



## COMMODORE, Larry Sprague

This is my last letter as Commodore. I have enjoyed the past year and want to thank all those on our Board who put in the work to make this a successful club. Linda Howard is our incoming Commodore and she is already preparing for the coming year. I am looking forward to another year of good times on the water and the friendship of other sailors who enjoy nothing more than getting out on the water.

Following are the 2023 officers (and telephone numbers) for our Club.

**Commodore:**  
Linda Howard  
912/658-7398

**Vice-Commodore:**  
Tommy Howard  
912/658-4281

**Past Commodore:**  
Larry Sprague  
912/659-7046

**Communications:**  
Linda Howard  
912/658-7398

**Secretary:**  
Audrey Debieu  
561-251-9244

**Treasurer:**  
Dawson Long  
912/596-0046

**Social:**  
Mary Ellen Sprague  
912/659-0103

**Racing:**  
Angela Margolit  
973/296-8011

**Cruising:**  
Larry Sprague  
912/659-7046

**Membership:**  
Nick Robertson  
912/306-5423

**Member-At-Large:**  
David Debieu  
561-251-9244

I look forward to seeing everyone at the Christmas Party on December 17th at the Marsh Harbor Clubhouse.

*Fair winds and following seas.*



**MEETINGS:**  
Every second Monday of the month at Carey Hilliard's,  
3316 Skidaway Rd.  
Order dinner at 6:00;  
meeting at 7:00.

**WEBSITE:**  
[www.geecheesailingclub.org](http://www.geecheesailingclub.org)  
**EMAIL ADDRESS:**  
[geecheesailingclub@hotmail.com](mailto:geecheesailingclub@hotmail.com)  
**FACEBOOK:**  
Geechee Sailing Club

## **GEECHEE SAILING CLUB'S UPCOMING PARTIES & CRUISES**

### **Socials:**

***December 17 - 6:00 pm  
Christmas Party at Marsh  
Harbor Clubhouse***

### **Cruises:**

***TBA in 2023***

**NO MEETING AT HILLIARD'S  
IN DECEMBER**

**(THE MEETING IS THE CHRISTMAS PARTY  
SATURDAY, DECEMBER 17,  
AT THE MARSH HARBOR CLUBHOUSE)**

## VICE COMMODORE, Linda Howard

The Change of Watch was a success at the Savannah Yacht Club DockHouse. (See the Communications write-up).



### **DECEMBER'S CHRISTMAS PARTY**

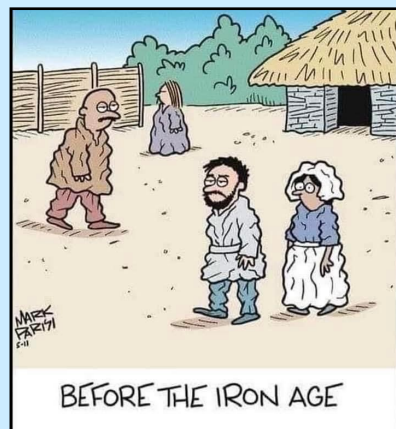
**CHRISTMAS GIFT  
EXCHANGE and COVERED  
DISH AT MARSH  
HARBOR CLUBHOUSE  
SATURDAY, DECEMBER 17  
6:00 p.m.**



### **HEADS UP**

The meeting in December is the Christmas party on December 17.

There will be **no meeting in January** due to the UGA title game (hopefully). (Last year we had to cancel, so I checked the date. It will be January 9 - our regular meeting night again.)



## SOCIAL CHAIR, Mary Ellen Sprague

### **Geechee Christmas Party!**

**HO! HO! HO! It is time  
once again for our  
holiday party!**

**Date:** Saturday, December 17

**Time:** 6:00 p.m.

**Place:** Marsh Harbor Clubhouse. Turn into the Marsh Harbor entrance on Bryan Woods Road on Whitemarsh Island, then take a right, left, left, left - OR - put Marsh Harbor Cove into your GPS and take a left when you get to the street - OR - follow the signs once you enter the Marsh Harbor gate. (The gate will be left open).

**Dress:** Casual

**Bring:** Pot luck. The Club will provide ham, beer, wine, non-alcoholic beverages, and tableware. Please bring an appetizer, side, or dessert.

**Also Bring:** One wrapped present per person for our gift exchange. The gift should be valued between \$15 and \$25. Nautically themed presents are requested but not required.

**RSVP:** Mary Ellen Sprague at [maryellen31406@gmail.com](mailto:maryellen31406@gmail.com) by Wednesday, December 14.

**Volunteers to come early to help set up or volunteers to clean up are always welcome!**



## CRUISE CHAIR, Larry Sprague

Dawson joined me on Saturday morning, November 26<sup>th</sup>, on the *Second Wind* at the Savannah Yacht Club. We hoisted his portable generator onboard and secured it to the cabin top. Our other gear was loaded aboard and stowed below. I had already prepped the boat: cleaned it, had had the bottom cleaned, and checked the engine. The engine came to life on the second try and I heard the sound of the cooling water pumping through the exhaust and into the river. We were now ready to be on our way to participate in the Boat Parade of Lights on the Savannah waterfront.

I eased the engine into forward after Dawson had brought in the lines. As we headed out into the Wilmington River, Apollo's chariot had just cleared the trees and the sun threw its light onto the still river water untroubled by any breeze. The tide was coming in and added to our forward progress. We left early for downtown because high tide was at 10:30AM and I wanted to ride the tide in and not have to fight it. I have done that, and it makes for a long day on the Savannah River.

We passed the familiar landmarks as we headed towards the Elba Island cut. The Thunderbolt Marina had several mega yachts in the basin, which are always fun to see. We cleared the Thunderbolt bridge and then the new Causton Bluff bridge, giving a waive for old times sake to the nonexistent bridge tender. As we neared the Elba Island cut, I noticed that my engine temperature had crept up to just over 180 degrees. I had been running at 3,000 RPM, so I brought it down to around 2,500 RPM. The temperature backed down to just below 180 degrees and held steady. But our speed likewise decreased to around four and a half knots.

On the approach to the Elba Island cut, we saw a large freighter sailing upriver to our right. We turned into

the Savannah River, hugging the bank to let the ship pass. The freighter's captain hailed us, likely worried that I might do something stupid. I assured him that I would stay out of the channel and let him pass. The incoming tide increased our speed to six knots. The freighter took several minutes to pass as it only had about 3 knots of speed over us.

We arrived downtown at the Eastern Wharf around 10:30 and made a starboard side docking. Captain Lisa was there to help with the lines. We were in front of some large speakers that were blaring out various Christmas tunes. I told Dawson that this was going to drive me insane, so we started moving the boat down the wharf to get as far away from the speakers as possible. One of the officials saw what was happening and helpfully turned the speakers towards the land as well as turned down the music.

With my sanity left intact, it was now time to work on the lighting for the boat. Dawson helped run lights down the safety lines and down the boom. We used the spinnaker halyard to haul up three strings of lights to the top of the mast. We ran extension cords to the various lights and plugged them into an electrical power strip and plugged the power strip into the generator. The moment of truth had arrived. Dawson pulled the cord. Nothing. He pulled again. A cough followed quickly by another cough and then the pounding of cylinders as the engine revved up. Dawson flipped the switch to provide power to the power strip and...lights! I now know how God felt at the moment of creation.

The rest of the crew started arriving about 5:30PM. Mary Ellen brought some homemade turkey tetrazzini for Dawson and me for our dinner. We ate below with Mary Ellen while our

other guests – Dawson's wife Grace and her two friends – stayed in the cockpit. After dinner, we joined them and prepared our costumes of flashing necklaces topped with Santa hats or flashing tiaras.

With the fall of darkness, the thirty plus boats in the parade all cranked up their generators to power their lights. It sounded like a convention of lawnmowers. As the boats lit up, it quickly became apparent that I have no imagination when it comes to lighting design or implementing a design. I felt like Charlie Brown with his wilted Christmas tree.

A little after seven the lead boat peeled off from the dock to start the procession. We followed (more or less) in turn. The circuit took us upriver past the Weston on the north bank and down to the bridge, then down river along River Street to the start. Repeat for a second circuit.

As we left the dock, there was some spitting rain and, fortunately, it never got harder. It made for a very dark night which served as a good contrast for the lighted boats which seemed to float in a sea of darkness. The crowds were several people deep and they cheered as we went past. The cheers came rolling in in waves and we waived and called out in turn. Grace had to take Advil that night to relieve the shoulder pain from all the waving.

Two hours later we completed the second circuit and returned to the dock. The incoming tide made it easy to dock and, with the help of Captain Lisa's crew of line handlers, we quickly made fast for the night.

The party continued at Joe's Crab Shack, but it continued without us. Dawson, Grace, and their friends went home while Mary Ellen and I walked over to the Thompson which gave us a room for participating in the parade. The hotel is new and the

## CRUISE CHAIR, Larry Sprague (continued)

room was nice. We went down to the bar for a glass of wine before retiring. An alcoholic would quickly go broke drinking there.

Sunday morning broke clear with a light breeze. Mary Ellen left by 8:00 AM to go to Charleston to see her mother. I had the morning to myself as Dawson would not get to the boat until

1:00 PM. We would take her back on the outgoing tide. I enjoyed the room until the checkout time of 11:00 and then returned to the boat and started getting it ready. I was worried about the engine overheating and thus wanted to use the sails as much as possible. In preparation, I dropped the string of lights from the masthead and made sure the boom could swing freely. Just before Dawson arrived I noticed dark storm clouds to the west headed our way. I grabbed the bimini from below and started to put it up. Dawson arrived and helped me to complete the task. As we were bringing in the lines, the rain started to hit us. We both had rain jackets and I put on some rain pants. Once soaked, the bimini leaked like the proverbial sieve, but at least it was a constant dripping and not a pounding. After about ten minutes, the rain quit and the skies brightened.

We set the main and got a downriver push from a light westerly breeze. Worried about overheating the engine, I ran only at 1700 RPM. With the tide, wind, and engine I was able to do about 4.5 knots. Slow but not intolerable. Some dolphins came to play with us but we were apparently boring and they left us to go play farther up river. As we enjoyed our Sunday afternoon cruise, the wind started to pick up and to shift to the southwest. We put out the jib and in a short while we were on a broad reach going between 6.0 and 6.5 knots. Not bad at all.

The fun ended when we turned southward at the Elba Island Cut into the

Wilmington River (and ICW). Now we were going against the outgoing tide and a strengthening southwest-ern wind. Our speed was cut in half, and even when we could fill our sails, our speed against the tide was only 3.0 to 3.5 knots. The worst part of the passage was from Marker 21 to the Causton Bluff bridge, as the wind was on our nose at up to 20 knots; we were fighting the tide and I was afraid to push the engine beyond about 2200 RPM's. The temperature was just above 180 degrees, and it made me very nervous. We crawled along at three knots, tacking back and forth across a narrow channel. I took in the jib to prevent damaging it during the periods that we were headed into the wind and could not fill the sails. We finally made the Causton Bluff Bridge and were better able to bear off of the wind. This allowed us to again set the jib. The outgoing tide past the bridge now flowed in our favor, and along with the setting of both sails, we once again approached six knots of speed.

We made one more stop before getting home. Stop, as in running aground next to Bonaventure Cemetery. We were tacking back and forth across the Wilmington River, with short tacks to port and then a longer run on starboard tack. I was trying to maximize our starboard runs, and so got too close to shore on the port tack. Actually, it didn't look like I was too close to shore, but the depth gauge rapidly went from eight feet to zero feet before I could turn the boat about. Really unfair, but there we were. A quick burst of power with the wheel hard over to port did nothing but stir up mud. I then had Dawson let fly the main and backwind the jib. That, along with a burst of power turned the bow ninety degrees and got us off of

the mud bank.

We were able to pass under the Thunderbolt bridge at 6 knots on a long tack. I wondered if the Thunderbolt police would arrest a sailboat for speeding. Having cleared the bridge, we knew we could make the rest of the trip on the same tack. We sat back and enjoyed the sail with the water rushing by and only the very low hum of the engine at low RPM's. There were only one or two boats with which to share the water. The sun was low in the sky with the brightness that comes on a clear late afternoon in the winter. I wanted this part of the trip to last much longer.

Too soon we had to get up and prepare the boat for docking – setting out the docking lines and tying the fenders to the lifelines. The boat was brought in against the tide, wind on the bow - the birth between a trawler and a runabout.

Slow to .5 knots as we go by the trawler; distance 6 feet away. As the trawler's stern reaches amidships, turn 30 degrees into the dock. Engines in neutral. Glide in - take your time. As the *Second Wind's* stern clears the trawler's stern, kick the rudder to starboard. Ease into the dock sideways. Tell the crew to be patient, don't jump until we touch.

God, I love a good landing!





## COMMUNICATIONS CHAIR, Linda Howard

On Friday, November 11, we had our annual Change of Watch at the Savannah Yacht Club.

Two tables had centerpieces that Tommy Howard made and the third table was decorated by Jan Vach. (See pictures.) My best count was 27 in attendance.

Dinner was wonderful with a buffet of salmon piccata, beef short ribs, green beans Amandine, steamed carrots/broccolini, potatoes au gratin, rolls and butter, and white choco-

late/blueberry bread pudding with crème anglaise. There was a cash bar.

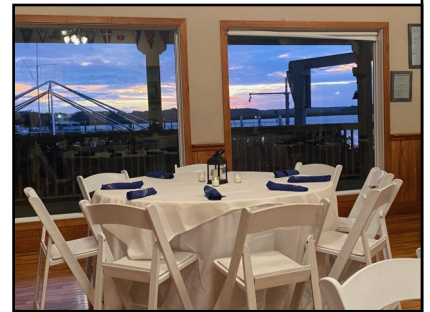
Our Commodore, Larry Sprague, presented the awards: Sailor of the Year to Angela Margolit, Cruiser of the Year to Dawson Long, Most Improved Sailor Award to Nick Robertson, and the Chic & Linda Meyer Award to Linda Howard. He also presented the new Board members with their burgees. Each 2022 Board member was also given a gift on behalf of the Club.

The Vice-Commodore, Linda Howard, presented Larry with his Past Commodore burgee and a gift on behalf of the Club.

After all the awards and official Change of Watch (although the 2022 Board members still serve until the end of the year), Savannah Steve “cranked up” for dancing (with a little karaoke at the end by Savannah Steve and Linda).



Thanks to Mary Ellen for making all this happen!





## COMMUNICATIONS CHAIR, Linda Howard (continued)





## COMMUNICATIONS CHAIR, Linda Howard (continued)





## MEMBERSHIP CHAIR, Georgia Byrd

### Making a Splash This Holiday Season ...

#### Georgia Byrd's Fun Gifts for Boat-ers:

Are you a boring gift giver, often searching for anything that might remotely appeal to your boating partner? No need to take the humbug approach this season. I've saved you some time!

Here are some cool gifts and gadgets for your mate along with convenient links to place your order for shoreline delivery sooner than later.

#### Gift ideas galore ...

Cinch your canvas with a tool you may not know exists!

The Ironwood Pacific Top-Snapper Tool for Boat Canvas Snaps is perfect for getting the job done and saving your hand from crimps and forehead from dripping sweat.



<https://www.amazon.com/gp/product/B00GHU5PXO/?tag=giftlablist08-20&geniuslink=true>

Hiding that ding on the hull from your mate? Here's a trick-in-a-box-and-bow to get rid of dirt, grime, and, yes, that occasional scuff mark when you hit the dock too hard.



<https://www.amazon.com/gp/product/B07MMWMFDV/?tag=giftlablist08-20&geniuslink=true>

Dancing in the moonlight and ooops! the speaker plunges overboard. Here's a trick to keep the speaker from sinking and you from being waterlogged! This waterproof, wireless speaker has colorful flashing lights and stays dry, even in water!



<https://www.amazon.com/gp/product/B09LLPSVBY/?tag=giftlablist08-20&geniuslink=true>

#### Read and Learn!

One of the most valuable lessons boaters can learn is survival tactics. This spellbinding book, *438 Days*, is a fisherman's true story of how he survived fourteen months in a small boat drifting seven thousand miles across the Pacific Ocean. Based on dozens of hours of exclusive interviews with Alvarenga, his colleagues, search-and-rescue officials, the remote islanders who found him, and the medical team that saved his life, *438 Days* is an unforgettable study of the resilience, will, ingenuity, and determination required for one man to survive more than a year lost and adrift at sea.



<https://www.amazon.com/gp/product/1501116290/?tag=giftlablist08-20&geniuslink=true>

#### Environmentally friendly water toys...

We all strive to tenderly utilize and enjoy our environment. Here are some ideas for playing in the water on safe, non-toxic, water toys.

One example is Osiris Outdoor, a U.S.-based company that manufactures its "Reprisal" kayak entirely with recycled plastics from U.S. recycling facilities. The lightweight kayak is easy to store and it comes with storage compartments, rod holders, and a watertight hatch for gadgets.



<https://www.osirisoutdoor.com/product/reprisal-kayak>

#### Use Elbow Grease Instead of Fuel...

Play healthier and become more fit with a fun, new water bike!

The New Zealand-based Manta 5 offers the hydrofoiler XE-1, which simulates the experience of cycling on the water. It offers a powerful workout but can be adjusted for all fitness levels with the use of a battery-operated pedal-assist. Californian-based Schiller offers a different option for on-the-water cycling with their catamaran-style S1 bike, which has the ability to float when the rider is not pedaling.



<https://manta5.com>

Happy holidays everyone!





## RACE CHAIR, Angela Margolit

Preparations are underway for the next St. Patrick's Regatta. Our web-site has been updated and the Regatta Network link has been created: <https://www.regattanetwork.com/event/25518>

Even if you don't race or even go out on the water to watch us, please mark your calendar for Saturday, March 25<sup>th</sup>, for a social event at Molly McGuire's on Wilmington Island. Tickets will be sold onsite for only \$15 per person and include a light buffet and free beer. We hope to do another Tricky Tray, but I need donations! So if you have any nautical paraphernalia you can donate, please bring it to the February or March General Meetings. I'll also be asking for people power to help with setting up and selling tickets.

We have a new logo:



And a new Save-the-Date (which I've already sent off to several publications):

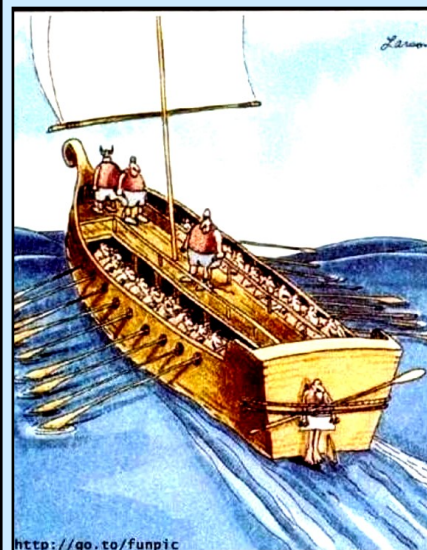


And don't forget about the remaining Frostbite Race Series:

Saturday, Jan. 7: Frostbite #2  
 Saturday, Jan. 21: Frostbite #3  
 Saturday, Feb. 4: Frostbite #4  
 Saturday, Feb. 18: Frostbite #5  
 Saturday, March 4: Frostbite #6

Races will begin at noon on each Saturday. The start lines will be in the Wilmington River, in the vicinity of Government Marker G23. There will be multiple starts if needed for different classes, using a 5-minute start sequence.

A race committee boat will often be on station to run starts and keep scores. If a committee boat is not available for a race, then starts will be managed by other racers and each boat will record and report their own finish times via email.



The better-equipped slave ships, of course, always carried a spare.



I will be bringing some of each to our meetings. If you want to give me an idea in advance of how many, you can call or text me (Linda Howard, 912/658-7398). Everyone loves them, so you won't be disappointed. The bottles are \$10/each and the mugs are \$12.



## SECRETARY/TREASURER, Dawson Long

### SAVANNAH BOAT PARADE November 26, 2022

Representing the Geechees, *Second Wind* entered the Savannah Boat Parade decorated well. There were some great decorations and holiday spirit building at the Eastern Wharf on Saturday, November 26<sup>th</sup>. Our Commodore, Larry Sprague represented us well.

Although we may have received a participation award, other contestants seemed to have invested days and weeks into preparation of their boats. We could have easily come in third place if generators were a category. Ours was too powerful, too ugly, and too noisy.

The event was held in order to raise funds for the Greenbriar Children's Center. The premier sponsor was the Thompson Savannah Hotel. All the captains enjoyed a night at the Thompson with their spouses. I would encourage more of us to join the parade next year.

The balances for the month are \$17,545 for the Vanguard account and \$2,239.36 for the checking.



Found a Serious Leek under the sink



JUST ONCE I  
WANT A  
USERNAME AND  
PASSWORD  
PROMPT TO SAY,  
"CLOSE ENOUGH."





## FLOTSAM AND JETSAM

Unscramble each word, then take the letters that are underlined and unscramble them to come up with the last name of one of our members:

E N C A D

— — — — —

R V H O E

B L A T E

N P A L

Answer to November's Scramble: **L I T T L E**

PALE

TOWEL

PILE

TALENT

## SUPPORT FOR OUR MEMBERS

This column is for club members to support other members "in need" (phone calls, visits, prayers, meals, etc.). Let me know of anyone you want to add. I won't go into a lot of detail on each here, but you can call them. I will also get approval before entering any names into this column. Please text me at 912/658-7398.

## 2022 OFFICERS

Commodore ..... Larry Sprague  
Vice Commodore ..... Linda Howard  
Secretary ..... Dawson Long  
Treasurer ..... Dawson Long  
Past Commodore ..... Dawson Long  
Social Chair ..... Mary Ellen Sprague  
Cruise Chair ..... Larry Sprague  
Race Chair ..... Angela Margolit  
Membership Chair ..... Georgia Byrd  
Communications Chair/Editor ..... Linda Howard

For questions or comments, contact Linda Howard, Editor (912/658-7398)