home from their vacation travels, and they're ready to enjoy time on the water and comradery ashore. Lucky for you, Fairfield Harbour Yacht club has a schedule of events tailor made for your interests!

Before we get into those, and in case you missed them, let me take a minute to highlight some of our recent activities. We were privileged to have an engaging and informative presentation from a very articulate Samantha Krop, Neuse River Keeper, from Sound Rivers. She artfully explained the issues that our waterways face, and described the actions that Sound Rivers takes to help coordinate effective responses to threats facing our natural resources. She pointed out that we can monitor the condition of our river by subscribing to the Sound Rivers Swim Guide reports that are provided each Friday, and suggested that anyone interested would find great opportunities in volunteering to assist the Riverkeepers. More details can be found on their website at SoundRivers.org.

In addition, we honored those FHYC members who have been with the

club for 20 or more years at a special reception July 30. One member, Mr. Ron Helling, celebrated his thirty fifth (35!) anniversary with the Club in August! Ron and his late wife, Emily, whom many of you remember, were very active and made many contributions to the club's activities over the years. We shared old photo albums, *Semaphores*, Yearbooks, and many memories with this group, all of which demonstrated that Fairfield Harbour Yacht Club's long tradition of providing fun on the water and ashore is without peers!

Janice and Criag Myler produced a wonderful afternoon of fast-paced Bunco, a dice game that requires no particular skill and relies on luck. We also enjoyed delicious food and prizes for winners and losers! September promises

to bring smiles to our faces as well, beginning with a Murder Mystery Potluck Dinner on September 9 at 1700 in the Community Center. This is your opportunity to be a sleuth in a murder mystery onboard a luxury yacht! Reservations are required. Please contact Delle Curry or Leigh Hart to make your arrangements soon.

On Wednesday, September 13, don't forget our Ice Cream Social at Red Sail Park. Our popular Pamlico Cruise begins on Tuesday, September 19. Please contact Greg Winfrey for more information. And lastly, don't forget the Moonlight Raft-Up on Wednesday, September 27. Contact John Jackson for details.

See you on the water!

Dave Phipps, Commodore

What's Happening in September

Sept	Sa	2	Labor Day Holiday Fun Race	tba
	Mo	4	Labor Day	
	Sa	9	Murder Mystery Dinner (cc)	1700-
	Su	10	Sunfish Race	1400
	Mo	11	Board Meeting (ac2)	1600
	We	13	Ice Cream Social (rs)	1800
	Th	14	General Meeting (cc) -Program:	1900
	Sa-	16-	BSC Regatta (ETYSA Benefit)	
	Su	17	Sunfish Race	1400
	Mo-	18-	Pamlico Cruise	
	Fr	22	Education: "Man Overboard"	1000-
	Su	24	Sunfish Race	1400
	We	27	Full Harvest Moon Raft up	1700
	Th	28	Ensign Race #1	

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

**Deadline for contributions for the next issue is noon,
the Monday after the General Meeting.**

Please email contributions to fhysemaphore@gmail.com

A digital copy of this issue will be delivered online, on or before September 30, 2023.

August General Meeting: Sound Rivers

One of the featured speakers at the August program at Fairfield Harbour Yacht Club was Samantha Krop, a Neuse River Keeper from Sound Rivers, who presented an engaging report on the health of our waterways.

As riverkeeper, Samantha is a scientist, educator and advocate for the Neuse and its many tributaries.

The Neuse River runs 250 miles from Durham to the Pamlico Sound, and has been the source of drinking water, food, and recreation for many communities

in Eastern North Carolina. It is one of the widest rivers in the United States and longest rivers in North Carolina.

However, for more than 30 years, issues related to agricultural runoff and industrial development caused fish kills and algae blooms. The Neuse was polluted to what seemed like such an irreparable level that it was named one of America's most endangered rivers in 2007. But no longer!

In 2022 the Neuse River was named the *2022 River of the Year* by American Rivers. This was possible, in part because of the Clean Water Act, and also due to the efforts of people and organizations like Sound Rivers who take charge of our resources and protect them.

Sound Rivers is a nonprofit organization whose work is made possible by member support from organizations and individuals. It protects the Neuse and Tar-Pamlico watershed that covers 12,000 square miles and nearly one-quarter of North Carolina. Water from these watersheds flows through areas with homes and businesses every day.

FHYC presented Krop with a check to support Sound Rivers' efforts. Those wishing to help can volunteer at soundrivers.org/volunteer-signup.

Lisa Blumenschine



Commodore Phipps thanks Samantha Krop for her fine work and lively presentation

September General Meeting: Surprise Guest



Have you ever been chatting with a longtime friend, and they tell you something about themselves and you had no idea about that topic? Well, this happened to me and as a result we have a wonderful **SURPRISE** program for our September meeting. A very long-standing member will be the presenter.

It will be a program about professionalism, volunteering, cheerfulness, and talent. You won't want to miss this: discover our talented member who has all these skills and more! See you at the meeting Thursday, September 14.

Past Commodore Olwen Jarvis

The Semaphore *Fairfield Harbour Yacht Club*

Editorial Team

Julia Thomson	919-260-9924
Beth Warnock	571-455-9967
Buddy Jewell	303-589-2917
Chris Jewell	303-589-2963
Barbara Lewis	330-441-1083

Proofreading Team

Bryan Aldrich	919-272-4385
Pam Gaskill	252-288-4501
Phil Katz	252-631-1018
Linda Duncan	252-631-1018
Michael McDougall	252-626-7636
Bev Myrseth	816-210-0364
Yvonne Meissner	941-276-7356
Shannon Taylor	410-310-6591

Distribution Chair

Jerry Rezab 252-288-4124

Website: www.jhyc.us
Email: fhycnc@googlegroups.com

Deadline

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

Please email articles to
fhycsemaphore@gmail.com



Fairfield Harbour 20+ Year Member Reception

A great evening reception was held on Sunday, July 30 to honor the members of Fairfield Harbor Yacht Club who have been members for over TWO decades! Please note that one member has been with the Club for 39 years!

Twenty years has been a long time: there have been retirements, new grandchildren, new boats, 40 named storms moving through North Carolina, (including several hurricanes) and five presidential elections!

According to FHYC Commodore David Phipps, in preparing for the 20+ year reception he went through photograph albums in the Club Library and was immediately impressed by the long and proud history of the Club; Through countless events over many years there were hundreds of photographs that each show dozens of smiling faces. Commodore Phipps says, "We certainly add another wonderful dimension to the good living here in Fairfield Harbour, and as the pictures show, Fairfield Harbour Yacht Club knows how to have fun on the water, and ashore."

Next year marks the 40th anniversary for the Club. Over the years these 20+ year members have enjoyed Club functions and their participation and contributions have played an essential role in building the Club as we know and enjoy it today."

Lisa Blumenschine

The 20+ year members include:

Ruth Dettor
Peggy Doyle
Sam and Delle Curry
Marge and Pete Drez
Anita English
Carol Hamilton
Ron Helling
Brian and Sonja Humphrey
John Jackson
Bill and Olwen Jarvis
Tom and Linda Lelli
Bob Mitchell
Jackie Moniak
Peter Pagnutti
Margaret Rose
Herm Schiller
Rob and Chris Skrotzky
Bernie and Nancy Teubert
Ralph and LuAnne Tridico
Charlie Ward and Janet Lee
Reiner and Renate Zeppenfeld



More Accolades for One of Our Own

Last year Fairfield Harbour Yacht Club, Blackbeard Sailing Club and Neuse Yacht Racing Association honored Bill Jarvis for his many contributions to the various sailing programs in these three clubs. This article appeared in THE BEAT INC #56 which covers all North Carolina Sailboat Racing News, and recognizes Bill's contributions up and down the Carolina Coast. Once again, Bill, thank you.

Bill Jarvis, Race Officer Extraordinaire

Bill Jarvis has been running sailboat races for many years on the Neuse River near New Bern. He and *Piccolo*, his trawler that he uses as the signal vessel, are race committee fixtures on the Neuse River. Bill is a long time member of Blackbeard Sailing Club. Bill is also a long serving member of NC-PHRF.

Bill and *Piccolo* have worked many major regattas on the Neuse to include Opti and US Sailing Championships run out of Camp Seagull. Bill has also served as Principal Race Officer for the North Carolina Governor's Cup a number of times. Bill is known far and wide for his race management knowledge, professionalism and ability to run fair, funraces.

Before shifting to race committee work Bill was a top PHRF sailor in the region, winning many regattas.

Bill has trained many race committee volunteers and has been a mentor to aspiring race officers who were working to become US Sailing certified.

Thank you, Bill, for your outstanding service to the sailors of North Carolina and beyond
Past Commodore Barb Robinson



Bunco! A San Francisco Gambling Activity is Alive and Well



We can't tell who had a better time at the Bunco Parlor. They all look pretty cheerful!



FHYC members recently enjoyed a game of chance that was imported from England via San Francisco. A group of members got together on a hot August afternoon to play a few rounds with supper and dessert served in between. Originally dubbed a confidence game, Bunco lent its name to gambling parlors, or "Bunco Parlors". After the Civil War the game evolved into a popular parlor game.

Many thanks to event organizers, Janice and Craig Myler. A good time was had by all, with awards presented to the game winners: Delle Curry, Louis Nash and Paula and Dave Phipps.

Lisa. Blumenschine

"What's in a Name" (complete with boat pictures, of course)

Without a doubt, Vice Commodore Craig and Janice Myler's boat name is the most unusual in our Club and maybe in the whole of Fairfield Harbour! **CTHULHU** is a beautiful Areamare powerboat. The name Cthulhu comes from a story "The Call of Cthulhu" by HP Lovecraft. The story involves mythology, a sculpture and an author with an extravagant imagination. The sculpture yields visions of an octopus, a dragon and a human caricature which have, over thousands of years, created tales of horror and disasters! Yes, at first Janice wanted to rename the boat, but why? What a wonderful talking point this name would be, and it sure is just that. So, the name stays, and the mysteries remain! The decor inside this fabulous boat is trending towards.... octopuses!

The Mylers have owned five boats previously, a mix of power and sail. They are experienced sailors cruising here, in the Chesapeake, the San Juan Islands and down in the Virgin Islands. As with most boat owners, Craig and Janice have great plans to make improvements to Cthulhu: after all that is all part of owning a boat!



*It really is named CTHULHU.
How is it pronounced?
Ask the Mylers for clarification!*





PICCOLO has been the name of Bill and Olwen Jarvis's three most recent boats, two sailboats and now a trawler. The story behind this name is simple. Bill plays the flute and the piccolo. A piccolo is a finely tuned wind instrument, and a sailboat is exactly the same! According to old sea stories, a good boat name should have seven letters, two of which are repeated, and Piccolo meets those requirements. Finally, a boat name should be clear and easy to say over the radio, especially when making a Mayday Call! Thankfully we never had to make such a call. However, sailing in Pamlico Sound one day we heard our boat being hailed over the radio. Long time friends from NJ were cruising and heard "Piccolo" on their radio and called and said, "It has to be the Jarvises. There is only one Piccolo!"

Bill started sailing as a Sea Scout in the UK. Together the Jarvises started sailing on 16-foot M Scow on a lake! They have spent almost fifty years cruising their sailboats in Barnegat Bay, all of Long Island Sound, the Chesapeake, Florida and the BVI and finally to Fairfield Harbour.

Past Commodore Olwen Jarvis



The Jarvises have enjoyed their Piccolos in many forms

What do *Semaphore* editors do, anyway?



Let's start with what *Semaphore* editors DON'T do. They do NOT write the articles for the newsletter. They do not go around begging for articles and information....well, maybe a little. They do not spend all their time cleaning up what others have written, because contributors do a great job of writing. Editors do NOT spend every month working at the editing job; they spend several hours over a week assembling the *Semaphore* for the following month.

So, what DO editors do? *Semaphore* editors are part of a team that splits up the 11 issues of the *Semaphore* that are published each year, with the hope that no one has more than two months of responsibility for coordinating the *Semaphore*. The editors combine word puzzling and Tetris skills; they collect the information and articles that are submitted each month, and "shine them up" if needed. They then are organized into the accepted *Semaphore* format. Different editors

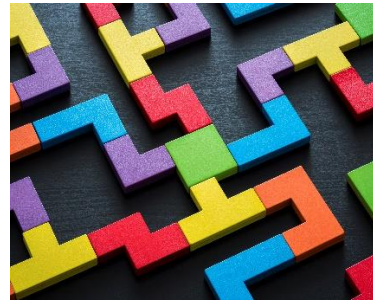
use different platforms (Word, Publisher, Etc.) to achieve this goal. They try to fit "all the news that's fit to print", as well as pictures and flyers into the monthly newsletter. They then try to outwit the computer so the pages look reasonable and stay easy to read.

The goal is to have five editors to ensure coverage for different months (as well as emergencies) without burdening any editor. Currently the maximum editing load is three times per year. Current editors are available to mentor, and guidelines are provided. If you have a penchant for arranging articles on a page and enjoy communicating with others, please consider becoming an editor!

If that doesn't suit your fancy, *Semaphore* proofreaders review punctuation, grammar, spelling, and format of articles before the final monthly newsletter is published online.

It's not a lot of work and is actually quite fun: join us!!

Chris Gerhardt-Jewell, Semaphore Staff



**IT'S A BLUE
MOON!**

**NEXT RAFT-UP
AUGUST 30**

Call **JOHN JACKSON** 252-637-9781
(at least five boats needed)

The Dinghy came to the Rescue (Part 2)

Sailing 450 Miles in the Intra-Coastal Waterway and Chesapeake Bay without power.

The first part of this article was featured in the August Semaphore and ended with this paragraph:

After trial and error, fitting the dinghy to the stern, (the dinghy kept swaying from side to side) I left Southport on an incoming tide and a great 3 plus knot current, and to boot, a 12-knot south wind pushing me north at 11 knots. The weather forecast was good for the next four days. I completed the entire trip with no main engine to St. Michaels in six days.

Part 2

I had few difficulties and just a few close calls. In North Carolina, going through the 65 ft. fixed Morehead City bridge was one of the worst days of the trip. The adverse current slowed my speed so much that I was almost at a standstill, literally inching my way and almost losing control and hitting the sides of the bridge. I was at full throttle and there was no room to turn around once under the bridge. It was one of the worst days of the trip. It took forever to clear the abutments and gain any headway. There were other times when boat traffic, bascule and swing bridges, and narrow waterways made the day more exciting than I had hoped.

In open waters, where the waves and headwinds were a major factor, the speed would drop to under two knots per hour. I would hoist the sails and tack my way to the next destination, speeding along at 6 to 8 mph. In protected waters with little or no wind, I could do 3 to 4 mph with the 6 hp. Johnson. It all depends on the size and weight of the mother ship and the size of the outboard motor on the dinghy.

Stopping for fuel was another matter. I had to constantly check my one 6-gallon tank, and plan where I could stop to refuel. My fuel consumption was terrible. I wished I had a spare 6-gallon tank at the time. I had only two choices: full throttle or stop engine. I had to plan where I

could dock or anchor and make sure I had enough fuel to get to the fuel dock with the dinghy from the anchorage. There were lots of close calls. If the gas dock had an easy approach, I could ease the big boat to the fuel dock.

The particulars of attaching an inflatable or hard dinghy to the mother ship.

To utilize the “pushboat” method, the inflatable or hard dinghy must be tied from both bow tow rings or rails to the vessels port and starboard stern cleats very tight. You may use a boat bumper or boat throw cushion to keep the dinghy bow from chaffing on the stern. You can let a small amount of air out of the dinghy, so the bow fits snug against the transom of the mother vessel. There should be little or no movement between the two vessels. If necessary, take two more lines and tie them from the port and starboard stern of the dinghy to the port and starboard stern of the big boat to ensure the dinghy will remain tightly fixed and straight.

You must be able to start and stop the vessel at a moment’s notice. Hopefully you will have help aboard. To stop the motor when approaching a dock, I took a thin string and attached it to the outboard choke and ran it over the stern to the helm. When I was sure I was close enough to drift to the dock, I pulled the string and choked the engine. Beforehand, I had to gauge the wind and current direction so as not to collide with the dock or another vessel.

Getting started was a little more complicated. I had to be clear of all obstacles and heading in the right direction. There was no time for reverse and not nearly enough power to stop the big boat, anyhow. I started the outboard, shifted the gear to forward, then opened full throttle. Within a few seconds, I ran to the bow, jumped out of the dinghy, over the transom to the wheel and made sure I was headed where I wanted to go. The CSY44 maneuvered quite well under the circumstances once she gained headway. I had to

be very careful not to misjudge approaching vessels or docks. If I pulled the choke cord too soon, I would be at the mercy of wind and current. If I did not pull the cord quick enough, I would be in for a crash landing. My mooring lines and fenders were always attached and ready for docking. Each line lead fore and aft to a position at the gates so I could jump off the boat and secure the lines to the dock. Some of my arrivals were late at night or early in the morning. No major mishaps and I arrived home safely. That winter I had the engine overhauled, which was a mistake, for it cost me as much as a new engine would have cost, and my insurance company paid for the repairs.

A family vacation to the Berry Islands in the Bahamas where we lost power and sailed into Ft. Lauderdale to our dock in Hollywood.

Another short story in the Bahamas. It was a family trip to the Berry Islands. We were in Little Harbor, anchored just off the docks of Flo's Restaurant, one of our favorites in all the islands. It was time to head back to the US and the engine would not start. I had gotten salt water in the intake, and it back flowed into the engine black. Well, here we go again. We sailed off the anchor and sailed across the Great Bahama Bank over night to Bimini. We anchored in the harbor and continued early next morning for Ft. Lauderdale's Port Everglades Inlet. All was well and good until we encountered an outgoing tide and adverse current at the inlet. The inlet is a Class A ship channel and very wide. We decided to tack our way to the ICW and see if we could tack south to Hollywood where we had a winter slip on the waterway. The canal was not very wide after we left the ship harbor to the south, so we dropped the dinghy from our davits, put the motor on the stern, and pushed Footloose for the last few miles to Yacht Harbor Marine just south of Sheridan Street Bascule bridge. That was an easy trip because I had a great crew. My wife, Patsy, my two young daughters, Megan and Jennifer, my older daughter, Stephanie, and her husband, Wayne, were aboard to help with all the sailing, pushboating, anchoring, and docking. It

was a smooth trip indeed. An engine mechanic took only a few hours draining the oil several times and flushing the water out of the system. It was an easy, low-cost repair bill that time. The weather was great, the winds in our favor, and all went without incident.

When sailing in open waters the dinghy was no more a drag than towing it under normal conditions. If you have crew, they can remain in the dinghy to manage the motor and help in docking. But if you are a solo sailor, you can research how you could take this information and adapt my experience and suggestions to work for you. Think it out and try a practice run to see how this "pushboat" emergency power method works for you.

I am a stubborn independent skipper and refuse to ask for help when I know I can manage the situation. A sailing vessel is so much more versatile than a power boat when engine failure strikes.

Long before engines, sailing vessels sailed around the world for both commerce and pleasure. In an emergency, you can go a long way with that little putt-putt on the stern of your dinghy.

So, when your main engine will not come to life in that secluded anchorage, remember the "Pushboat" you have in the davits or are towing behind you.

Vince Trovato

