



Blackbeard's Epitaph

Save These Dates

March 11

BOD @ 7:00PM

March 12 & 13

BSC & NYRA

Race Management Training

March 19

St. Patrick's Day Social

March 26 - 27

NYRA Invitational

NYRA Commodores Ball on the 26th

April 2

Installation Dinner

April 9

Spring Work Day

June 24 - 26

50th Anniversary Celebration



Blackbeard Sailing Club

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From the Commodore:

We're starting to see signs of the oncoming spring - along with occasional days of unparalleled warmth and wind, more folks at the club milling about or tinkering with their boats!! February provided good racing as well as further developments with the Annex, our new territory.

Earlier in the month, the first actions to develop the recently acquired property (THE ANNEX) occurred. When you next visit the Club, look right as you enter the gate and see the difference. The area, once cleared (maybe about 20 years ago) was cleared rather quickly by machines that ate the trees and brush and spit out serviceable mulch. The effect really opens the property.

Feel free to walk onto the property. Use the opening outside our fence, alongside the tree line to the right by the golf course utility building. There are numerous photos later in this edition provided by Mike Foster, who, along with Doug Longhini, super-

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From the Commodore

(Continued from page 1)

vised the clearing. Many thanks to them.

There is a committee charged with developing short- and long-term plans for the Annex. The next job will be to provide security with a fence, and to develop easy access for members from our current club property. There is a display in the clubhouse - an overhead photo, with the property lines approximately overlaid, and further markings showing the cleared area. Look for the possibility of additional dry storage.

Social restrictions will most likely be lifted by me at the end of the month to allow for the "parties" to begin. A St. Paddy's Day social is planned for March 19. If the COVID threat continues to shrink and recede, and as we learn to live with it, we should be able to begin the open celebration of our 50th Anniversary.

We also have a workday scheduled for April 9. It will be the first in two years!! Back to Normal!!

Stay safe and healthy!!

Let's Go sailing!!

Arch

Looking for a few good sailors - Guys & Gals

The BSC Social Steering Committee would like to add a few more members to help plan social events at the club. The LOTC (Ladies of the Club) have managed these events for several years, but we'd like to have the guys join in too!

If you are interested in helping with the planning of BSC gatherings, we'd love to have you participate. Thanks!

Please contact Beth or Nancy:

Beth Hiner (johnbeth4656@gmail.com or 717-919-9550)
or

Nancy Woods (nbpollack@yahoo.com or (252-241-1941)



BLACKBEARD'S EPITAPH



*Wherever you go
And whatever you do
May the Luck of the Irish
Be there with you!*

Join us to tip a few at our annual
St Patrick's Day Party
Saturday, March 19th at BSC

Irish food provided!

Bring your own green beverage,
and a whole lot of **Malarkey!**



BLACKBEARD'S EPITAPH

Blackbeard Sailing Club Installation Dinner

Please join us in welcoming your
2022 Board, and
recognizing BSC Past Commodores!

Saturday, April 2, 2022

Appetizers: 5:15 pm (BYOB)

**Dinner: 6:00 pm (\$25/person, billed to
BSC account)**

**Followed by music for dancing by
Queen Anne's Revenge!**

**RSVP: No later than March 25, 2022 to
Beth Hiner johnbeth4656@gmail.com**

Hope to see you there!

BLACKBEARD'S EPITAPH



Save the Dates!

June 24-26, 2022

Blackbeard Sailing Club Is Turning 50!

*Join us for a weekend of food and fun,
including a Steel Drum Band
on Saturday night!*

(For a band preview, go to SensoryExpressions.com)

*You don't want to miss this one if you like
Caribbean Island Music!*

*Mark your calendars and
stay tuned for more info
in the coming months!*

BLACKBEARD'S EPITAPH

1ST ANNUAL NEUSE RIVER REGATTA

**FAIRFIELD HARBOUR YACHT CLUB, BLACKBEARD
SAILING CLUB AND NYRA INVITE YOU TO COME SAIL
WITH US ON APRIL 23**

THIS EVENT IS **OPEN TO ALL SAILORS** WITH A NC-PHRF
RATING.

THERE WILL BE THREE CLASSES: SPIN, NON-SPIN AND CRUISING WITH
AWARDS GIVEN OUT FOR OVERALL WINNER AND 1ST THREE IN EACH
CLASS. THE COURSE WILL BE 10-14 MILES IN LENGTH.

FOLLOWING THE RACE THERE WILL BE A CATERED DINNER BY
SMITHFIELD HELD AT THE BLACKBEARD CLUBHOUSE. THE DINNER IS
TO HONOR A PERSON WHO HAS HAD A GREAT IMPACT ON SAILING UP
AND DOWN THE EASTERN CAROLINA COAST.

THE REGISTRATION FORM AND NoR WILL BE POSTED
ON fhyc.us, blackbeardsailingclub.org and nyra.org. FOR MORE
INFORMATION, CONTACT BARB ROBINSON AT
ribaldness@gmail.com or 715-781-7737

BLACKBEARD'S EPITAPH

Americas Cup 1987

by LuAnn Parins

On being sailmakers for Dennis Conner

Back in 1984 when "the Earth was still cooling," Mark and I were working at Competition Sails in St. Petersburg, FL. We were getting close to launching "Pelican," our 35 ft. cruising boat that we built from a bare hull, when the first inkling of a paradigm shift in our lives surfaced in a casual conversation.

The Competition Sails loft was in a ratty old building, but it was huge and was 10 blocks from the St. Petersburg Yacht Club, so we regularly had "rock star" sailmakers come in and rent floor and machine time. In early Spring of 1984, John Kolius was recutting some sails for a boat he was campaigning, and Mark got into a discussion with him about John's involvement with the NYAC America's Cup challenge to be held in Australia in 1987. We both expressed an interest in being involved as sailmakers. John wasn't in charge of this program but said he would mention our interest.

Spring and summer went by and we launched Pelican in late 1984, moving aboard. We started making plans to go cruising. We hoped to take off the next May, unless we heard from John Kolius about a job.

In January, 1985, the SORC fleet came to St. Petersburg for the first races of that annual series. We hoped to hear something from John, so, when Tom Whidden came into the shop, Mark asked if John was around. Tom was curious about why Mark asked, so he mentioned our conversation of the past spring. Later that day, Mark was delivering a van load of sails to the Yacht Club and saw Tom and Dennis Conner. Tom immediately asked Mark if we would be interested in working for them! Since we hadn't heard from John, and that opportunity was never a certainty, Mark agreed to meet with them to discuss the possibility of working for Dennis' team of "Sail America." We learned that the surest way to look valuable to Dennis was to have somebody else interested; Mark's casual mention of his conversation with Kolius brought us to his attention.

After a rather short meeting with him, and submitting our meager resumes, we were assured that we were hired as team sailmakers. The job description was broad, but mostly entailed sail repairs and recuts during the training phase, along with any other sewing projects such as launching bags, organizer bags, and even a security "cover" for the cyclone fence around the compound! We were told that the new sails would all come from either Sobstad in CT (Tom Whidden was President) or North in San Diego (Dennis' home town loft).

We left St. Pete on Pelican in May but didn't go very far. We spent the summer in the Keys and the Western Bahamas, and kept in touch with Dennis with an occasional phone call. We were told to be in California by mid-October, ready to fly to Hawaii and the training camp. By Mid-September, we were back in St. Pete, preparing Pelican for wet storage for at least a year.

In mid-October we reported to LAX and boarded a "Flying Tigers" cargo 747 to Honolulu. There were 19 of us in the upper seating area, and the cargo hold was full of Sail America gear: masts, cargo "cans" of sails and rigging, etc. At 2:00 am local time, we arrived in Honolulu and were taken to our living quarters, a 44-storey high rise apartment building in Pearl City, overlooking the top of Pearl Harbor. It was dubbed "The Vertical Ranch." Mark and I had an efficiency on the 43rd floor. On clear days we could see Diamond Head off in the distance. We didn't spend much time there though.

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Americas Cup 1987

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The next day we were shown around. We had our own cook and dining hall in the other tower building next door to ours, and a full weight room in the basement of that building. The work compound was about a 20-minute drive away, close to downtown. We had a cyclone fence enclosure in the parking lot of the University of Hawaii Marine Center with a large ship-size slip opening through Kapalama Basin into Honolulu Harbor. Across the basin was a large commercial ship's cargo terminal on Sand Island. Inside the fence, workshops and storage were in cargo containers. The office was a typical construction site trailer office. There was a big mobile cable crane to launch and haul the boats and set the rigs.

At first, our sail loft was down the road; we were renting an existing loft at night. That was very inconvenient though since some of our work couldn't be completed overnight, and the loft was up a small staircase. The sails were heavy, so it took a number of sailors to help us move them to and from the loft in the cargo van. All of the "spare" sails were stored in 2 containers, so it was hard to tell what we had that was useful for training and rig testing.

After about a month we were allowed to repurpose a large building that the University was using for storage near the compound. We bought a bunch of heavy particle board and laid a cutting floor. We bought 3 sewing machines and built some cloth racks. The guys moved all of the stored sails to sorted stacks around the perimeter of the new loft. Now the sails that came off the boats could be moved to the sail loft on carts, instead of loading and unloading a van. The sailors had a better idea of the inventory and could get to them without digging through the "cans." Life for the sailmakers and sailors got easier. Mark and I could now go to the compound around noon, getting our "breakfast" out of the lunch coolers. We spent the afternoons, while the boats were out, making launching bags or continuing large repairs. We met the boats when they came in and consulted with Tom Whidden and/or Bill Peterson, our department supervisor, on what they needed, and when they needed each sail back. We would go back to the Vertical Ranch for supper with the whole crew, then we would return to the compound and work into the night to fulfill the repair/recut list for the next day. We often worked until 2:00 am or later, and once made it back to the dining hall just in time for breakfast after we finished the list for the night.

The 12 meter formula is complex. If one thing about a boat changes, everything else may need adjustment. The boats were aluminum, so the hulls could be modified. Early in the training it was decided that one training boat, dubbed "83" and modeled to represent "Australia II," had too long a waterline for the formula. The team cut a wedge from below the waterline to the sheer and jacked the ends up, rewelded the slices and refaired the hull. Problem solved. Then the rig dimensions had to be adjusted, so sails had to be recut to fit.

Since the boats and rigs were in constant configuration testing in the program, we did quite a few recuts as well as repairs to damaged sails. From the beginning, I kept logs of everything we did to each sail, with separate journals for mainsails, genoas, and spinnakers. Each sail had a distinct number, designating the sailmaker, type of sail and generation. Because of those logs we helped to uncover an oversight in the rigs: they didn't have a way to calibrate the headstay lengths! Here's what happened: we received 3 new genoas from North Sails for testing. After the first few tests, Tom had us raise the tack 10" on one they liked because the clew was too far from the sheet block. They were happy with the new clew height. Then we had a week of boat maintenance, where the rigs were pulled and carefully checked.

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Americas Cup 1987

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The boats were re-rigged and testing/training commenced. That same sail came back to us and now Tom said the clew was in the block and they couldn't sheet it hard enough; please raise the clew 10". I commented that we could certainly do that, but the sail had been recut at the tack once already. He was surprised, and I was glad I had the log to show him. It turns out that the headstay was set up longer than it was before the work week, so the rig was raked aft more, but they didn't have any way to know. Those rigs were very adjustable, with rams and hydraulics everywhere. The riggers made up a gauge below decks for the headstay's hydraulic ram, so from then on, they knew their headstay length and could duplicate their settings more accurately.

Our work schedule settled into a pattern of 3 weeks of 6 sailing days, then one week of maintenance and deep analysis of the testing results. Sometimes, one or more of the boats would get hauled out for fine tuning, and the rigs almost always were pulled. By January of 1986 there were 4 fully rigged boats: "Liberty" (the 1983 losing defender), "83" (configured to approximate Australia II), "85", a heavy air beast and the trial horse skippered by Jack Sutphen, and "86" the final experiment in computer design that eliminated tank testing of scale models.



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Americas Cup 1987

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The 12 Meter Worlds were happening in Fremantle then, and Dennis took a fair amount of heat for not taking a boat down for the competition. Instead, we held our own regatta, with 3 boats out for fleet racing off the Waikiki shore. Everybody except one person (left ashore to answer the phone) was involved. Mark sailed with Jack on "85" and I was pressed into duty as signal boat crew. Each of the 3 twelves was under-crewed, but it was light air, so nobody got hurt. These beasts were hard boats to sail, with wire sheets and serious tension on the rig.



We continued the schedule of sailing/testing/analysis with a few breaks until late July of 1986. Then it was time to pack up the show for transport to Fremantle! Only "85" and the brand new "87" would go to Australia, but there was still the "Betsy", our 60 ft. +/- "SWATH" support vessel, the RIB, "Tiger" inflatable tug boat and shuttle, and all of the cargo cans of gear to ship. All of the cargo was loaded on a ship and a few of the guys sailed on board. Mark and I were part of an early "wave" to fly down and get things set up. We went from Summer in Hawaii to Winter in Fremantle. Nighttime temperatures would get down near freezing, and we didn't even have socks!

Fremantle was a lovely seaside town, with a long tradition of fishing. There was a strong Mediterranean feel, with red tiled roofs over whitewashed walls, and wonderful cafes and gelaterias. Oh, and great pubs! We were all given Schwinns to commute the short distances from our housing to the docks. Most of the sailors were housed in one townhouse complex where our dining hall also was, but Mark and I shared

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a house a few blocks from them with Bill, our sailmaking department supervisor, and his wife, Donna. John Heckle, one of the boatyard crew, also had a room, and we had a spare bedroom for visitors when needed.

The sail loft was across the railroad tracks from the waterfront, about 2 blocks from the boat compound. It was upstairs, on a mezzanine over some offices (I don't recall that they were occupied) along with a big commercial cooler filled with Budweiser from our sponsor, Anheuser-Busch. On the open floor below was the team weight room, set up so that we could back the sail transport truck in past the equipment to hoist the sails on a rack to the mezzanine level. We didn't have machine pits. Each sewing machine was on wheels so we could move them to the best placement or out of the way. Once again, we laid particle board for the floor and varnished it.

Our sailmaking job description took a sudden turn after the first attempt to get sails imported from the US. Somehow, the boxes got held up in customs, both in New Zealand (in transit) and in Australia! There was also some tension between Tom and his partner at Sobstad about how long our line of credit was. Tom approached us about "cloning" a specific genoa that Dennis liked. He gave us the seam shaping off-sets for the existing sail and Jim Linville, of Dimension Sailcloth, sent us a rack full of various weights of Kevlar cloth. Using a small solar calculator and a scale ruler, Mark made a scale drawing, and we made a full floor layout from that. We didn't have access to a computer or plotter, so we went "old school", crawling on the floor, rolling and cutting the fabric. We made a big table to support the rolled up panels as we seamed the sections together.



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Americas Cup 1987

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The team tested our new "clone" genoa and really liked it. One trimmer asked for a "six-pack" of them. We were now in the new sail making business! Betsy Whidden was up in the loft and we got talking about how all the other sailmakers had groovy names. I said, "We be sailmakers too!" and then and there, Betsy and I came up with our "WeBe" logo, with the Spanish style of bracketing question marks. It started out as "WeBeG" for "We Be Guessing" but we eliminated the G as too tongue-in-cheek.

We made another exact copy of that first sail, then one that was slightly flatter and smaller; a #3+. Then a #4. Then another #3... When the 2nd round robin began and lighter than expected conditions prevailed, we rebuilt a new Sobstad mainsail, removing 75 pounds from the sail. That main kept us in the hunt. Later, we built a new heavy main for the later, heavier conditions.

Anybody that watched the Louis Vuitton Finals against New Zealand that year will remember that on the 2nd beat of the 5th race, our "#6" headsail exploded. That sail was less than 3 hours old. The sail had scooped up 3 waves and the vertical miter stitching couldn't take the load. Fortunately, Dennis and his crew had practiced for this, and they didn't lose the lead as they stripped off the pieces and got another sail up. If they had we may have lost our heads! Over the lay days we built a replacement #6 without the vertical seam; it was solid Kevlar from tack to clew. We didn't have any more sail failures.

As the round robins continued, boats began dropping out and we started hiring staff from disbanding syndicates. We were able to rent the sail loft that Azzura had set up, and all the repairs went to that building instead of ours. Newly hired sailmakers took care of those, though there weren't that many repairs by then. The guys weren't training anymore, they were racing, using the newest, best sails and carefully maintained equipment. We were fully in new sail and recut mode in our loft by then. We delivered a new genoa about every 2 days when they called for one, and, though we didn't build any new ones, we recut every spinnaker they used for the heavier conditions. We assisted Mike Schreiber, from North/San Diego, when he built a gennaker for Dennis, but I don't recall how much use it got. One spinnaker that was loaned to us by Team America II (NYYC) had dozens of open-bottomed square pockets sewn into the mid-section to enhance lift (something like the "para-sails" now). It was nick-named "Dolly". The sail was almost too stable; it stayed full no matter what they did and didn't want to douse. I had to tell Tom that they could use it once a day, but they tore it on every drop. They decided it didn't have any extra speed so they never raced with it.

One rather funny situation arose when a young man from "Sobstad/UK" came up to the loft to see if he could join our team. We got the distinct impression that he was hoping to slide in at the top. Bill, Mark and I were there, and Mark was working on another scale drawing for a new sail. This young man (I forgot his name years ago) asked us whose software we were using, so Mark held up our little solar calculator and his scale ruler, pointed to his forehead and said "We use wet-ware". When he asked how Mark plots the load curves, Mark replied "Well, I look at the magazine ads too"! We never saw the guy again.

As strange as it sounds, as the racing continued and our team kept advancing, it seemed that our workload got lighter. We were able to go out on the syndicate's "B" spectator boat (a mere 95 ft. private sport fishing yacht) and watch most of the races. We could go home after the 8:00 supper at the dining hall or go out if we wanted to. Everybody was getting a bit giddy with our good fortune. The months of grueling training in Hawaii were paying off.

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All the time we were in Fremantle, Dennis advised everyone to make friends and socialize with the other teams. His philosophy was that, ultimately, they would only race against one team and the sailors should get along well. Plus, because of the goodwill, once teams were eliminated, they were generous with their stuff. We borrowed a gorgeous sewing machine from one American team, numerous sails (mostly spinnakers), and I don't know how much gear for the boatyard. Our sailors were very popular at parties, because they brought cases of Budweiser!

After the Louis Vuitton Cup was over there was a huge formal, "America's Cup Ball". The afterguard had invitations, and, with only a few days' warning, we were told that the entire team had been given tickets! The men were all allowed to wear their issued blazers, but the women had to find dresses. A number of us jumped on the train that ran between Fremantle and Perth and found some good shops. Some of us scored "vintage" gowns at a consignment shop, so we were all set. That shopping trip was one of those "Now for something completely different" days! The Ball was an amazing affair, in a totally decked out and decorated old wool warehouse, complete with little animated creatures on the posts. A didgeridoo artist played during cocktails and a jazz band played into the night. I have never experienced anything even close to that since.

The actual America's Cup Regatta went by in a blink of an eye. The first race was on January 31st; height of summer. Dennis made rather short work of Kookaburra III in shifty and changing wind velocity. The second race was sailed in heavy winds, sometimes over 30 knots. Again, Dennis was ahead at every mark. The 3rd race was in conditions more like the 1st, with breezes in the high teens. All the drama was in the 1st beat, with Dennis ducking Kooka's transom a few times. After a few tacking duels and Ian's unsuccessful attempts at "slam dunks" Dennis again got to the weather mark first and stayed ahead for the rest of the race. During one beat in this race, the Kooka support boat approached and Ian was told that somebody had claimed there was a bomb aboard. He said "what's the bad news?" The Aussie spirit is indomitable. Even while they were getting crushed on the race course, they still joked.

The 4th and final race (Feb. 4th) had conditions similar to the day before; winds of a relatively steady direction in the high teens. Again, Stars and Stripes was ahead at every mark. In the 4 race series, Kooka never rounded a mark 1st.

Then it was over! After a crazy night of partying (The Aussies are great sports and partied too, probably harder than we did!), we were called to the boat compound for packing instructions and information about the homeward flight. It was sudden and strange; after 16 months of intense focus and hard work (our unofficial motto was "We should all be committed for our commitment to the commitment!"), it was time to go home. A skeleton crew stayed behind to pack up the boats and the yard and get everything on a ship, but most of us flew back on a chartered DC-10. We had the plane to ourselves with plenty of room to stretch out, but few slept for the 17 hour flight to Honolulu to go through Customs and Immigration. On the 5 hour leg to San Diego most of us crashed, though. There was a parade in San Diego and a big reception, then we got back aboard the plane and flew to Washington DC. By the time we landed there we had a 36 hour "Saturday", because we crossed the International Date Line "backwards". After a reception with President Reagan at the White House, we were flown to New York for a tickertape parade down 5th Avenue. Then, like all stories, this one came to an end. It was time to re-enter the real world.

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Americas Cup 1987












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BLACKBEARD'S EPITAPH

CRUISING FORWARD

Expectations on Cruising Sailors

-  Read February Epitaph for 2022 cruising schedules. Please let Charlie or Bruce know when/if you plan to cruise with the group on one of those dates.
-  You should hope for best of times and weather; however, you should ALWAYS plan and be prepared for the worst case scenarios by having the proper equipment on board your sailing vessel. Never, never sail to a schedule. Alternatives for weather are sometimes required.
-  Operational VHF radio. 25 watts transmit power. Hand held generally only good within a couple miles. Communication is required. You should always stay in contact with someone in the group. Always let someone know if you change plans.
-  Operational anchor and rode with minimum 6-8' chain at the anchor and correct size rode. Optimum anchor weight should equal one lb. per boat feet LOA. Rode should be min 100' in Neuse River. Cape Lookout, 150' minimum. Minimum scope should never be less than 5 x water depth where anchoring. For overnight, 7 to 1 is preferable. If your bow sits 3' above water, add that to water depth scope calculation.
-  Dock Lines. Minimum dock lines should be four, appropriate size (one for each bow and stern corner), plus two longer for spring lines or other needs.
-  Fenders. Minimum is two of the correct size for the boat. Preferred is three.
-  Raft up is at the option of the boat being rafted to. Rafting up boat is responsible for lines and fenders. Generally preferred to separate and anchor prior to bed times and for any approaching bad weather.
-  Generally when invited to another boat or shore gathering for happy hour, you are primarily responsible for your beverages and should bring some snack to share.
-  April 9th is the first overnight cruise. Work day was scheduled on top of the agreed to cruising dates by the Commodore and 50th anniversary committee. You should plan to be ready to depart BSC NLT 1pm. It's ok to try and do both, but if you need some time in the am for boat readiness, that is ok.
-  The second cruise date is the first weekend in June.
-  Please do not hesitate to ask questions on boat readiness or specific equipment concern to me or other club members. We are always happy to share & find the correct source for the correct answer.

Charlie B

BLACKBEARD'S EPITAPH

Workday!!!!

Saturday April 9th

It has been two years since BSC has had a workday, and since COVID 19 is trending downwards, the Board of Directors feels it is now safe enough to engage in outdoor activities. More information will be coming out by email and in the April *Epitaph*.



Please feel free to opt out on the 9th if you are medically compromised or would feel uncomfortable.

Mark Hittner, Vice Commodore

BLACKBEARD'S EPITAPH

Welcome New Members Sonya & Hugh Montgomery

Sonya and Hugh graduated HS together. Sonya earned degrees from UNC-G, U Va, UNC and Hugh Lees-McRae College, Greensboro College and UNC-G. Sonya is still in practice as a Psy FNP and is Board certified for her work with children and adolescents. Hugh works but does not get paid following a career responsible for day to day operations for various municipalities all in NC.



Hugh's sailing began at Camp Sea Gull and did not get back in a sailboat for 36 years until obtaining a 1973 "Windjammer" and with Sonya at the tiller sailed around Jordan Lake for 12 years prior to moving to Fairfield Harbor and putting their boat in the Neuse, a paradigm shift, for 18 months. We have been able to return to New Bern many times over the last several years pulling the Windjammer.

The impetus for our applications was initially two fold, being, to be around people that believe the magic of the wind while protecting the environment in which we sail and the other to introduce our grandchild to the wonders of sailing. However, following our interview with Stephanie and Rick, we became aware of the many facets of the Blackbeard Sailing Club which augmented our desire to be an active part of the Club.

Becky & Bill Peterson

Becky and I moved to Fairfield Harbor from Colorado in April 2021 to be near the sea and involved with an active sailing community, anticipating Blackbeard Sailing Club would become a big part of our retirement life.

I learned to sail in 1964 when I was a sophomore in high school. My best friend Dale, the jib-sheet and foredeck crew on a 19' Lightning, invited me to be the main-sheet crew with John, the owner-helmsmen, on a 'serious' race team. We raced in a 10-15 boat one-design Lightning fleet most every Sunday in good weather on a small lake near Kansas City over five seasons and did pretty good. One year we qualified for Lightning nationals and placed in the top 5 of 35 (1st year Class C) a very exciting event hosted by the Chicago Yacht Club on Lake Michigan.

After about a 10-year hiatus from sailing to finish college and law school, then start up a private practice in metro-Denver, I was missing sailing. Dale had moved to Tampa and was racing in the SORC. He recommended a J-24 as my first sailboat, which I kept at Lake Dillon, Colorado (known as the highest

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Welcome New Members

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Becky & Bill Peterson (continued)

club in the USA at 9,000' just on the west side of the continental divide). I raced my J-24 in a 15-20 boat one-design fleet on Lake Dillon for about 10 years (not competitively with a 6th place season finish as my best showing), then moved her to Cherry Creek reservoir, a 'puddle-lake' in metro-Denver, for Wednesday night beer- can races.

My first date with Becky was a beer-can race on Cherry Creek. She loved it and we have raced sailboats together ever since, off-and-on, for 25 years. We raced the J-24 on Cherry Creek for five years then moved to Florida in 2001. We joined the Amelia Island Sailing Club and both of us crewed on different boats (25' TMI-centerboard, 27' Morgan, 30' Hunter Cherubini, 36' Hunter, 37' Catalina) for about five seasons before we bought a 30' Newport (lost in Hurricane Sandy). We returned to metro-Denver in 2014 to help with elderly parents anxiously awaiting the day we could get back on the water on a regular basis. That day has arrived.

We now sail with Jack Jackson on his 23' O'Day sloop and would also like to crew until we again have our own boat (likely sooner than later). We very much look forward to making new friends and supporting the Blackbeard Sailing Club as active members.



Jack Jackson

I grew up in Cary NC and started sailing on Kerr Lake as a teen with my father. Bought my first boat and spent most of my 20s sailing out of Jordan Creek on the Pungo River (I was a river rat).

My wife and I moved to Southport/Oak Island and lived there for 15 years. I went through a series of boats and ended up back on the Neuse because I hated sailing at the mouth of the Cape Fear. We currently have a Nimble Nomad mini trawler in Oriental and an Oday 23 that I hope to keep at Blackbeard Sailing Club. My wife Kim and I live in Fairfield Harbour.

BLACKBEARD'S EPITAPH

Welcome New Members

(Continued from page 18)

Brian & Suzanne Bolt

I grew up in Cincinnati, Ohio, but my family relocated to New Orleans as I entered junior high. I went to college in Denton, Texas, where I graduated with a BA in music from the University of North Texas in 1990.

My wife, Suzanne, is a Fort Worth, Texas native. We met via a community orchestra while in school at Denton. We relocated to North Carolina in 1991 when Suzanne entered the graduate program at UNC Chapel Hill to pursue a doctorate in English. After relocating to Carrboro, I updated my skill set with a computer science minor from North Carolina State. I started my IT career at Nortel, but in 1999, I took an offer from Cisco, where I worked until retirement in 2018. Suzanne works as a freelance violinist for the Durham and Raleigh Symphonies as well as other local orchestras and chamber groups. She also serves on the Board of Directors for the Durham Symphony and works on contract for Duke University part of each year.



I've had an interest in sailing since my youth when I first experienced sailing at Scout Camp. Through high school and college, I took the occasional opportunity to sail with friends, but not until 2005 did I take up the sport in earnest when, after a week dinghy sailing in Florida, I bought a Chrysler Mutineer 15 via eBay and started lake sailing on the weekends. About the same time, I started crewing on a friend's Catalina 25 out of the Whitaker Creek Marina in Oriental.

In 2008 I decided I wanted to cruise. I took the basic ASA courses in the Virgin Islands, and in 2009 I found Cresserelle, a 1982 Wauquiez Amphitrite 43, listed at a brokerage in Annapolis, MD. For our first sail we brought her down the Chesapeake, through the intracoastal and up the Pamlico River to Bath, NC.

Suzanne and I sailed Cresserelle out of Bath for the next eleven years. We have mostly enjoyed weekend trips to anchorages along the Pamlico River, but we have also spent time on the Neuse where we have stayed at New Bern's Grand Marina and the now lost Bridge Point Marina.

In addition to sailing, I play guitar, dobro, and banjo with the Chapel Hill-based band Tasty Possum, and in non-pandemic years, I coach Judo at UNC-Chapel Hill. Now in retirement, I look forward to spending more time on the water. In the Blackbeard Sailing Club, I hope to find a community of sailing enthusiasts where I can both contribute to the sport and grow as a sailor.

BLACKBEARD'S EPITAPH

Welcome New Members

(Continued from page 19)

Clay & Diane Brice

Clay was raised in Winston Salem NC and Diane in Clovis New Mexico. We met in North Pole Alaska in 1998. Clay worked in the oil and gas industry and Diane in the medical field. We have 2 daughters ages 20 and 17. Shelby (20) is a stylist and works in an Ave-da salon and Shannon (17) will be attending ECU in the fall.

After living in Alaska for 30 years and enjoying all the outdoor activities such as boating, snow machining, remote cabin living and surviving the harsh winters we decided to move to NC. It took us 11 days to drive from Alaska to NC only stopping to sleep and see a few sights. It was a great experience and good family time.



We will soon be empty nesters and feel the need to meet new people, learn new things and explore different places.

Mark / Safety Boat Training

Do you own a power boat 18 feet or longer? Are you interested in becoming a mark boat or safety boat (chase boat) for local sailboat regattas? Well, here's your chance to learn more about what is involved. I hope we get enough participants that mark or safety boat skippers need not help out more than 2-3 times a season.

FHYC is hosting a training class, on Saturday, March 5, 2022 at 10:00 am. We'll meet in the back yard of Russ & Barb Robinson on 905 Spar Ct. The class is open to all power boat skippers, whether you belong to a local yacht club or not. Even though Blackbeard is a sailing club, they may have members who also own trailerable power boats. Our intent is to supply chase boats to any of the 4 local clubs (FHYC, BSC, ODC, and NYRA) when they are sponsoring a race. The class will cover everything, from how to inflate a mark to what's in the Rescue Box.



BLACKBEARD'S EPITAPH

Race Officer and Crew Training

by Clare Lynn Brock

Free for members of NYRA, BSC, FHYC, and ETYSA

A combined effort of NYRA, Blackbeard Sailing Club, and Fairfield Harbour Yacht Club have produced a 3 part seminar outlining the process behind sailboat racing. This series of clinics is designed for anyone interested in learning more about serving on Race Committee and how races are run, and is designed to benefit all levels (novice to advanced). The seminars will be led by Ray Redniss and are free to attend for members of FHYC, BSC, NYRA, and ETYSA; \$10 for non-members. More info: email bod@nyra.org

Dates and sponsoring clubs:

Session I:

Saturday, Held, February 19 (at Fairfield Harbour Activity Center).

I. Intro to Race Committee - basic concepts behind running a race, with a concentration on Pursuit Style racing - sponsored by FHYC.

Session II and III: (register for Session II and III here: <https://www.regattanetwork.com/event/24013>)

Saturday, March 12 (at Blackbeard Sailing Club) 10:00 am - sponsored by NYRA

II. The Process of Running a Race (overview) - includes setting a course and the roles of RC staff. - to be held at Blackbeard Sailing Club - sponsored by NYRA (lunch provided)

Sunday, March 13, (at Blackbeard Sailing Club) 10:00 am - sponsored by Blackbeard Sailing Club

III. Hands on Race Committee (on land and water) - sponsored by BSC (lunch provided)

includes use of GPS and VHF radio for course setting of marks and communication, safety practices and procedures

Also Coming in March:

Commodore's Ball Regatta and Awards Ceremony

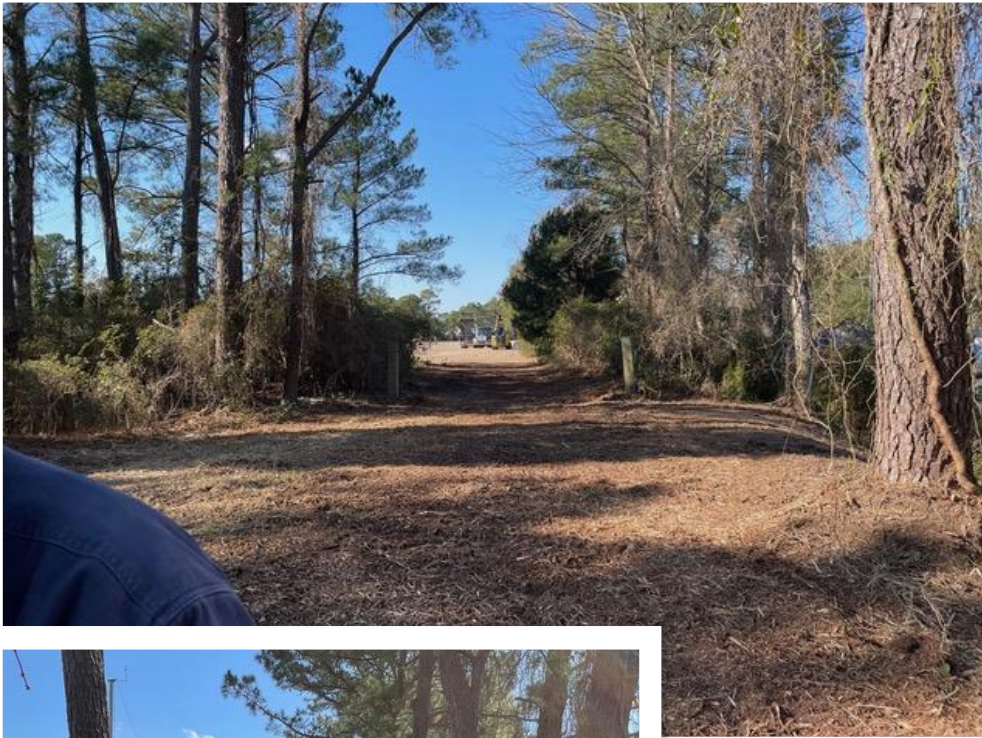
NYRA's Annual awards ceremony has been rescheduled for Saturday, March 26 (the weekend of the NYRA invitational Regatta), in hopes that COVID numbers will have declined enough to make an indoor celebration more reasonable. Details will be forthcoming. Awards will be presented for Boat of the Year, Crew of the Year, and Sportsman of the Year, as well as for the winners of the Winter Series. Please mark your calendar and plan to attend!



BLACKBEARD'S EPITAPH

The Annex

Photos by Mike Foster



Looking out the entrance.
We didn't know the gate
posts were there!



Our drainage ditch has been cleared! You can see David from AB Gravel hand cutting the growth away from our fence!

BLACKBEARD'S EPITAPH

The Annex

(Continued from page 22)



Just tell the Ladies "It's a planter"



Not sure. Heavy construction beams,
and sheet steel.

BLACKBEARD'S EPITAPH

The Annex

(Continued from page 23)



Looking into the Annex from the gate posts.



Clear view from Annex entrance. From here to the left the vegetation remains to screen BSC from golf course.



Looking into the Annex from outside, the entrance is fairly well hidden.

BLACKBEARD'S EPITAPH

The Annex

(Continued from page 24)



From middle of cleared Annex area to back of cleared area. Some trees were too big to be taken and may be removed later as needed.



WE FOUND C DOCK! Even the finger pier was still attached at the far end. This was down on the Annex peninsula, behind B Dock, long ways away from starting point.

BLACKBEARD'S EPITAPH

Chilled Out Winter Series

by Mark Brennesholtz

Despite three canceled race dates due to cold weather, the NYRA Winter Series managed to complete twelve races on four Saturdays beginning with the Halloween Race. Seventeen boats participated in some races and five competed in all races. The addition of a Fun Class (replacing the old "Cruising" class) was a popular addition that attracted eight boats. Their starts were staggered and the courses were medium-distance using mostly government marks. Three long races were completed with Joan Wilson/Ed Thompson coming in first overall in *Dutch Wind*. Dennis Harms was second in *Harms Way*.

Spinnaker A had five boats in at least some of the contests. Ed Doughty in *Bad Fish* was first overall, throwing out a second and a first! Tom McKnight's *Chance* was second in the big boats, followed by newcomer Steve Peters in *Bodacious*. Spinnaker C was a lonesome two boats, and Dave Gillespie only raced *Zen Tuna* in three races. *Blue Note* (Mark Brennesholtz and Mark Hittner) raced all races, and corrected ahead of all the Spin A boats in most of them. Starting all spinnakers at the same time made it a lot more fun for us.

Silent Pursuit with Dave Whitney was also lonely in Non-Spinnaker. Arch Altman's *Mighty Fine* raced six races and came in second.

The days we were able to get on the water were all good for sailing, with only one short postponement due to lack of wind. Temps were generally near 60. Not bad for "winter" racing!



Wing on wing, "Blue Note" just after rounding the windward mark
(Chris Davies photo)

Fun Racing Fills in the Blanks

There are now two sets of "fun" races on the Neuse. The original was begun during the pandemic by Fairfield sailors and was very casual and unscheduled. If the weather looked nice, Ed Thompson or Peter Budzynkiewicz would email saying there would be a race regardless of day of the week, and sometimes just 24 hours in advance. Races started at the entrance of NW Creek and used government marks. Pursuit starts eliminated congestion at the line, and a single race took about two hours. Very popular with up to eleven boats out. No registration, no standings, no trophies. Just, well... Fun! My understanding is that this concept is now under Blackbeard Sailing Club.

BLACKBEARD'S EPITAPH

Fun Racing Fills in the Blanks

(Continued from page 26)

In addition, FHYC sponsors Holiday Fun Sails throughout the year, with the next few being on March 19 (St. Pats), April 16 (Easter), and May 7 (Mother's Day). Again, no registration or trophies, middle distances, and pursuit starts. But, you need to let the RC know in advance so they can give you a start time. Contact Russ Robinson at R.Rubarb@gmail.com for race updates. I understand that official NC-PHRF rating certificates are required for these races. If you don't have a current one, go to www.ncphrf.com to print a rating application and send it to a Committee member.



With Joan Wilson at the wheel and Ed Thompson on the winch, Ed's big Hunter "Dutch Wind" starts in the Fun Class February 12 (Stephanie Davies photo).

Ensign Series Begins Late March

We expect five Ensigns to hit the line on Thursday, March 31 for seven weeks of close one-design racing. This series does require registration and awards are presented at the end. In addition, there is a Fall Series beginning late September and an overall champion for the year.

Contact Mark Hallquist at 832-794-2566.

Race Calendar

The Inter-Club Race Committee (ICRC) publishes a race calendar annually, prepared by Bill Kirsch. The Committee tries its best to coordinate racing throughout the area to avoid conflicts. It also provides contact information for clubs and classes (SJ 21s, Ensigns, Sunfish). The Schedule is included in every Blackbeard Epitaph. If you have any interest at all, there is a kind of competition for every level of sailor.

"Blue Note" leads at the start of the final NYRA Winter Series race on February 12. Dave Whitney's "Silent Pursuit" is center and Tom McKnight in "Chance" is left (Stephanie Davies photo).



BLACKBEARD'S EPITAPH

NC-PHRF Changing Leadership

(Continued from page 27)

The annual Spring meeting of the NC Performance Handicap Fleet Committee will be held at Blackbeard on March 6 at 11 a.m. This meeting is open to all. The Committee currently consists of seven members, each representing a different East NC sailing club. At this meeting, we will review rating appeals (Rating Appeal form is on ncphrf.com), new boat ratings, provisional ("P") ratings, and other business.

NC-PHRF does not operate in a vacuum. We are a member of, and sanctioned by US Sailing, and are one of 30 or so regional committees around the country. We have a large amount of national data available to us to make rating decisions.

Bill Jarvis has been the Chairman of the NC-PHRF for over 20 years and is stepping down from his post. His technical knowledge and sailing contacts nationally, and in the Southeast, have made him a very effective leader. We thank him very sincerely for his guidance over the years. On the agenda at this meeting, a new Chair will be elected.

Beside heading up the Committee, Bill is a Principal Race Officer (PRO) on the Neuse, and on other venues, usually operating very professionally from his yacht Piccolo.

Ed Doughty's "Bad Fish" hoists the chute perfectly at the windward mark in the final NYRA Winter Series race. "Bad Fish" was first in Spin A for the Winter series (Chris Davies photo).



"Silent Pursuit" bearing away after rounding the windward mark. She was the lone boat in the Non-Spin class in the February 12 NYRA race (Chris Davies photo).

BLACKBEARD'S EPITAPH

New! BSC Weekly Open Sails

by Joan Wilson

The Blackbeard Sailing Club Regatta Committee announces the BSC Weekly Open Sails! These weekly sails take place year-round on the Neuse River in the vicinity of Upper Broad Creek. Everyone is welcome to join in the fun - any size or type of sailboat and experience levels from beginner to seasoned sailors are welcome! There are no fees to participate, and no club affiliation is required. Don't have your own boat? No worries...skippers are often looking for crew and are willing to teach newcomers the ropes.

The basic premise of our group is to HAVE FUN! We use a staggered-start format based on NC PHRF ratings to minimize the stress level. Sails are usually 5-10 miles and take 1-2 hours, depending on the wind. It's a great opportunity to get to know your boat, and work with crew or even single-handed to develop your sailing skills. During the months of November through March, we'll choose the best forecasted weather day of the week. The rest of the year we'll sail on Saturdays, unless there is a conflicting event scheduled, and we may plan additional sails during the week. We'll also have periodic get-togethers following the sails at Blackbeard Sailing Club, so you can get to know and chat with other skippers and crew.

Notifications about the upcoming week's sail will be via email, so contact us to be added to our distribution list. Hope to see y'all out on the water!

Joan Wilson

sail_kitty@hotmail.com

Peter Budzynkiewicz

pbudzy7385@aol.com

Ed Thompson

edthompson2@comcast.net

Fun Sails

by Paul Mills

Deb and I have been doing these sails for three seasons now and have learned more about sailing our boat than we ever imagined. We sail more now than before too. We are not high risk super excited so, we sail within our safety zone. That said, it's a blast to see Deb when she senses she is going to beat another boat between the marks - then we are all in!

The club cruising program looks wonderful! Being comfortable sailing your boat, as fast as you can, makes cruising MORE fun. These fun sails are a perfect complement to the cruising trips.

Below is a typical email notice with a sample course.

Good afternoon, everyone!

Tomorrow looks like another perfect winter day for a sail with temperatures in the mid-seventies and wind from the SSW at 9kts, gusting to 18kts. Course and start times are below. Please reply if you intend to sail and provide your finish time on VHF channel 72. HAVE FUN & BE SAFE!

Start with 1N to starboard (between 1N & the ball)

Leave 19 to starboard (between 19 & the mark if present or within 100ft of 19)

Round 11 to port

Leave 19 to port (between 19 & the mark if present or within 100ft of 19)

Finish with 1N to port (between 1N & the ball)

Total distance is 8.79nm

BLACKBEARD'S EPITAPH

2022 RACE SCHEDULE

Provided by Inter-Club Racing Committee

FINAL

1/21/22

Date	Day	Club	Event	PHRF	Ensign	SJ21	Sunfish	Other	Location
More Races, Events and Contact Information are Listed on next page!!									
Mar 26	Sa	NYRA	NYRA Commodores Ball						New Bern
Mar 26-27	Sa-Su	NYRA	NYRA Invitational * #	X	**	**			New Bern
Apr 17	Su	-	EASTER						-
Apr 23	Sa	BTS	NCSU Collegiate Regatta					FJ	Oriental
Apr 23	Sa	FHYC	Neuse River Regatta	X	**	**			New Bern
Apr 30	Sa	NYRA	Cinco de Mayo - One Design		X	X	X		New Bern
May 8	Su	-	MOTHER'S DAY						-
May 13-15	Fr-Su	ODC	Dragons Breath - * # P	X	**	**			Oriental
May 21-22	Sa-Su	BSC	Springtime One Design Regatta		X	X	X	X	New Bern
May 21	Sa	FHYC	Oar Race * # (phrf)	X	**	**			New Bern
Jun 18	Sa	PSC	Indian Island to Ocracoke #	X	**	**			Pamlico
Jun 18	Sa	SCOO	Summer Solstice	X	**	**			Oriental
Jun 19	Su	-	FATHER'S DAY						-
Jul 2	Sa	BTS	Flounder Fest Regatta				X	FJ/420/SF	Oriental
Jul 16-17	Sa-Su	BSC	Thistle Eastern Regional					Thistle	New Bern
Jul 23	Sa	NYRA	Parrothead (to Oriental)	X	**	**			New Bern
Aug 6-7	Sa-Su	BTS	Bow & Stern Regatta	X	X	X	X	All boats/sizes	Oriental
Aug 12	Fri	FOM	Hoop Pole Regatta	High School or younger					Beaufort
Aug 27-28	Sa-Su	BSC	BSC One Design & ETYSA Youth Sailing		X	X	X	X	New Bern
Sep 3-4	Sa-Su	NYRA	Beer Stein * # P (phrf)	X	**	**			New Bern
Sep 5	Mo	-	LABOR DAY	X	**	**			New Bern
Sep 17-18	Sa-Su	BSC	Blackbeard Regatta *	X	**	**			New Bern
Sep 17	Sa	BTS	Greens Creek Regatta				X	Under 20 ft	Oriental
Oct 14-16	Fr-Su	ODC	Oriental Cup # P	X	**	**			Oriental
Oct 29	Sa	BTS	Halloween Regatta	X	X	X	X	All boats/sizes	Oriental
Oct 29	Sa	NYRA	Halloween / Winter Race 1 *	X	**	**			New Bern
Nov 12	Sa	NYRA	Winter Race 2 *	X	**	**			New Bern
Nov 19	Sa	BSC	Flt 8 - Turkey Trot		X	X		X	New Bern
Nov 24	Th	-	THANKSGIVING						-
Dec 3	Sa	NYRA	Winter Race 3 *	X	**	**			New Bern
Dec 17	Sa	NYRA	Winter Race 4 *	X	**	**			New Bern
Jan 1 '23	Su	BSC	Fred Latham Regatta	X	X	X			New Bern
Jan 1 '23	Su	ODC	Instead of Football Regatta	X	**	**			Oriental
Jan 7'23	Sa	NYRA	Winter Race 5 *	X	**	**			New Bern
Jan 21'23	Sa	NYRA	Winter Race 6 *	X	**	**			New Bern
Feb 4'23	Sa	NYRA	Winter Race 7 *	X	**	**			New Bern
Feb 18'23	Sa	NYRA	Commodores Ball Regatta *	X	**	**			New Bern

* NYRA Boat of the Year Race ** Ensigns & SJ-21's sail in PHRF Fleets # ICRC Sailor of the Year Race (4 of 6) P Protect

BLACKBEARD'S EPITAPH

Continued from previous page

Additional Events of Interest									
Ensign Fleet Races: Location: Neuse River near Fairfield Harbour & Blackbeard Sailing Club, New Bern, NC									
Spring Series - 7 Thurs Race Days: Mar 31, Apr 7,14,21,28, May 5,12									
Fall Series - 7 Thurs Race Days: Sep 29, Oct 6, 13, 20, 27, Nov 3, 10th; Awards party following on Nov 10th									
Normally 3 races per day -- Contact: Mark Hallquist (832)794-2566 for info									
Fairfield Harbour PHRF Fun Sails: Weekly sails open to all sailors; No Fees; No scoring; Pursuit Format.									
Holiday Series - 2/12 Valentine's, 3/19 St Pat's, 4/16 Easter, 5/7 Mother's Day, 6/18 Father's Day,									
7/2 Independence day, 9/3 Labor Day, 11/26 Thanksgiving, 1/1/23 New Years									
Tuesday Series - weekly April 12th through October 11th, 4 or 5pm as provided by email									
Winter Occasional Fun Sails - Mid Oct through early Apr (except 1 Dec-1 Jan), best weather day of the week, time via email									
Send email to: Russ Robinson (R.Rubarb@gmail.com) for race updates & your PHRF based pursuit start time.									
Blackbeard Sailing Club Open Sails:									
Weekly sails are open to everyone - best weather day of the week, notifications by email.									
Additional sails to be announced									
To join the group contact: Ed Thompson (edthompson2@comcast.net) or Joan Wilson (sail_kitty@hotmail.com)									
Sunfish Racing:									
> FHYC Sunfish Races: Near the boat ramp of the Fairfield Harbour inner harbour									
Spring Series – 9 Sunday Race Days: Apr 3, 24; May 1, 15, 22 29; Jun 5, 12, 26									
Fall Series – 9 Sunday Race Days: Sep 4,11, 18, 25; Oct 2, 9, 16, 23, 30									
Normally 3 races per day -- Contact: Jerry Rezab for information: geraldrezab@yahoo.com tel: 252-288-4124									
> Oriental Dinghy Club (ODC), Oriental, NC									
Year Series – To Be Determined									
Contact: Bob Slook for information: bslook@gmail.com tel: 732-740-5591									
> Hot Toddy at Blackbeard Sailing Club									
A Winter Series of racing, November or December thru March, into April, usually 2 weeks or more apart									
2022 Schedule: 1/9; 1/22; 2/6; 2/19; 3/6; 3/19; 4/3 -- Contact: Sonya Dean for information: sonyaafm@hotmail.com									
> Harkers Island Regatta									
July 9th - Contact: Sonya Dean for information: sonyaafm@hotmail.com 919-271-9899									
Miscellaneous:									
April 8-10	Fri-Su	-	Oriental Boat Show	Oriental					
Apr 28-May 1	Th-Su	-	Charleston Race Week	Charleston					
May 27 - 6/12	Fr-Su	-	Spoletto, Charleston, SC	Charleston					
6/6 thru 7/1	Mo-Fr	BSC	ETYSA Youth Sailing Event/Camp	BSC-New Bern					
Jul 9	Sa		Harkers Island Regatta	Sonya Dean 919-271-9899					
7/11 thru 7/30	Mo-Fr	BSC	ETYSA Youth Sailing Event/Camp	BSC-New Bern					
Sep 29-10/2	Th-Su	FLT 8	SJ-21 Eastern Nationals	Lake Monroe, FL					
Oct 8-9	Sa-Su	-	Mumfest	New Bern					

BLACKBEARD'S EPITAPH

Juxtaposition

by Susan McCrocklin



Even in their wildest imaginations, Bob and Coral Clark could not have thought up this scene, an electric car charging at the club.

