

The Semaphore

Fairfield Harbour Yacht Club



Vol. 37 No. 5 Last Print Edition

35° 04' N., 076° 58' W.

June 2020



From the Commodore

We are now into the second month (or is it the third month) of our “stay at home” order and we are working to keep the club running. So far, we have had three virtual board meetings and on May 14, we had our second virtual General Meeting. We had 40 sign-ins which means about 70 people were present and mostly able to see each other. My thanks again to Vice Commodore Adrian Vergot for setting up and administering the virtual meeting. Most people seem to be handling going virtual quite well, but a few have problems. We plan to follow up to help anyone who needs it. If you need help do not hesitate to contact any member of the Bridge.

As from the July edition, the *Semaphore* is going digital-only. In this time of stress, digital-only will reduce the need to have paper versions printed and distributed. This approach will allow us to have a full-color version of the Semaphore and we will not be limited to the regular 4-page format.

In North Carolina, there is no restriction on boating at present and we regularly have members out on the water. The Board discussed the need for social distancing when sailing and at social events. Our agreed approach appears elsewhere in the *Semaphore*.

The Wilkerson Race, our first major race of the year, was successfully held on May 9 with a requirement that the crew on each vessel all be from the same household. Congratulations to the winners, Mary & Mark Hittner in the Non-Spinnaker Class; and Evelyn & Ed Thompson in the Cruising Class. Also, a special thanks to Doug and Kathie King, the PROs and to all other competitors and support boats. Fun racing also continues.

At our General Meeting on May 14, plans for cruising, racing and entertainment were presented. Although these need to be fully

fleshed out, it is excellent to see that we are looking ahead and taking the necessary precautions.

Cruising is planned to get underway next month. There are plans for Cape Lookout, Latham-Whitehurst Park and the Three-dinner Cruises in June, with more over the summer and to get back into full swing hopefully in September.

The Entertainment Committee has laid out their plans for the fall and the Regatta Committee will continue to organize races in June and into the fall.

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Distribution Notice

Effective starting the July 2020 edition, the Semaphore will be delivered in an electronic format only. If you would like an additional copy delivered to an alternate email address you use or if you require assistance on how to open and read the electronic versions, please let Ed Klebaur know at ejk44@suddenlink.net

What's Happening

June	Mo-Fr	1-5	Cruise: Cape Lookout
	Tu	2	Race: Neuse River Fun
	Su	7	Race: Dingy/Sunfish
	Mo	8	Board Meeting – Video Session.....1600
	Tu	9	Race: Neuse River Fun
	Th	11	General Meeting – Video Session.....1930
	Fr	12	Education Seminar – Video Session.....0900
	Su	14	Race: Dingy/Sunfish
	Tu	16	Race: Neuse River Fun
	Th-Su	18-21	Cruise: Three Dinner ?
	Su	21	Race: Dingy/Sunfish
	Tu	23	Race: Neuse River Fun
	Sa	27	Cruise: Latham-Whitehurst
	Tu	30	Race: Neuse River Fun

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

Deadline for the next issue is noon on Monday, June 15

A digital copy will be delivered via the FHYC e-mail blast on or before Saturday, June 27, 2020

“Quarantini Saturdays” continue each Saturday 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. Our judge evaluated the 128 Quarantini photographs which had been submitted to date and picked out four as being the best in meeting the criteria of:

- Social distancing
- Greetings from dock, deck, boat or yard to neighbors and boat traffic when feasible
- Photographic excellence

The four photographs are published elsewhere in this edition.

We also continue to collect Quarantini recipes. We are planning to publish photographs and recipes in a book to record the story of the “Great Lock-Down of 2020”. More on this later.

As life continues, plans are developing for events in the fall. We shall develop a schedule and will publish it once it is in reasonable shape. This will replace the schedule in the Yearbook. As always, we shall be subject to the vagaries of the

weather and the unknown length and depth of the pandemic and the actions we need to take.

Finally, get out on your boats, enjoy walking or cycling in the Harbour and take care of your health (all at a distance, naturally).

*Ritchie Thomson
Commodore*

Covid-19 - FHYC Approach (as of 11-May-2020)

- FHYC supports social distancing of at least 6 feet between people at all times and other precautions as outlined by the CDC and NC DHHS.
- FHYC wishes to protect vulnerable people in the community by limiting spread of COVID-19 within our community.
- We will not hold any social events where social distancing cannot be achieved.
- We strongly recommend that all crew on individual boats at FHYC-sponsored events (cruising or racing) be members of the same household.
- Individual boat owners and skippers are responsible for outcomes for their crew and may choose crew for their own boats.

*Kathie King, MD,
Fleet Surgeon
Ritchie Thomson,
Commodore*

One Whistle or Two?

By Kathie King

34(a) in the USCG Navigation Rules (“COLREGS”) sets the standard for power-driven vessels meeting or crossing within ½ mile of each other. This rules states that a boat [operator] “shall indicate the following signals on her whistle:”

1 short blast: I intend to leave you on my port side

2 blasts: I intend to leave you on my starboard side

We used these signals extensively when navigating the inland rivers and canals while doing the Great Loop. Commercial barges specified the manner of passing via VHF radio, saying either “pass on the 1” or “pass on the 2.” Radio transmission in a heavy Cajun accent made it important to recognize either the word “one” or “two.” Loopers taught me to use a visual prompt at the helmstation to quickly follow instructions for either a port-to-port pass (“on the 1”) or starboard to starboard pass (“on the 2”).

The photo below shows whistles hanging from the radar at the helmstation of the *Winnie W*, with two whistles hanging from the port side and one whistle on the starboard side. Hearing “pass on the 1,” the single whistle on starboard side of radar tells you to steer to starboard to get the requested port-to-port pass as defined by COLREGS (and vice versa for “2” when you need a starboard to starboard pass).



This little hack makes it easier to navigate around big commercial vessels. Dave Phipps discussed this at his excellent “Rules of the Road” teleconference on April 24.

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



Sunfish/Dingy Races

Coronavirus Update

A friend in a NYC hospital on the COVID frontlines describes her work as “flying a plane while you’re building it.” In some ways an analogy for FHYC could be that we’re building a golf cart or dinghy while driving it. Thank heavens that we’re under no pressure to reopen FHYC or anything else, and that we want to get it right as we go along.

The virtual meetings are a big success. There were 40 or so logged into the April general meeting, representing 80 or so members; and 20 or so for Dave Phipps’ Rules of the Road, a bigger audience than usual for Friday Education seminars.

As always, casual meetings have the biggest attendance. The Quarantinis have become a Saturday fixture, when we see both FHYC members and others in the community. The racers, Fun and Otherwise, have taken advantage of good weather and spare time.

Where do we go from here? Every state, sometimes every county, has their own plans, based on modeling and hunches about where COVID is going and what each community needs. Dr. Birx of the White House Coronavirus Task Force predicts that there will be some form of social distancing through the summer. Some experts, including Dr. Fauci, predict that there will be another peak of the virus, possibly in the fall. Selected businesses and other activities will resume in a controlled manner, because clearly opening everything at once will result in overwhelmed hospitals and many deaths.

The science behind these predictions is as follows: we have a crafty foe; while COVID-19 presented as a respiratory illness, it now appears that the heart, lungs, liver, kidneys, and brain are involved, possibly because the virus causes clots to form throughout the body. Risk factors include heart disease, high blood pressure, and obesity. Why obesity? It appears that fat cells have the ACE2 receptor that the virus uses to attach to cells. We do not have drugs specifically for the COVID-19 virus. The antivirals used with other viruses are proving to be INEFFECTIVE with COVID-19, some with dangerous side effects (like sudden death). Until we have drugs to treat, and/or a vaccine that is widely available, social distancing is the only proven method to prevent widespread illness and deaths that overwhelm our medical resources. Good news recently are the use of remdesivir for treatment and the start of clinical trials for vaccines.

Our advantage is that we can continue many activities with virtual assistance and others using appropriate social distancing, such as boating with household members and land activities with 6 foot spacing in small groups, currently 10 or less present. We can continue to support neighbors, friends, and FHYC members throughout our community and beyond.

What about our big events? We postponed the Commodores’ Ball and the Commissioning Day/Blessing of the Fleet. The Wilkerson Cup was held on May 9; the Oar Race is indefinite. This fall we’ll need to think about the Appreciation Dinner; the Holiday Party; and the Parade of Lights. We may miss our many cruises, Wednesday dinners, and Impromptus which have filled our calendars in past years. We are a resilient club. I am confident that club leadership and committee chairs will figure out restructuring some of these events. I am also confident in the kindness and talent of our members in supporting each other as well as club activities.

*Kathie King, MD
Fleet Surgeon*

Nautical Limericks

In an attempt to keep our membership engaged over the past several weeks, Dave Phipps created a Limerick Challenge. Our members enthusiastically responded with over thirty entries. The top three winners appear below:

The Neuse is a sailor's delight
Even when the breezes are light
Fun racers don't care
It's not about the air
But the stories told to delight

Jan Green

There was an old tar on the Neuse
who anchored in a creek called
Goose
He stumbled to aft
And fell from his craft
Quarantinis were his only excuse

George Stateham

On the boat sailed an old married
couple
His hearing loss caused them some
trouble;
"On the Rocks!" she did shriek,
"Jump off now! In the drink!"
So he calmly said, 'Make mine a
double."

Chris Strotsky

Thanks to Dave and all the
participants!

More Quarantini Recipes

Blue Mar-tini

2 oz Tequilla

1 oz Blue Curacao

1 oz Simple Syrup

1 oz Lime or Lemon Juice

Shake, fill on-the-rocks glass with ice
and enjoy.

Grog

A liquor (such as rum) cut with water
and often served hot with lemon juice
and sugar. Good cold remedy!

Quarantini Photo Winners



Cruising

Just as a reminder the following cruising activities are scheduled for June and July:

1. Cape Lookout Cruise is scheduled for June 1-5.
2. Latham-Whitehurst Park small boat day-cruise scheduled for June 27. Details and sign up flyer to follow.
3. July Fourth anchoring will be scheduled based on status of fireworks.
4. Local Waters Cruise scheduled July 17-21. Details to follow.

It is possible to have these cruise activities and continue to comply with Federal, State and the attached FHYC Covid-19 preventative guidelines. These activities do not involve docking at marinas or any restaurant events and we do ask that the captain and their crew are only from one household. At anchor, captain and

their crew should stay in their dinghies during any gatherings while maintaining social distances. Also when ashore social distancing should be practiced. The FHYC Covid-19 Approach is attached.

Please contact me with any questions.

Phil Katz, Cruising Chair

Wilkerson Cup

To say this year's Wilkerson Cup was interesting is an understatement. A cool day, with beautifully clear skies, greeted nine sailboats at Marker 1N for the 2020 Bill Wilkerson Memorial Cup Regatta. This year's race was carried out following social distancing guidelines, so participants were limited to single handed boats or immediate family boat crews.

Wind conditions were far from consistent, varying from 0 knots to over 25 knots, changing and shifting at a moments notice. The wind blew

down the race course making the first leg bouncy. The wind also created a low water situation so shoals and a plethora of crab pots, turned the windward leg into an on-the-water obstacle course.

The race went from the starting line near Marker 1N then up the river on the windward leg to Marker 22. This leg took over an hour due to shifting wind conditions. Marker 22 was nestled in a group of crab pots adding to the challenge. Rounding 22, the boats flew down wind to Marker 17 then to the finish line.

A big thanks to Doug King, PRO, as well as Kathie helping with the starts and finishes, to Bill and Jan Green for being a mark boat and to Ralph Azersky and Diane Mason and Ken and Ginger Lacy for being chase/safety boats.

Social distancing also required that all crews had to come from the

(Continued on next page)

same household, so, except for George Story who sailed by himself, it was a husband and wife on each boat. As far as we know, all are still talking to each other. The finish order was:

Baggywrinkle, Mark & Mary Hittner (non-spinnaker)

Dutch Wind, Ed & Evelyn Thompson (cruising)

Last Resort, Dennis & Jackie Howard (cruising)

Georgie Girl, John & Georgie Jackson (cruising)

Paramour II, George Story (non-spinnaker)

Hooligan, Craig & Lisa Rosindale (cruising)

Plymouth, Mike & Vicki Shetter (cruising)

Osprey, Al & Mary Lang (cruising)

Rampant Lion, Russ & Barb Robinson (cruising)

Dream Boat Part Two

by Tom Renner

On a beautiful southern California Sunday morning, I disconnected my tractor from its trailer, fired up the diesel and bobtailed thirty miles south to Long Beach. Driving down the long clean streets lined with palm trees, I found the address and parked in one of the spaces outside the offices of the builder. Walking the path around the building, I came around the corner to an awesome sight. There was a dock and tied alongside were Hans Christian sailboats. There was a black 33, a gray 38 with a chain bobstay, a 43 cutter, a white 38, and so on. OMG! I was in heaven. What a day for me. I sat down on the bench and let it all soak in.

It became a personal ritual for me to visit there each trip. I would sit for an hour or two. Occasionally the opportunity came where I was able to engage the owners of the boats by appropriately complimenting them and asking questions about their choice in size and style. I was always respectful, never intrusive, and careful to not overstay my welcome. But in those brief conversations, I always asked what they did for a living to own such a boat. The reply was usually the same – “I own this company, or I own that company”.

On these visits I was getting more than a nice day on the dock – I was being shown the way. If I could spend four years in college studying the edges of knowledge, drive each day into the unknown, why then could I not step up to the helm of a business? I wanted one of those boats, and if this was the course necessary then so be it. From then on, I spent my dock time sorting out the path that would lead me there again someday. As I sat on the dock one morning, lost in thought, picturing in my mind the future as a business owner and a Hans Christian owner, adding up my assets and arranging the pieces so it would work,

I was set upon by the man who owned Hans Christian Yachts himself.

“WHAT ARE YOU DOING HERE?”

“Admiring your boats, sir.”

“I DON’T WANT YOUR KIND HERE. GET OFF MY DOCK!!!”

Mortified, I turned and left. I was embarrassed, humiliated. “*My Kind?*” My worth was judged and found wanting. I felt terrible. I learned and avowed the following:

- 1) Never park the truck in front.
- 2) He was going to have a hell of a time when I buy my boat.

That was the last time I visited the dock in Long Beach. For me it was back to the truck, forget the guy, and go back to the picture in the sleeper. On into the future and with my plan.

It took a lot of time and work over the next nine years. I paid off my college loans, purchased a house, paid off my truck, bought bigger interim boats and continued to put the pieces in place. I saved some money and sought advice from others. I was fortunate to find a friend and mentor who at one time owned the largest independent van line in the US. With his guidance, I bought the shell of a miserable moving company and turned it into a nationwide van line. Six months after starting my moving company I bought the dregs of a warehousing company and turned it into the first computerized records management company in the northeast. I moved the picture from my sleeper to my office wall. I worked 20 hours a day to make these businesses, and myself, financially successful.

(Final Part 3 will be in next issue)



Baggywrinkle rounding the mark.



Dutch Wind cruising to victory



Sugar Magnolia; Committee Boat



Quarantini...Pick Your Poison...Continues As A Great Success!



Goose on the Neuse

4oz. Grey Goose Vodka, 2oz. orange liqueur, 2oz. white cranberry juice, and 1/2 lime. Fill a cocktail shaker with ice. Pour vodka, liqueur, and cranberry and lime juice into a shaker. Shake and strain into 4 chilled martini glasses. Makes four cocktails because you'll surely need more than one!



Spring Breeze

Muddle an orange slice with a couple of cherries and a bit of cherry juice, add 1-1/2 shots of bourbon, ice, and a dash of ginger ale. Sit back and enjoy! Repeat if necessary.



Salty Dog

Mix 1 tsp. Grapefruit zest with 2 tsp. Kosher salt. Wet rim of cocktail glass with water or lime juice and dip in salt mixture. In a cocktail shaker, mix 2 oz. Gin (or vodka) with 1 C. Grapefruit juice and ice. Pour into glass, garnish with slice of fresh grapefruit, and salute your fellow Salty Dogs!

Definition of a salty dog, is a sailor who has become ornery because they are on their boat/ships for extended periods of time. It is now over eight weeks that we have all been subject to keeping ourselves amused because of social distancing. I am starting to notice some Salty Dogs in the Harbour!

