

The Semaphore

Fairfield Harbour Yacht Club



Vol. 41, No. 6

35° 04' N., 076° 58' W.

June 2024



The Adventure Continues

Commodore's Update

Some wonderful events are now in our wake and drifting into our memories. Dinner at the restaurant "Famous" was well attended and participants had a good time thanks to Delle Curry. The full moon raft up was scuttled due to weather, but John Jackson and Ralph Azersky stepped up with a raft-up party that was well-attended. Cinco de Mayo at Red Sail Park was a *fantástico* event with great food, great drink, and a piñata filled with sweets. Shannon Taylor and her team made the event *muy bueno*.

John Jackson held an educational seminar on rafting up using the wooden boats, developed by Steve Hart, for that purpose, and provided another opportunity to learn something new about seamanship and safety on the water.

As an impromptu event, the raft up to the Cherry Point Air Show was well attended and comments were positively in the upper stratosphere.

The May 9 General Meeting program given by Doug King on hurricanes was outstanding. Doug collected an impressive amount of technical data on Hurricane formation, progress, and extinction and boiled it down to easily understandable information. He was clear that hurricanes are extremely

dangerous and not to be ignored, but also pointed out that having knowledge about them allows us to adequately prepare for protection of our lives and our property. A big thank you Doug King! Doug's presentation is included in the May General Meeting Presentation available on the website and Facebook page.

Upcoming is an on-the-water education seminar called "SAVE JOHN". Our own Rear Commodore John Jackson has volunteered to 'go overboard' and demonstrate recovery from the water. While no one wants to be in the position of having to recover someone from the water, it

could happen and knowing what to do with first-hand experience will be a valuable lesson indeed.

Another event will be the Cape Lookout Cruise which is always a hit. Contact Cruise Leader Peter Clay if you are interested in going. Also on the cruise calendar is the Shallow Draft Day Cruise. This trip is intended for smaller boats and is a trip up Broad Creek to Latham-Whitehurst Park. Contact Ritche Thomson for more information. Also under the cruising umbrella are two raft-ups, the Full Strawberry Moon and the always popular Fourth of July Raft-up on the Neuse. Regrettably, the most significant

What's Happening in June

June 2024	Sun	2	Sunfish Race	
	Tu	4	Fun race	
	Sun	9	Sunfish Race	
	Mo	10	FHYC Board Meeting (ac)	1600
	Tu	11	Fun race	
	Th	13	FHYC General Meeting (cc)	1900
	Fri	14	Education Seminar : "Save John" On-the-water	
	Sat	15	Thin Water Day Cruise	1100
	Mo	17-21	Cape Lookout Cruise	
	Tu	18	Full Strawberry Moon Raft up	
	Wed	19	Dinner out	1730
	Sat	22	Open Boat Membership Drive	1000 – 1600
	Su	23	Sunfish race	
	Tu	25	Fun race	

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

Deadline for next issue is noon, Monday, June 17.

A digital copy will be delivered online, on or before June 29, 2024.

items that require reporting are the resignation of the Vice Commodore and subsequent public resignation of one of our members. On 7 May 2024, Steve Husted resigned as Vice Commodore having a need to focus on some family and personal matters. We thank Steve for his service to the club and note that the Board is working on appointing a replacement for Steve.

Most leaders hope that difficult situations will simply go away. Unfortunately, this is almost never the case. I would like to address what happened at the May General Meeting in an effort to reduce misunderstanding, and allow the club to move on with our purpose, which is the enjoyment of our members.

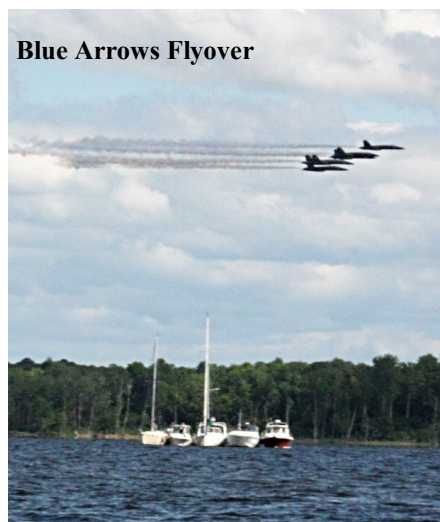
Over the last couple of months, the Entertainment Committee has been organizing the 2025 Commodores' Ball. The most significant activity is the selection of the Ball's location, because reserving a suitable venue must be

done months in advance. The reduced attendance in recent years (Florence and Covid 19), and a subsequent concern by last year's caterer required reconsideration of the tentative plan. This was brought to the Board's attention to keep them informed. Options were investigated by the Entertainment Chair, Janice Myler, my wife. The options were voted on at a Commodores' Ball sub-committee meeting and the selection was shared with the Board, along with a summary of the data used to make that decision. One club member was not satisfied with that decision. Unfortunately, that member voiced her dissatisfaction at the May General Meeting by addressing the club in what was a very personal attack. It is clear she felt strongly about this, so much so as to resign from the club. I am truly sorry that the membership of the club was involved in this public display, and further, that the leadership of the club was not given the prior opportunity to resolve any questions or issues which were clearly present.

In response, I intend to pursue a clear policy that personal attacks of any sort at meetings of the club will not be permitted. The Board of Governors will be discussing guidelines. I encourage any member who has a grievance to bring concerns to the Board of Governors and strive to come to a rational conclusion. FHYC is, and should be, focused on having fun.

A reminder that club information is disseminated via email FHYC-NC@googlegroups.com as well as the Fairfield Harbour Yacht Club Facebook page and the FHYC website. If you are having trouble with getting information, please contact me or any member of the Board of Governors and we will help you get connected.

Craig Myler, Commodore



Blue Arrows Flyover

Marine Corps Air Show at Cherry Point and FHYC Raft UP

Saturday, 11 May 2024; the weather forecast was not great. It was cloudy with winds from the north, possible storms and thunderstorms predicted. But it was the given day for the Marine Corps Air Show at Cherry Point, which is a great event.

FHYC Cruise Captain Peter Clay offered a raft-up near the Cherry Point shore, with a good view of the action. So at approximately 1100, hrs, a civilized hour, Kathie and I got our boat 'Sugar Magnolia' ready and we got underway for Cherry Point.

The Neuse River was a bit choppy, and with wind from the north, the Cherry Point shore was exposed. Not a problem for us, but smaller boats could be seen with jackets and towels and in a few cases, turning back for home. The Officer's Club on it's huge lawn is an easily visible landmark for miles up and down the Neuse, and Cherry Point is bordered by Slocum Creek on the side closer to New Bern and Hancock Creek on the other side.

We arrived off the mouth of Slocum Creek and began looking for our fellow club members and the raft-up. After a slow cruise of the whole shore along the Ma-

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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

The Adventure
Continues!

rine Corps Base starting at the Slocum Creek entrance markers, we spotted the tall mast of 'Gentle Presence' alongside the sleek profile of 'Shenanigans'. Rafting alongside was a bit of a challenge in the chop and wind, but soon all boats were secure near the mouth of Hancock Creek in about 12 feet of water.

We couldn't see the runway, but we saw the new stealth warplane F-35 Lightning zoom upwards. These jets can take off vertically like a helicopter. I've seen the vertical flight capability of the older AV-8 Harriers, which have been flying out of Cherry Point for decades now. The F-35 did all kinds of aerobatic tricks, stopping in mid-air, spinning, flipping, shooting flares. It was very impressive!

From the water, we couldn't see all the displays and demonstrations that viewers in the stands along the runway could see but we saw the action in the air. The V-22 Osprey flying in formation and the F-22 Raptor gave us a fly-by that literally shook the boats from it's afterburners.

A formation of SH-60 helicopters came across the river very low, another example of older but still very capable aircraft. The afternoon weather remained cool and cloudy, sometimes the planes disappeared into the low clouds.

We also had a very nice social gathering. Several of the boats brought guests. Linda and Phil Katz arrived and also rafted up, followed by Chris and Greg Bryon in their sailboat. Beth and Ted Warnock were anchored close by. There was plenty of opportunity to talk, several people went back and forth between boats, drinks and snacks were shared along with conversation.

The grand finale was the Blue Angels, of course. We saw their tight formation of F-18 Hornets lifting off, then zooming straight up and not just looping and spinning but doing all these stunts while keeping perfect formation. They also did a low fly-by, and while the jets were very loud, we could still hear the cheering of all the surrounding boaters (and of course we joined in, too).

Doug King, Past Commodore



STAY FOR THE SHOW

This is your Pirate Past Commodore Vergot here, and this is just a quick discourse on why after 8 years my first mate and I are still members of FHYC. Erin and I wanted to see the airshow down at Cherry Point last weekend and decided to take a casual day sailing down the Neuse, anchoring off the base's bulkhead, eating lunch on the boat, and watching the airshow from there.

Ah, it was a beautiful day for a sail! *Scyrvee Dogge* had both her cutter staysails up (remember, your Pirate Commodore firmly believes



in form over function), and the wind was with us. We were approaching the anchorage and were getting ready to drop the sails, I pushed to start the engine when the engine turned over and abruptly stalled. Turned over and stalled. Turned over and stalled. I looked at Erin and sadly informed her that we were going to have to turn back immediately since we would be

sailing against the wind and it would likely get dark by the time we made it back to Fairfield if we tarried even a little.

Yes, we have tow insurance, but even then we would be at the mercy of the dispatch for timing, and the closer to the Harbour we could get, the better. Just as we turned *Scyrvee Dogge* homeward and faced her into the wind, Erin told me to contact FHYC marine assistance. We were well beyond the radius of assistance for that, but I recalled that some of our members were going to be rafting up at the show and someone on the marine assistance committee might be able to assist us as they passed our boat on the way back after the show and pull us in from marker 1N (optimistically thinking we could make it that far) to our dock. We reached Doug and Kathy King who were indeed rafted up, and they promptly instructed us to drop our anchor and enjoy the show! They relayed that *Sugar Magnolia* would be more than happy to tow us back the entire way afterwards! Not only that, several other members of the yacht club chimed in on the radio that they were there on hand to assist in any way possible.

Finally, when we did make it back to our dock, we released the tow line to *Sugar Magnolia*, Erin steered us expertly into the slip, and there was a group of FHYC members waiting at our dock to throw us lines and tie the ship down since she was without power for stopping. Long story short, Erin and I have made many wonderful friends in the Harbour over the past 8 years, and most of them have come from our affiliation with FHYC.

A big THANK YOU to all of those who helped and offered to help, it made our day out on the water a day to remember!

P.S. After inspecting all the filters and tearing the engine fuel line apart the following day, I found the small crack in the diesel primer bulb pump that was injecting air into the system. I replaced the bulb, bled the lines, and all is now well with the world.



Adrian Vergot, Past Commodore



Cinco de Mayo



Cinco de Mayo (the fifth of May) has become a holiday celebrated across the US and Mexico in May. It is based on a Mexican holiday celebrating a military victory in 1862 over the French forces. Today it is celebrated more in the US than Mexico with beer sales rivaling those of the Super Bowl.

For the third year, the Fairfield Harbour Yacht Club celebrated this holiday with clothes in green, white, and red honoring the Mexican flag as well as bringing delicious food ranging from rice and beans, enchiladas, guacamole, chicken mole, chili rellenos and much more. The event was held at Red Sail Park starting at 1600 hrs.

There were close to 70 FHYC members that turned out on Sunday May 5 to celebrate this holiday and enjoy each other's company. Commodore Craig Myler was in charge of the Margarita bar and provided music celebrating this holiday.

Shannon Taylor and her committee had spent time planning this event including festive table decorations and transforming Red Sail Park into a Mexican celebration. In addition to Shannon, her committee included Antonella Tripiciano, Marcello Alvarado, Janice Myler, Meg Wells, Kathy Sansone, and Anita English.

After eating a fabulous meal, raffle winners lined up to take a whack at the piñata. After Kathie King gave it a solid whack, Janice Myler finished it off. Other club members enjoyed a competitive game of cornhole.

All in all, it was a great afternoon celebrating this special holiday and everyone is already looking forward to next year.

Elaine Berberich, Reporter at Large

Photos by John Jackson, Past Commodore



2024 FHYC Shakedown Cruise

Cruise Leader, Phil Katz, put another shakedown cruise into the record books on May 17 thru 19 2024 at the Oriental Marina and Inn, Oriental, North Carolina. Eight boats signed up for the cruise but 2 dropped out due to mechanical problems. The weather was off and on and there was some precipitation but it didn't dampen the spirits of the intrepid cruisers one bit.

Day 1 saw the Nautical Trivia contest which was won by Kathy and Peter Clay, followed up by a potluck, it was amazing what came out of the boats. Nelson DeFigueiredo's street tacos were amazing.

Day 2 included a wine tasting contest, requiring identification of four different wines. Phil tripped everyone up by requiring white then red. There were ties for each of the top three positions so a bottle of wine was awarded to each of the tied teams. The sky then opened up for the Shimparoo. Luckily it was held under cover and only a little bit of rain splashing disturbed the spectacular meal catered by the Toucan Grille. Land yachters joined the party and a good time was had by all.

Day 3 being the last day of the shakedown saw the cruisers heading back up the Neuse to Fairfield Harbour. A huge thank you to Phil Katz for putting on what has become a favorite of FHYC event.

Craig Myler, Commodore

List of Cruisers and their Boats

Boat Name	Captain & Crew	Power/Sail
ORCA	PHILKATZ & LINDA DUNCAN	POWER
DUE SOUTH	NELSON & DARLENE DEFIGUEIREDO	POWER
SHENANIGANS	DAVE & CARRIE MILLER	POWER
GENTLE PRESENCE	PETER & KATHY CLAY	SAIL
BAD DOG	TOM GRAVES & LISA BLUMENSCHINE	SAIL
SLEEPING BEAR	RODNEY & CHRISTINE NETTLETON	SAIL



Bad Dog and Shenanigans - That Told the Whole Story of the Shakedown

Cruisers from left to right, Kathy Clay, Carrie Miller, Linda Duncan, George and Lynn Stateham (via land yacht), Cruise Leader Phil Katz, Peter Clay, Chris Nettleton, Dave Miller, Tom Graves, Lisa Blumenschine, and seated Rod Nettleton. Not in the picture were Nelson and Darlene DiFigueiredo who were making tacos.



Kathy Clay and Carrie Miller Framed by the shrimp.

Kathy & Peter Clay winners of the Trivia quiz

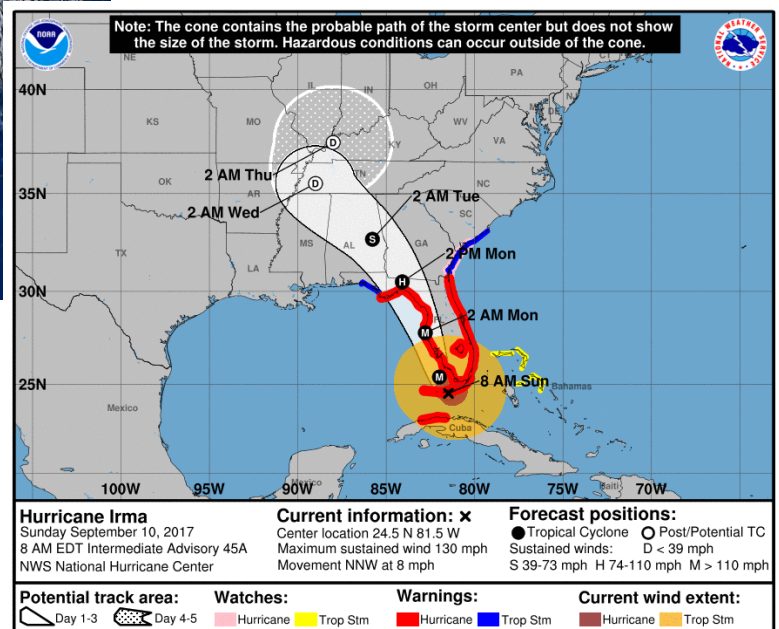
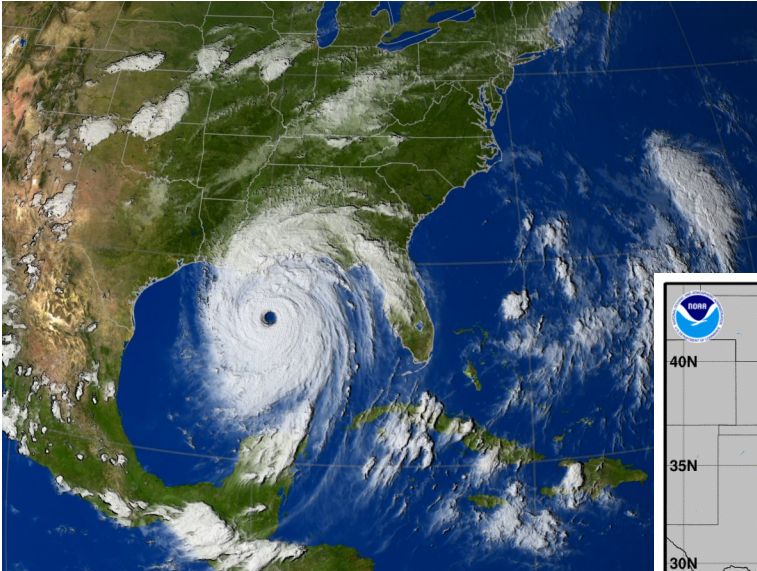
Reading Hurricanes: what are they, what are they going to do?

Now is the time of year when we should start paying slightly closer attention to weather. Not necessarily rain or wind or storms forecasts, as mariners always should, but remote trouble stirring far far away.

Hurricanes begin as a wavering or wobbling in the atmosphere. A slight low pressure forms an updraft over warm water. Of course warm air rises, this particular warm air brings a lot of moisture with it. The power of hurricanes is all driven by the difference in temperature of the tropic ocean surface and cold upper atmosphere, when this warm wet updraft rises high enough and spreads far enough.

After 4 or 5 days, the potential hurricane can be Category 5, with winds of 157 mph or more, spread across hundreds of miles, and bringing more than ten feet of storm surge into coastal waters. Add torrential rain (there is no rain more intense than that of a hurricane) bringing inland flooding, and it's easy to see why hurricanes are often deadly disasters.

Fortunately, hurricanes always give us a few days warning. Sometimes we have over a week. They have enor-



mous mass, and they are spinning... so, for all their destructive force, we can get a good idea how bad they are going to be, as they approach.

We all know weather forecasting is not an exact science, and I'm not going to claim that the hurricane predictors are infallible. However, with a storm that can be 200 miles across, it doesn't have to be a bulls-eye hit to be well worth preparing for. What do you need to know, to make the decisions to prepare your home and your boat for a coming hurricane?

First, when there is a hurricane brewing, look at it's predicted most-likely path. This takes the form of an expanding cone, usually curving northward as it travels west. You want to make a mental note (and possibly a physical one) of where that path goes relative to some familiar landmarks. Particularly take note of it's landfall.

Then follow up with later, updated predictions. Has the predicted track shifted? Is the path shifting toward you, or away? One thing I have learned in 40 years of following hurricanes as they approach the southeastern US coast, the track will usually shift a little with each daily update, and that shift will be almost always be fairly consistent until landfall. So if the landfall is moving closer to you, expect it come closer yet and start making serious preparations.

With hurricane 5 days away, note it's expected strength at landfall. Everyone obsesses about wind strength, and that is important, but another important factor is the central pressure. The "eye" of a hurricane is the updraft of warm air, the lowest barometric pressure that can exist in our atmosphere (because if anything lower existed -that- would be a hurricane eye, too). But some are lower than others. "Average" atmospheric pressure is between 1010 millibars to 1020 millibars. Hurricane central pressure has been recorded as low as 882. Typhoons, which are the same thing as a hurricane but located in the Pacific, have reached 860. Katrina was 902, Florence was 937, Sandy was 940. The lower the central pressure, the bigger storm surge will come, and the longer the storm will keep it's power as it reaches cooler coastal waters or land. Please note that in 2012, Sandy did far more damage as a tropical storm, that was not even rated as a hurricane by wind strength.



Finally, take careful note of where the hurricane's eye is passing, relative to your location. The northeast quadrant of the storm, and the closer to the eye, the more powerful the storm will be. If the eye is passing to the east of you, you'll be on the western quadrants which are noticeably less intense.

All hurricanes will be big nuisances, bringing a lot of work to clean up if nothing worse.



Rebuilding and repairing damage is an expensive burden. Since there is no labor-free method of coping with hurricanes (other than to live somewhere else), I always say to put in the work ahead of time. Preparation can save a lot of repairs! But when making decisions about how serious an approaching hurricane will be, always remember that your families' safety is the highest priority. Hurricanes are deadly.

My goal is not to scare anyone, but to give the information to be able to make reliable decisions about "how bad is it going to be?" I have lived much of my life so far on the southeastern coast of the US (the place least hit by hurricanes? Savannah, Georgia) and never had a boat damaged by hurricanes. Some of that is luck, sure. I will say that when we were hauled out at a marina we evacuated ourselves far inland. This is the only time I have evacuated for a hurricane. In the face of similar predication (landfall just south of us, as a Category 5, central pressure below 950, 12 ft+ storm surge, eye passing slightly west of us), I would evacuate again.

Judging what a hurricane is going to do, and how bad it's going to get, is really no more than a series of educated guesses. As we go thru this hurricane season, we are fortunate to have a lot of resources giving us all the information. I'll be glad to talk with anybody who has questions as the season progresses and we have live examples happening.

Doug King, Past Commodore

Things that go BANG in the night Or Propane Safety



Propane in itself is an inert gas or liquid BUT mixed with air in the correct proportions and ignited, it is highly explosive. When it does explode it can cause immense and life-threatening damage. Yachting Monthly, the UK magazine, worked with the Royal Navy to see what happens in such an explosion. The video of the test on their Crash Test Boat is on YouTube at

<https://www.youtube.com/watch?v=Yxm3uMy6MPI>

It is well worth watching the video to get an idea of the force of such an explosion in the contained cabin of a sailboat. It does not require a great deal of gas, for an extremely devastating explosion. The explosive force of a 11b cylinder of propane mixed with air is the equivalent of a stick of gelignite. Propane is heavier than air so it can collect in the bilge or the bottom of the boat.

If you have a propane system on your boat, it must be properly installed and maintained. Among other things that means:

- Propane cylinders, including small 11b cylinders, must be stored in a vented lockers and never inside the hull
- Keep the gas turned off at the cylinder when not in use. This can be either with the valve at the tank or with the solenoid (or both).
- Fit a gas detector.
- Check the supply hoses regularly.
- If you smell gas, immediately turn off the supply at the tank.
- Locate and fix the leak before continuing.
- Never use a flame or other open source to look for a leak.

Remember the old adage:

My daddy went down to the cellar
A leak in the gas pipe to seek
He lit a match to see better
Oh bring back my daddy to me!

Ritchie Thomson, Past Commodore