

COMMODORE, Linda Howard

We're baaaaack. (A pun intended there, since the reason for no August *Rhumb Line* was my back.)

I know that some of you really missed it, some were glad to get a breather, and some (unfortunately) said, "What is a *Rhumb Line*?"

The "bottom line" is that I had my 6th back surgery July 19. My entire lumbar region is now fused and connected to my thoracic region. With 8 huge screws, 4 cages of cadaver bones, and 2 long rods (all titanium), we are hoping that the pain I've had for years will go away.

The goal was for my Neurosurgeon to space

out the discs to set the nerves free that affect the rest of my body. He said it was successful. It will take a long time for the nerves and muscles to heal, however.

My biggest problem now is a matter of the pain. That is being slightly controlled with pain meds. The good/bad news is that I need them around the clock but not as many.

And, yes, I can bend. I'm sure the cages take care of that. The last 2 operations had my doctor also taking out the rods and replacing them with longer rods. This time they are even longer, but everything should hold together as it heals. I can't wait to be "normal" again.

We are planning to go to the Beaufort Labor Day Cruise. I just won't be riding my bike or walking around, although my walker and I won't miss a meal with the group. I won't however, be able to visit other boats, but you can come visit me.

Remember that you can drive over to Beaufort September 2 if you don't want to come by boat. I'm sure Mary Ellen could use some help with the meals Saturday evening and Sunday morning, if you can volunteer.

See you there!



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
EMAIL ADDRESS:
geecheesailingclub@hotmail.com
FACEBOOK:
Geechee Sailing Club

GEECHEE SAILING CLUB'S UPCOMING PARTIES & CRUISES

Socials:

September 2-3 - Meals as part of Beaufort cruise

November 11 - Change of Watch, Wilmington Island Golf Club

Cruises:

Sept. 2-4 - Labor Day - Beaufort

Oct. 20-22 - Bluffton Seafood & Art Festival

THE SPEAKER FOR THIS MONTH (MONDAY, SEPTEMBER 11) ANDREW MCINTOSH

Andrew is a Bar (Harbor) Pilot and is listed as Second Mate Unlimited Tonnage / Master, OSV, 10,000 GT / 1600 Ton Master, Full DPO
(See page 3)



♥♥♥
**IN MEMORY OF OUR LONG-TIME
GEECHEE FRIEND,
HUGH ROBINSON
(??/1930) - 7/16/2023)**



VICE COMMODORE, Tom Howard

AUGUST SPEAKER

Abby Florez



If you missed the last meeting, you missed a good one. Abby Florez, a Federal employee with the Savannah National Wildlife Refuge, gave a very informative presentation about our refuges. She talked “from” the salt-water intrusion into the wetlands “to” the wild hogs on Blackbeard Island.

I have never visited the refuge, but next time we have our grandkids for a few days, I am going to take them walking some trails and looking at wildlife.

They also allow hunting on certain occasions, and one of the better features is that it is FREE and open to the public. Let’s go!

	Blackbeard Island NWR Hunting Regulations
	Harris Neck NWR Hunting Regulations
	Pinckney Island NWR Hunting Regulations
	Savannah NWR Hunting Regulations
	Wassaw NWR Hunting Regulations
To purchase your \$25 Savannah Coastal Refuges Complex Hunt Permit, simply scan the green QR code and create an account at Recreation.gov	

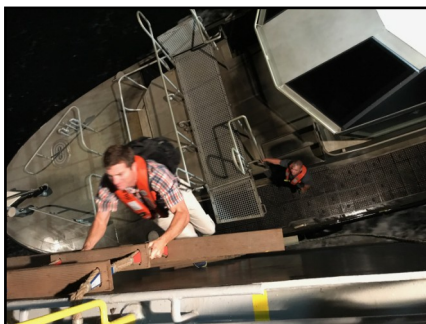


SEPTEMBER SPEAKER

Andrew McIntosh

Andrew says that his talk will be:

“My journey growing up as a Savannah sailor and how sailing has led to Maritime College, Traveling the world by sea, and my career as a Savannah Bar Pilot.”



SENIOR TRYING TO RESET PASSWORD

WINDOWS: Please enter your new password

USER: cabbage

WINDOWS: Sorry, the password must be more than 8 characters.

USER: boiled cabbage

WINDOWS: Sorry, the password must contain 1 numerical character.

USER: 1 boiled cabbage

WINDOWS: Sorry, the password cannot have blank spaces.

USER: 50damnboiledcabbages

WINDOWS: Sorry, the password must contain at least one upper case character

USER: 50DAMNboiledcabbages

WINDOWS: Sorry, the password cannot use more than one upper case character consecutively.

USER: 50damnBoiledCabbagesShovedUpYourAssIfYouDon'tGiveMeAccessNow!

WINDOWS: Sorry, the password cannot contain punctuation.

USER:

ReallyPissedOff50DamnBoiledCabbagesShovedUpYourAssIfYouDontGiveMeAccessNow

WINDOWS: Sorry, that password is already in use.

COMMUNICATIONS CHAIR, Linda Howard

Here we go again! Hurricane season!

We all have horror stories about past hurricanes and our boats. Let's try not to repeat them. I know you probably have a checklist to "check" each year, but just in case...The BoatUS magazine's July issue has a great step-by-step list. Here it is, pared down a bit:

1. When a hurricane is forming, assume it will change course. **DO NOT WAIT!**
2. To follow the NOAA weather forecasts, don't rely on your smart phone app. Make sure you have a DSC-enabled (Digital Select Calling) built-in VHF or a single-sideband radio and a backup handheld waterproof VHF.
3. You need at least 2 bilge pumps, one electric and one manual. Also, installing a bilge alarm will alert you to water rising in the bilge before you can see it over the floorboards!
4. This next item is too well-written for me to change, so here it is in its entirety. "When there's a leak below the waterline, time is of the essence. You must be able to find it by swiftly checking the shaft and every single seacock and thru-hull fitting, in the dark, by feel (also the keel bolts, if applicable). Can you do this? If not, it's time to practice. To ensure that you know exactly where every seacock and other potential breaches are, so you can find and close them if water already has covered them, practice this in the dark to gain confidence. You should have a soft-wood bung (plug) of the correct diameter tied by a string to every single thru-hull (buy them at West Marine). If water is flowing in through a failed thru-hull fitting, or especially through a thru-hull impeller, use this bung to plug the opening, if it will, to stop or stem the flow of water. Seacocks must be lubricated every year to ensure that they open and close easily. (Some lube products work poorly underwater, so check to see what the seacock manufacturer recommends.)"
5. A leak is more likely to be caused by a ruptured hose, so check your hose clamps for rust. Always use two ma-

rine-grade stainless steel hose clamps at each end of a hose, not one; if one corrodes the other is a backup. For temporary repairs, there's always rescue tape that can be applied while wet or while water is coming in.

6. Keep owner's manuals for all major systems aboard your boat. However, it's always best to wait until you're safely at a dock or hauled out to make repairs.

7. When in your boat during a hurricane, always have an EPIRB, life raft, and ditch kit. And always wear an inflatable life jacket with a harness tethered to the boat while on watch from dusk to dawn. Harnesses have a strobe light, whistle, and solid light. Anyone coming into the cockpit at night **MUST** wear their harness and clip **BEFORE** even stepping through the companionway.

8. If you have radar, **ALWAYS** use it in areas of restricted visibility.

9. Use horn signals according to the inland and international navigation rules.

10. Here's more well-written advice. "When it's dark or the fog rolls in, eliminating your visibility in a busy shipping lane, you can use VHF channel 16 which is used **ONLY** for hailing, to give a safety message, called *sécurité* (se-CURE-ih-tay), to other boats within close proximity. Speak clearly into the mic: **"Sécurité, sécurité, sécurité. This is the XX-foot (power, sailing, fishing) vessel (boat name) traveling (direction) at XXX degrees, in (zero, limited) visibility at X knots just off (location). My position is XXXXX latitude, XXXXX longitude. Standing by for an concerned vessels on channel 16 and 13."** Then switch to channel 13 and repeat the same message. Channel 13 is the commercial bridge-to-bridge chan-

nel. Skippers from nearby vessels who follow you to the new channel can answer you. Then you both can determine your courses and headings, and discuss how you'll pass each other safely. You'll need a chart of the area and GPS to accomplish this."

11. "When you have a mechanical problem, as soon as possible issue a *sécurité* as described above, and state your problem so that other boaters and TowBoatUS will become aware of it and learn your location. If the problem worsens, broadcast a "pan pan" message, which is reserved for those with an urgent problem that is not life-threatening at the moment. If you lost the ability to communicate, however, you've identified your position and problem - a crucial first step in case help is needed. "Mayday" is reserved for situations where human life is in danger and rescue is requested

12. When off on a trip, or taking your boat out of sight of land, give your float plan to a responsible person. Also, make sure your registration information for your EPIRB or GPIRB is up-to-date and that you have up-do-date emergency-hailing equipment such as current flares.

For more information and help, go online to boat.us.com/hurricanes. View the BoatUS Active Storm Tracker, download their free how-to guides, watch true how-to videos, access their extensive library of hurricane articles, and download the BoatUS App. Then turn on notifications to receive real-time updates on storms that may be headed your way.



MEMBERSHIP CHAIR, Nick Robertson

Winding from the Slovakian border through Hungary's green northeastern hills, past the venerable Rákóczi Castle of Sárospatak and the world-renowned vineyards of Tokaj, the Bodrog River cuts through gorgeous natural scenery laden with wild deer and waterfowl sunning alongside its leafy banks, while fish occasionally flop atop its surface to pleasantly disturb the prevailing serenity with splashes and ripples in the slow-flowing current.

A beautifully bucolic scene, to be sure, but perhaps you're asking what the heck any of this has to do with the Geechees? Well, it just so happens that two club members — yours truly and my lovely fiancée, Petra Berende — had the chance to take a little Bodrog boating excursion during an intoxicating Tokaj getaway this summer.

While lodging on an upper floor of the newly opened Mercure Hotel Tokaj Center, with our room overlooking the confluence of the Bodrog and Tisza rivers, we spotted many pleasure boaters drifting by in varied vessels ranging from kayaks to a large tourist ferry. After resisting the temptation to rent a canoe and paddle around for hours in the blistering sun, we instead boarded a shaded river-touring powerboat that could accommodate about 20 passengers — but for this journey it would be just us, two other Tokaj visitors, and the gregarious captain.

The captain makes this voyage up the Bodrog and back every hour from early morning till sundown, yet he seemingly never tires of its riparian beauty, at least according to (what I could understand of) his lively descriptions of the river's ample flora, fauna, and fascinating history. I'm afraid that my knowledge of the Hungarian language remains too rudimentary to properly translate any of

the captain's flowing narrative here, but feel free to ask Petra all about it.

We'd traversed about a mile upriver at an easygoing pace before slowing down to admire a family of ducks occupying a floating log hemmed by lily pads...when our peace was shattered by the blaring horn of that aforementioned tourist ferry, approaching hot on our heels. As the startled ducks flew away, the captain cursed (I understood that much) and instructed us to hold tight before opening the throttle and zooming further upriver.

With the ferry now out of sight around several bends of the Bodrog, we slowed down to again enjoy the placid scenery before it was time to turn around and head back to Tokaj's riverside docks. But since there were so few of us aboard, the captain graciously extended every passenger an opportunity to take the wheel and steer the boat ourselves for awhile, an offer that Petra and I eagerly accepted.

Thus, not only did I gain experience with piloting a powerboat amid a relatively slender river, but my Hungarian-language skills were also tested as the captain repeatedly urged me to steer back toward the middle. (Apparently the captain knew Petra was a native Hungarian speaker needing no linguistic practice, because he didn't issue a single command while she confidently clutched the wheel and skillfully maneuvered the boat right down the river's center.)

All too soon our hour-long voyage came to an end, and we were back to floating around in the hotel pool instead — but if any *Rhumb Line* readers ever get the chance to visit Tokaj, don't miss out on taking one of its river tours...or sampling the region's

exquisite wines.

However, this wasn't the only river ride we've enjoyed since I returned to Hungary this summer. In the heart of Budapest, a public passenger ferry serves as an especially romantic way to admire the city's most famous sights, from the neo-Gothic Parliament building to the Chain Bridge and nearby Royal Palace to the imposing Citadel at the peak of Gellért Hill. During this short but memorable passage, we certainly weren't feeling blue on the Danube!



SECRETARY, Audrey Debien

We moved from Boynton Beach, Florida, to Midway, Georgia, on October 28, 2021. We have now been here for almost 2 years. So much has happened in those two years. We've met many terrific people, including our Geechee friends!

Our home in Midway is far from most social activities that we enjoy. Consistently we are asked "why did you choose a home in Midway?" The answer is, because we like our property enough to drive long distances to doctors, shopping, restaurants, Savannah, and Geechee events! I get tired of driving up and down I-95, BUT I never get tired of the view over the marshes in my back yard!

We wanted our new friends to see our home, so I offered to host a pool party for the Geechees! Mary Ellen accepted, and we made the plans for July 21. I wasn't sure how many would be willing to make this long drive to Midway, but I was optimistic!

Dave made sure that the pool was sparkling clean and the grass mowed! I prepared the inside of the house. On the day of the party, Mary Ellen came early with a van-load of supplies! Everything we needed for a party was in that van! We finished preparations and waited for the guests!

As you all know, the turnout was GREAT! We had 19 Geechee friends at the party, including me, Dave, Joan, and Carl. Some enjoyed the pool while others stayed in the air-conditioned sunroom to visit!

The food was terrific! I flipped burgers out at the grill while Mary Ellen toasted buns and Pam helped run food into the house! The guests brought a delicious variety of food, too! A nice selection of beverages were

supplied by Mary Ellen.

Thank you to all who made the long drive to our home and party! We will do it again sometime!

Now you have seen why we choose to live in Midway!



SOCIAL CHAIR, Mary Ellen Sprague

Geechee Parties: Past, Present, and Future

Pool Party: Many thanks to Audrey and David Debien for opening up their home, pool, and dock for our party. I arrived early and set up at record speed thanks to all of their help. After that, they allowed me to use their guest room to take a much needed nap. Audrey was a wonderful grill master and did her best to meet everyone's requests. The large pool and the large room overlooking the pool were delightful. The view was spectacular. Again, from all the Geechees, many thanks.

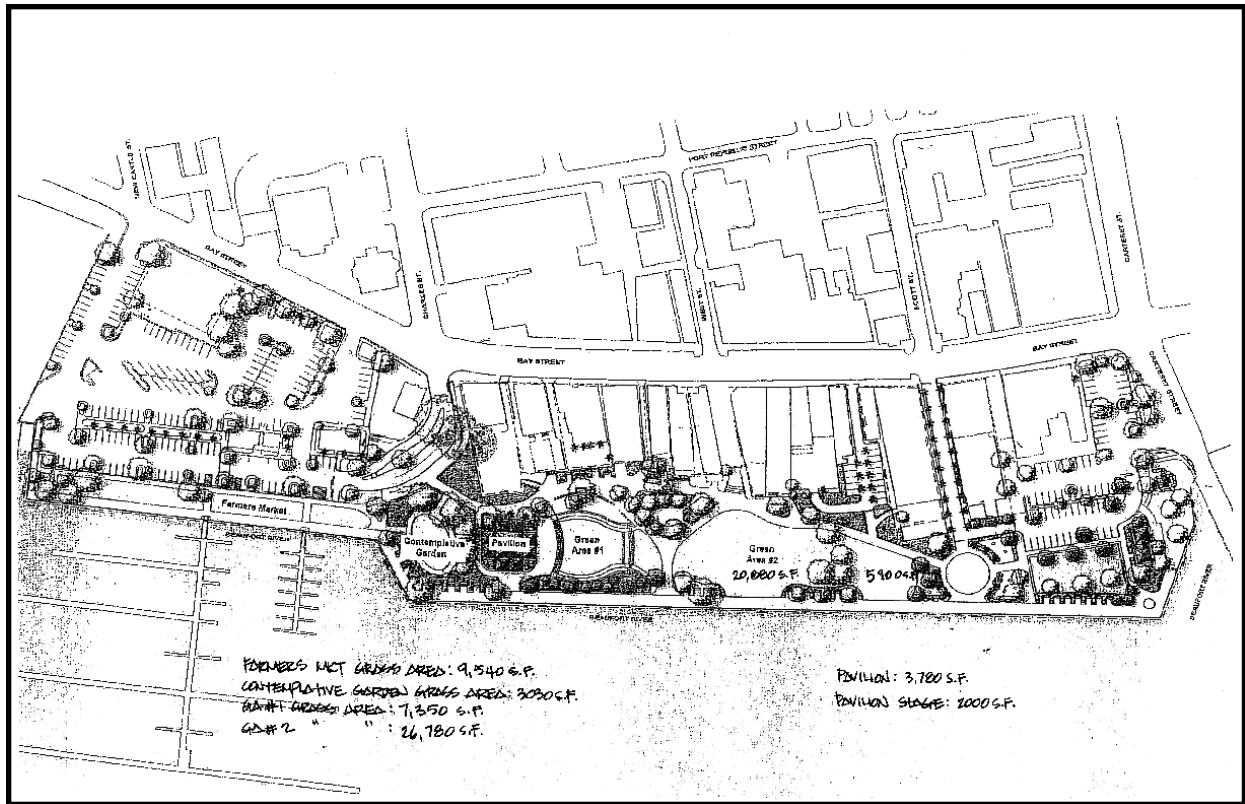
Labor Day Social Events in Beaufort:

Saturday, September 2, Cocktail Party in the Pavilion at Henry C. Chambers Waterfront Park, 5:00 p.m. I will provide a double folding table, table cloths, cups, ice, plates, napkins and non-alcoholic beverages. Please BYOB as well as an appetizer or dessert and chairs. Small tables are also helpful, if you have some.

Sunday, September 3rd Brunch: 10:00 a.m. in the pavilion. Please bring a breakfast dish, chairs, and small tables. I will also bring the same items as above. If you need to store food in my condo or have any questions, please call: 912-

659-0103. Linda Howard also sent an email with more details of the weekend.

Change of Watch Party: Saturday, November 11th at the Savannah Country Club. Please mark your calendars.



SOCIAL CHAIR, Mary Ellen Sprague (continued)

SARA'S FOODIE GUIDE TO BEAUFORT

COFFEE SHOPS

1. **City Java**, 301 Carteret Street, just up the street
2. **Urban Brew** 2139 Boundary Street. Delicious Waffles, Avocado Toast, coffee options and fresh café food
3. **Carolina Cider Company Downtown**: 102 Bay Street (in back) Enjoy a beautiful view of river
Second location on the way to the Beach: 507 Sea Island Parkway
4. **Beloved Coffee** Enroute to the Beach 872 Sea Island Pkwy in the pink house

WALK OR BIKE FROM THE TOWNHOUSE (All are close by):

1. **Lowcountry Produce** 302 Carteret Street, just up the street: A beautiful renovation of the old City Hall building with delicious food for breakfast or lunch. Hot donuts made to order. Outdoor seating.
2. **Griffin Market**, 403 Carteret Street, just up the street: Reservations suggested. PRICEY! This small Italian place does not even have a sign! Pat Conroy, Beaufort's beloved author was a regular.
3. **Breakwater Restaurant**, 203 Carteret Street, just up the street: Oh boy! I discovered they have an amazing lunch menu, and my husband Gary loves the dinner. The bartender Liam is super nice.
4. **Wren Bistro**, 210 Carteret Street, just up the street: This is a chic renovation in the former McDaniel's Coca Cola Bottling Plant building. *Thursday night is discount burger night*. The bar is comfortable.
5. **Old Bull Tavern Gastropub**, 205 West Street: Upscale dinner. Our favorite. Stylish menu that changes weekly. Even the gourmet pizza options are very good. Fun to eat at the bar or tucked away on the patio.
6. **Saltus River Grill** 802 Bay Street (in back): Upscale restaurant, white tablecloths or you can eat at the bar. A range of menu items for various appetites and wallets (sushi to entrees). Outdoor seating.
7. **Plums**, 904 Bay Street: Same owner as #7 Open for Lunch and Dinner. Porch seating with waterfront views.
8. **Hearth Wood Fired Pizza**, 802 Bay Street: Good atmosphere with pizza, salads, and pasta. Nice Bar.
9. **Blackstone's Café**, 205 Scott Street: Breakfast, lunch. New owner 2023. We haven't been since it was sold. Outdoor seating.
10. **Blacksheep** 1216 Boundary *By reservation only*. Upscale dishes & desserts with seasonal menu changes.

WALK OR BIKE- VERY CASUAL

1. **Herban Market**: Tasteful spot for coffee/breakfast/lunch. 1601 North Street. An easy bike ride-or a quick drive.
2. **Luther's**, 910 Bay Street. We go in old work clothes and feel at home. Cold Beer/Bar Food. Music Wed-Sat
3. **Hemingway's**, 920 Bay Street (in back) Quirky, popular with boaters and very casual. Outdoor seating.
4. **Paninis**, 926 Bay, *a bit* more upscale than #2 and 3 in the old Breeze Movie Theatre. Outdoor seating.
5. **Jah' Lion** 906 Port Republic Street. Opened 2022 Caribbean Food. I have not been yet.

YOU WILL NEED A CAR FOR THESE:

1. **Fish Camp** At the end of 11th Street in nearby Port Royal, SC. Right on the docks. A good all-around family seafood place. Similar fare to **Dockside** on Lady's Island both with outdoor seating and nice water views.
2. **Madison's**, 925 10th St, Port Royal, SC: I have not been however, the word is that it is incredibly good.
3. **Gullah Grub**, 877 Sea Island Pkwy, St Helena Island, SC 29920: pan-fried chicken, collards. I have not tried but Anthony Bourdain did.
4. **The Filling Station LOCAL DIVE BAR** 57 Sea Island Parkway Go for the outdoor seating and Friday live music
5. **Alvin Ord's Sandwiches** 1415 Ribaut Rd. Hearty sandwiches on homemade muffuletta bread. Great for picnics!

NEAR THE BEACH

1. **Beedos** 1634 Sea Island Pkwy Breakfast, burgers, shakes. New 2022! Closed Monday and Tuesday
2. **Johnsons Creek Tavern**, 2141 Sea Island Parkway Harbor Island. Right before you arrive at Hunting Island. Tavern food and drink very casual. I have not been in a while.
3. **Shrimp Shack** Open for lunch. Across from Gay Shrimp Company. Fried seafood and sandwiches.
4. **The Foolish Frog**, 846 Sea Island Pkwy, St Helena Island Hit or miss casual-outdoor seating overlooks the marsh.
MacDonald's Market a locally curated shop is across the street.



CRUISE CHAIR, Larry Sprague

The Labor Day Cruise will be to Beaufort from **Friday to Monday, September 1st through the 4th**. Dock and mooring space has been hard to come by, so we will be anchoring out. I am on the waiting list for both. I will probably take the boat over while Mary Ellen brings the car. Mary Ellen has rented a condo for the weekend, so if you need to refrigerate food or use the kitchen, please let her know (912-659-0103).

October's cruise will be to Bluffton during their Seafood and Arts festival from **Friday, October 20th to Sunday, October 22nd**. This is another great trip and I hope as many people as possible will join us, either by boat or by car. We will not be able to make it as we will be in Boston for the month of October because our daughter Anna is expecting their second child in the middle of the month.

God and Engines

"Believe me, my young friend, there is nothing - absolutely nothing - half so much worth doing as simply messing about in boats." Kenneth Grahame, *The Wind in the Willows*.

"Messing about in boats" includes a fair measure of "messing about with engines". This past month I embarked on three major repairs, out of necessity, on our Yanmar 3YM30 engine. Both the raw water pump and the fresh water pump needed replacing (leaking), as did the exhaust elbow which has a crack in it.

I am not a mechanic. Mechanical work does not come naturally to me. I do occasionally take pleasure in doing something mechanical when I am able to fix a problem without being left with an extra nut or bolt. The usual situation is that I get part way into a project and then get stuck. Often it is my fear of damaging a critical component because, in reality, I am little better than a monkey banging around with a hammer with the hope that I can make the thing work.

My father provided me with little training. As a Yale graduate in mechanical engineering, he could explain how an engine worked, but all repairs were outsourced to the local garage. He would say, "I am an engineer, not a mechanic". I picked up a few skills as a mechanic's helper at the Savannah Sugar Refiner during my college summers. One of the lasting lessons I learned was to not torque a nut or bolt too tightly. But there seemed to be a fine line between "tight enough" and "too tight". I also learned that "steel is heavy and steam is hot". Important lessons, but insufficient for the upcoming project.

I ordered both a new raw water pump and fresh water pump. One can rebuild the raw water pump, but it looked to be far simpler to install a new pump and rebuild the old one at my leisure and keep it as a spare. God laughed at my plans, as the purveyor of the new raw water pump said that delivery would be at least four to

six weeks. So I purchased a rebuild kit. With the rebuild kit in hand I went down to the boat, opened up the engine covers, gathered my tools, and said the following prayer of St. Benedict's: "First of all, every time you begin a good work, you must pray to him most earnestly to bring it to perfection."

First to come off were the serpentine belt and the raw water pump belt. This was accomplished only after much grunting, groaning and rivulets of sweat streaming down my face and body to the cabin sole. Yes, it is hot in a boat in Savannah in August. Next off were the hoses, which was not too difficult. I had purchased some picks to work under the hoses to facilitate removing them, and they actually helped. Removing the old raw water pump was next and was as straight-forward as anticipated. This "simple" project only took most of the morning.

Dawson kindly allowed me to use the work bench in the maintenance shop at his apartments. It also gave me access to a vise and some other equipment. Dismantling the raw water pump had its challenges, in particular with removing the shaft. I was afraid to hit it too hard on its head to remove it from the pump because if it were damaged, I would have to order a new one. Time to bring in an experienced hand, who arrived in the form of Mike Cowen. He cut a piece of hard wood to put at the top of

CRUISE CHAIR, Larry Sprague (continued)

the shaft to cushion the blows and was far more aggressive with swinging the hammer. The shaft was finely driven out and the pump disassembled. We cleaned up the old pump and then started to reassemble it using the various parts from the rebuild kit. Somehow, even with the aid of a schematic diagram, putting all of the parts back on in the correct order and with exactly the right spacing was much more challenging than it initially appeared it would be. Not a bad way to spend an afternoon, but it was still a full afternoon before the final screw had been tightened.

The next morning by the time I opened up the boat, the sun was starting to beat down on my enterprise. I opened up an umbrella to cover the companionway to block the sun. Removing the freshwater pump was straightforward with no real surprises, although taking off the hoses took longer than anticipated. Now all that I had to do was swap over two brass fittings from the old pump to the new pump. What initially appeared to be a simple and straight-forward task expanded into something more complicated than I was able to do on my own.

I again darkened the door of Dawson's machine shop and put the old pump on the vise. First I reviewed some YouTube clips on how to remove piping. I used a liberal amount of PB Blaster at the joints, waited 15 minutes and then tried to turn the pipe. No luck. Next I banged around the joint in an at-

tempt to knock off anything that might be interfering with loosening the part. Then I started committing various random acts of violence on the fittings. One of the videos mentioned that applying heat, in the form of a flame could help loosen stuck fittings. I thought this might stretch the limits of Dawson's hospitality and possibly the limits of his insurance policy. It was time to again summon the genie from his lantern. Mike was not immediately available but he said he would "get'er done" in the morning.

Friday morning I returned to the boat with the old brass parts to complete the job. My attempt to complete the project on Friday was as about as successful as the charge of the light brigade. ("Theirs not to reason why/Theirs but to do and die/Into the valley of Death Rode the six-hundred".) It was not clear as to how the new pump should be reassembled. The available ports in the new fresh water pump in which to screw the fittings did not correspond to what I remembered. Schematics from the manuals did not show where the fittings should go. I then did a close comparison between the old and new pump and discovered that the new pump had a plug where one of the fittings should go. I only needed to remove the plug, screw in the fitting, and all would be well.

"Only" turned out to be more time-consuming than I initially thought it would be. First, the removal of the plug required a large allen wrench

which I did not have. Another trip to Ace Hardware. Back at the boat, it quickly became clear that I needed a vice to exert the pressure that would be required to remove the plug.

I called Mike (again) and met him at Dawson's shop. Within five minutes we had the plug off and I was on the road again back to the boat. By the time the brass fittings were installed and the pump was mounted again onto the engine it was time for dinner. The project's completion would have to wait for the next day. It shouldn't take too long.....



RACE CHAIR, Angela Margolit



Yours truly and Hannah Burtnik represented the GEECHEE Sailing Club in the SAYRA – Women’s Club Championship, SCYC-Windmill Harbor, Hilton Head on July 22-23. All teams were provided Harbor 20s by SCYC, and we had to swap boats after every race!

The first day we had five races, and the second day we intended to have three but had to stop due to thunder and lightning after two.

So the very first race we were KILLING it, but then yours truly tried to jibe quickly after rounding a mark and found out (later) that you can’t do that on a Harbor 20 as the rudder comes out of the water! It took me a few seconds to recover, and we ended up coming in third (out of four boats). But the next race we took first to save face. Overall, we finished third, coming behind the

second place team by one point. We learned the hard way that when teams swap boats, some people loosen ALL the lines. So next year...watch out!

Club Champs Results Womens

Team	R1	R2	R3	R4	R5	R6	R7	Total points
CORA	1	3	1	1	1	1	1	9
LNVC	2	2	4	2	3	3	3	19
GeeChee SC	3	1	2	4	4	2	4	20
CHYC	4	4	3	3	2	4	2	22

Club Champs Results Co-ed

Team	R1	R2	R3	R4	R5	R6	R7	Total points
CHYC	1	6	1	1	3	4	1	17
Carolina YC	2	4	4	4	1	2	2	19
LNVC	3	3	3	2	4	1	4	20
Columbia YC	8	7	2	7	2	3	3	32
Atlanta YC	5	1	7	3	5	5	8	34
SCYC	6	2	5	5	7	6	6	37
Carolina Sailing Club	4	5	6	8	8	7	5	43
CORA	7	8	8	6	6	8	7	50

This event was very unique this year in that the Co-Ed teams from eight clubs raced on the same days. On Saturday evening we had a full buffet dinner, and Sunday we had wings (see photo).

I didn’t know I was supposed to bring our club burgee, but thankfully I was wearing the Geechee hat, so I am pointing to it in both group pictures.



RACE CHAIR, Angela Margolit (continued)

Bi-Weekly Beer Can Regatta at the Landings

From May through September, the Landings Sailing Club holds a Beer Can Regatta out of the Landings Harbor Marina. We go out on the Rhodes 19s or J/24s – but don't really "race". It's really about getting together at the Dockside Bar afterwards for food and alcoholic beverages!



If you would like to be my guest, let me know! This picture is of my husband Mike and Brian Burtnik (Hannah's husband):

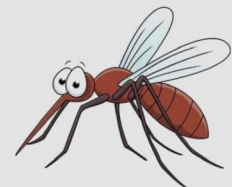
August 26: Hook Race, from Hilton Head to Savannah – since I had to turn in this article by the 26th, I'll write about this in the October issue!

And in closing: my friend Peggy just visited Ireland and came across this saying in Scots Gaelic over the fireplace at the Mishmash Bar in Tobermory, Isle of Mull:

" Understand the boat and the boat will understand you".



I wish mosquitoes
sucked fat
instead of blood.



TREASURER, Dawson Long

The annual Hook race was held on August 26th this year. Just as the Geechees discovered the renovated Palmetto Bay Marina, the Hook Race committee also agreed that it was affordable and appealing. We enjoyed the captain's meeting at the Black Marlin restaurant which offered good food and live music.

The next morning, we motored out to the starting line. We fought the incoming tide and the low winds from the eleven o'clock start. Most of the non-spinnaker boats could not manage to get too far out the Savannah River channel before they realized that they could not finish the race in time. The race was called at 6 PM. Many racers had retired before then due to the unproductive winds. The winds did pick up to drive the few

remaining competing boats across the finish line.

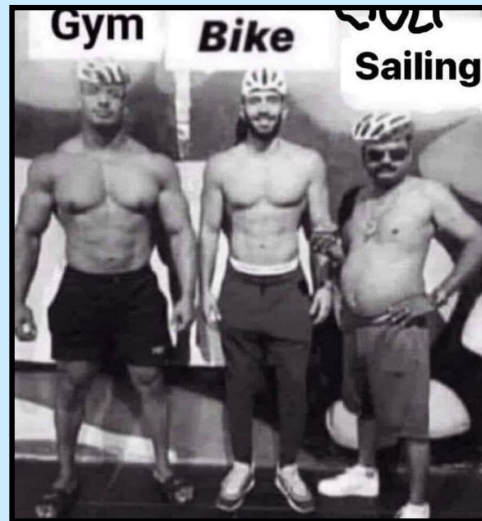
The contingency plan was to have each racer call in their time rounding the R2W mark if the conditions produced a slow race. The winds were too slow, and the tides were so strong that most racers, including our boat *Andiamo*, turned around before we could get past the Savannah River Channel. The race is always invigorating, but this year was a test of wills to continue or not.

When we were tested by offering another competitor to race to the next buoy, they called our bluff. They picked a buoy much farther along the course, because they began to catch up in the progressively higher winds. *Andiamo's* consensus among the crew was to cede to their bluff.

They followed us inland shortly after. Their crew certainly had a better poker face.

The race results have not been posted, however you can know that *Andiamo* had a great race.

The balances are as follows: the checking account is \$1,261; the Vanguard account is \$18,070.



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.



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:

L U A D _ _ _ _ _

R T A T S

C E U R T

D Y N A D

Answer to July's Scramble: L O T T

TIGHT

HOLD

TRIED

FOLD

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.

- Alice Robinson on death of Hugh.
- Anna Highsmith dealing with lung cancer and chemo.
- (Me) Linda Howard - Had major back surgery July 19. Dealing with pain.

2023 OFFICERS

CommodoreLinda Howard
Vice Commodore..... Tommy Howard
Secretary Audrey Debien
Treasurer..... Dawson Long
Past Commodore.....Larry Sprague
Social Chair Mary Ellen Sprague
Cruise Chair Larry Sprague
Race Chair..... Angela Margolit
Membership Chair.....Nick Robertson
Communications Chair/Editor.....Linda Howard
Member-At-Large.....David Debien

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