



GEECHEE SAILING CLUB

RHUMB LINE



COMMODORE, Angela Margolit

Your new 2026 Board has already been very busy with making some exciting plans for the coming year! One of the requested action items was to again hold Board Meetings in person. As you may know, since Covid, we were just meeting via Zoom. The next one will therefore be at my home (on January 6th). Let me know if you'd like to join us!

THANK YOU Larry Sprague for stepping up to be Vice Commodore! We already have some exciting speakers lined up (see the following). I am very thankful for all

of the Board members who have been very supportive. Looking forward to spending some time with them - and all of you - in our club meetings and events!

Of course I have some goals for us, including:
Increasing our exposure to the Savannah Sailing Community
Increasing our exposure to the City of Savannah
Increasing our membership, especially with other boat (motor or sail) owners

Regarding that last goal, the Board voted on 12/1/25 to reduce the membership dues to \$100 for couples, and \$75 for singles. For 2025, we had 27 memberships representing 44 people.

We have stated our club's purpose as "Fellowship on the Water". We primarily achieve this by Cruising (as no other club in Savannah does this as often and regularly as we do), Monthly Meetings to hear about water-related activities, and Socials. If you were at the Holiday Party on 12/8, you know that I talked about changing

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:

Saturday, February 14 - Valentine's Day Chili Cook-off, Marsh Harbor Clubhouse

Saturday, April 4 - Oyster Roast, Marsh Harbor Clubhouse

Cruises & Events

Saturday & Sunday, March 21 & 22 - St. Patrick's Regatta

Friday, Saturday, & Sunday, March 13-15 - Boat Show

Saturday-Monday, May 23-25 - Memorial Day Cruise

SPEAKER FOR MONDAY, JANUARY 12

SHANNON MATZKE
UGA Marine Extension Service
Speaking on the Barrier Islands



COMMODORE, Angela Margolit (Continued)

our club's name to incorporate the fact that not everyone owns a sailboat. The majority of those present said that we should NOT.

Please note that our Communications Chair, Linda Howard, will continue to send emails to the entire membership (but I will be sending messages directly to the Board members). She had recently forwarded you the latest SAYRA (South Atlantic Yacht Racing Association) newsletter. Our club is a member, and I also have an individual membership. Their next annual meeting is in Hilton Head, Jan. 23-25. I always try to attend this for at least one day. Want to join me?

However, as when I ran my company, I always have "an open door" so please feel free to talk to me di-

rectly about any questions, concerns, or suggestions for the club that you may have!

If a tree falls when no one is around to hear it...does it make a sound?



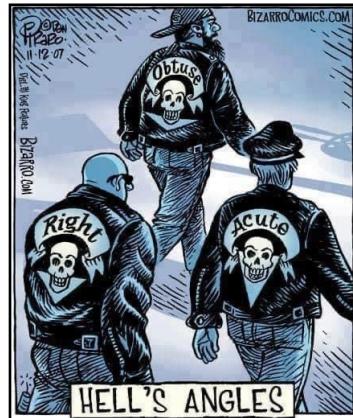
VICE COMMODORE, Larry Sprague

SHANNON MATZKE is our speaker this month. Shannon serves as the Marine Educator and Public Program Coordinator for the University of Georgia Marine Science Center unit where she leads marine science classes for Pre-K-12 students and teachers while managing and expanding education programs for the general public. She joined the team in 2024 after working as the lead Naturalist at the Ford Field and River Club in Richmond Hill, Georgia. She has worked on native habitat restoration and conservation projects in South Louisiana, the Bay Area of California, Southern Maine, and Coastal Georgia.

Shannon is from Houma, Louisiana, a town south of New Orleans on the Gulf Coast. Yes, there is land south of New Orleans. She

earned her bachelor's degree in coastal environmental science from Louisiana State University and her master's degree in biology from Georgia Southern. She loves exploring the outdoors looking for plants, birds, snakes, and butterflies and introducing people to the beauty and wonder of the Georgia Coast.

On Monday, March 9, **PHIL DELOACH** from the Coast Guard Auxiliary will be speaking.



Dogs will eat old pizza off the sidewalk, but try and hide a pill in some peanut butter and suddenly they're Gordon Ramsay.

VICE COMMODORE, Linda Howard (2025)/ Larry Sprague (2026)

NOVEMBER 8, 2025

Change of Watch at the Savannah Country Club.

Award Winners Were:

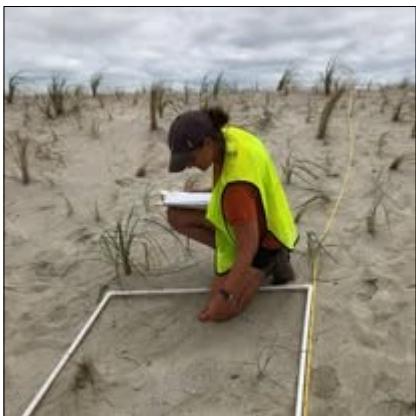
Cruiser of the Year - Dawson Long
Sailor of the Year - Angela Margolit
Most Club Support - Linda Howard

DECEMBER 8, 2025

Christmas Gift Exchange at the Marsh Harbor Clubhouse.

JANUARY 12, 2026

Shannon Matzke of the University of Georgia Extension Service.



FEBRUARY 9, 2026

Chili Cook-off on Monday, instead of regular meeting and speaker. This will be at the Marsh Harbor Clubhouse
(More information to follow)

Always for sale!

\$12/mug

\$10/water bottle

I will bring them to a meeting at your request.



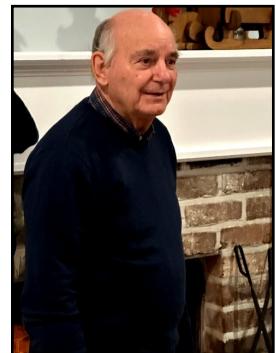
SOCIAL COMMITTEE, Tommy Howard

Christmas has come and gone and a new year is at hand. Those that missed the **CHRISTMAS GIFT SWAP** missed a good time.

Cindy and Linda did the decorations at the Clubhouse and did it well. I made a fire in the fireplace and all was set. Linda baked the “club” ham and others brought the rest of the food which was plentiful - and good, of course. We were prepared for a bigger crowd than the ones who showed up, but we had a great time.

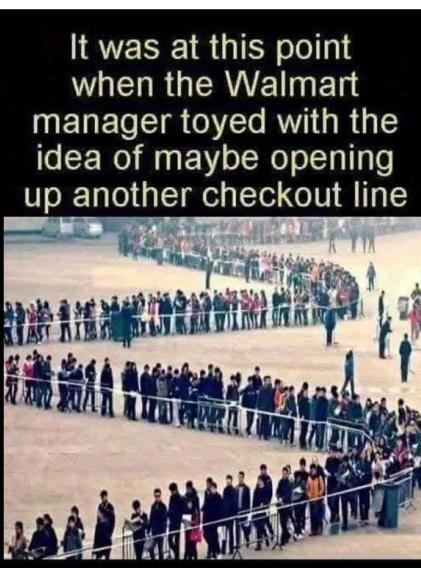
Numbers were drawn for the order a participant would choose his/her gift. I got two jigsaw puzzles, which was a great idea, because Linda and I always have one we’re working on. At the last minute, we made an effort to sing Christmas carols, but that didn’t work out since we hadn’t planned ahead and brought words to the songs. Also, there were a couple of good singers, but I wasn’t one of them. Both the tune and the words went by the wayside.

Needless to say, if you missed the party, you missed a good time.



SOCIAL COMMITTEE, Tommy Howard (continued)

Saturday, November 8, was our annual **CHANGE OF WATCH** which was held at the Savannah Country Club. Savannah Steve did the music and we did the dancing and eating! Awards were given and a new Board was installed. (See page 2 for the awards and page 15 for the new Board members.) Many thanks to Mary Ellen for the wonderful decorations!!



SOCIAL COMMITTEE, Tommy Howard (continued)



CRUISE CHAIR, Dawson Long

As Cruise Chair, I have assembled a tentative schedule for the year. Now there is no special theme that we are going to have on the cruises like "shirtless in the sound" or "sail naked". And I promise to not employ my shower on the lazarette.

Please share your concerns and new ideas for a cruise with me over the next few weeks. I would like to entertain the idea of a cruise to Brunswick. I would also plan on inviting sailors from the Chatham Sailing Club to join us on every cruise. We had such a great time with some of my Chatham friends to the back end of Wassaw last Memorial Day Weekend. I hope to add at least two options to go to Ro-

merly Marsh. Let us get some miles on our boats this year.

April 18-19, Saturday-Sunday - back end of Wilmington Island.

June ? to?, 5 days, Thursday-Monday - Brunswick Landing Marina.

May 23-25, Memorial Weekend, Saturday-Monday - to back end of Wassaw.

July 11-12, Saturday-Sunday - Elba Island/Savannah Back River.

August 14-16, Friday-Sunday - Palmetto Bay Marina, Hilton Head.

September 4-7, Friday-Monday - "After Labor Day Cruise" to Safe Harbor, Beaufort.

October 16-18, Friday-Sunday - Bluffton Seafood & Art Festival.



MEMBERSHIP CHAIR/SECRETARY (2025), Pam Allen

OUTGOING MEMBERSHIP CHAIR, PAM ALLEN

This article is to share some interesting information about our incoming Membership Chair - Scott Lawson.

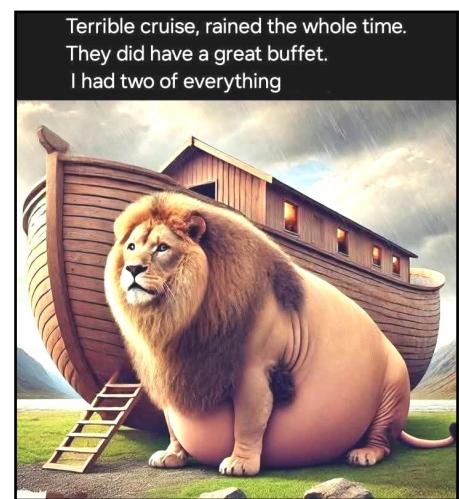
Scott first came to Savannah as a teenager in 1983 to attend a new little art school called SCAD. His work, prior to retirement, was in the television and motion picture business. But his connection to the water began long before he came to Savannah. Scott grew up sailing with his family on the mighty Chesapeake Bay where racing was his primary activity. Locally, he has owned and sailed a number of boats between 25 and 32 feet that were kept on Turner Creek on Wilmington Island. He joined the Geechee Sailing Club in 1991, and has held GSC board positions of member-at-large and race co-chairman.

For many years, Scott lived aboard

a sailboat while cruising and racing and traveling for work between Maryland and Florida. Most recently, Scott sailed and raced one-design sailboats with family on the Rappahanock River in Virginia aboard his father's Cape Dory Typhoon Daysailer. (I had to look up the term "one-design sailboats" and found that it means boats racing against each other that are similar or identical in design.) Scott currently owns a 19' O'day Mariner named NUGGET which he is seen happily steering in this photo.

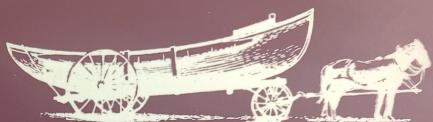


WE WERE DRIVING BY WHEN CHERYL SAID, "LIFE'S SHORT, LET'S STOP AND SMELL THE ROSES." SO, HERE WE ARE!
ROSE



Terrible cruise, rained the whole time.
They did have a great buffet.
I had two of everything

SECRETARY, Larry Sprague



It has been a pleasure being your Cruise Chairman over the last year. Upon the start of the new year, I turn the helm over to Dawson as the incoming Cruise Chairman and look forward to joining all of our members, whether by sail or power, in next year's adventures.

Over the last several summers we have rented a house during August at Hull beach, which is on the southern edge of Boston Harbor. This past summer we visited the Hull Lifesaving Museum, more formally known as the Point Allerton U.S. Lifesaving Station. This station had its origins as a volunteer effort lead by the Massachusetts Humane Society (MHS), beginning in 1786. The Massachusetts Humane Society was the country's first-ever organization with a mission of saving distressed mariners. The MHS established emergency huts along Massachusetts beaches for mariners who washed ashore (the first was placed in Scituate in 1787) and commissioned the country's first-ever lifeboat (placed in Cohasset in 1807). The society eventually maintained a network of 78 MHS lifeboats and 92 huts and boathouses along the Massachusetts coast, and it continued its coastal presence and activities until the 1930s.

In time, the federal government started funding the MHS, and then used it as a model for its U.S. Lifesaving Service (USLSS), founded in 1871. The USLSS and Revenue Cutter service would be merged in 1915 to create the Coast Guard. One particular stretch of sand in Massachu-

sets neatly encapsulates this evolution: On the outer beach of the eastern-facing shore of Cape Cod, wrecks had become so common—3,000 were recorded from 1626 on—that the need for a lifesaving capability there was one of the inspirations for the creation of the MHS. By the time the USLSS was incorporated, there would be nine full rescue stations along this one length of beach. Eventually, that infrastructure would be replaced by a Coast Guard presence, and the shoreline there still bears the name that resulted from this legacy: Coast Guard Beach.

While that particular beach is named for the nation's present-day professional lifesavers, it is important to remember that it was the MHS that oversaw coastal rescue operations there for nearly 100 years. And it is perhaps even more important to note that the crews of the MHS were entirely made up of volunteers. In the history of Massachusetts, for almost a century, it was the citizens of coastal communities that stepped forward to risk their lives in order to save others at sea. The legacy of the MHS, then, is not merely as a forerunner of the USLSS and the Coast Guard, but also that it tied the citizens and towns of Massachusetts to the work of lifesaving at sea. That is a story of American volunteerism and heroism whose legacy lasts to the current time." (*The Rescue Coast: The Lifesaving Legacy of Massachusetts' Shores | Naval History Magazine* - June 2021 Volume 35, Number 3)

The most famous lifesaver of the MHS was Joshua James, born November 22, 1826 and a native son of Hull. At the age of 10 Joshua witnessed the sinking of the schooner *Hepzbah* in the Hull Gut, only a half mile from safe harbor, which resulted in the death of his mother and baby sister. Joshua's lifesaving career began at age 15, when he leaped aboard a surfboat manned by other volunteers from the local MHS chapter at

Hull to rescue survivors aboard the *Mohawk* which was being "hammered shapeless" off Nantasket Beach. Over the course of his life, Captain James was credited with rescuing over 500 mariners.

One of Captain James' most significant rescues occurred during the hurricane of 1888. Per Wikipedia: "The hurricane of 1888 came in the guise of a north-east gale and snowstorm accompanied by extremely high tides, and 100 mph (155 km/h) winds created tremendous surf conditions. The snow and sleet in the early part of the storm gave way to rain. Early in the day of November 25, 1888, Captain James and a few hardy beachmen climbed to the top of Telegraph Hill, where through nearly blinding snow and wind they observed five schooners and one coal barge anchored off an area southeast of Boston called Nantasket, attempting to ride out the storm.^[6] With the intensity of the storm growing and sensing that it was only a matter of time before some of the ships at anchor yielded to the storm, Captain James notified his volunteers to be ready for service, and about two o'clock ordered patrols all along the ocean shore.^[2]

The beach patrols had hardly begun when the schooner *Cox and Green* was discovered broadside to the beach. When Captain James judged the seas too heavy to risk launching a rescue boat, the beach apparatus was called upon. With the assistance of local residents, Captain James and his men rescued the entire crew by rigging a breeches buoy to the stricken schooner. This was to be the first rescue of an extraordinary 36 hours during which 28 Hull volunteers would work in five crews to save 29 lives along the town's shores.

SECRETARY, Larry Sprague (continued)



No sooner than the last crewman from the *Cox and Green* was safely ashore, the schooner *Gertrude Abbott* had struck some rocks about one-eighth mile to the east of the *Cox and Green* and was too far out to reach with the line and breeches buoy. Because the night was approaching and the incoming tide was very high with the storm increasing in fury, Captain James decided the best course was to wait until low tide the next day. He ordered the surfboat *R.B. Forbe* brought on the beach abreast of the *Gertrude Abbott* and a bonfire lit on a bluff so the stricken vessel could be kept in view. During the evening, weather and sea conditions deteriorated so much that between 8:00 pm and 9:00 pm the crew chose to row out to the *Gertrude Abbott* during the night. Knowing that the conditions were extremely dangerous, Captain James told the men that only volunteers would be taken for the rescue attempt; all the men volunteered.

They launched the surfboat *R.B. Forbe* through the breaking waves and rowed to the wrecked *Gertrude Abbott* with two of the crew bailing constantly to keep the boat from swamping. After desperate rowing, the *R.B. Forbe* maneuvered under the ship's bow and a line was heaved from the surf boat to the schooner, and as the smaller craft was lifted by the cresting waves the eight sailors leaped one by one from the rigging into the surfboat. With 17 men aboard, they began the hazardous return journey to shore. Between rescuers and survivors, the *R.B. Forbe* was overcrowded, leaving little

room to work the oars. The overcrowding also made the boat even more difficult to manage. Within two hundred yards of the beach, the *R.B. Forbe* struck a rock, rolled one gunwale deep under water, and began taking on seawater. The occupants quickly shifted their position and succeeded in righting the boat. One surfman was washed out of the boat by a wave, but was reclaimed by his comrades before the sea carried him away. The surfboat was buffeted along at the mercy of the waves and struck rocks a number of times. With most of the oars lost or broken, the men managed with the few oars left to steer the *R.B. Forbe* toward the shore so that the waves might push her in. Captain James admonished everyone to stick to the boat as long as possible. Finally near shore the *R.B. Forbe* was thrown upon some hidden rocks and completely wrecked. The occupants promptly jumped out and scrambled to shore and safety. The schooner's crew were immediately taken to a neighboring house and given care. For the rescue that Captain James himself called "miraculous," all nine surfmen were awarded the Treasury Department's U.S. Gold Lifesaving Medal, the highest possible award.

Because the storm continued, Captain James ordered the surfmen to maintain a patrol along the beach to watch for more wrecks. At 3:00 a.m. word came of a third wreck, of the schooner *Bertha F. Walker*. This time the vessel had sunk and seven crewmen were stranded in her rigging. As the surfboat *R.B. Forbe* had been wrecked in the rescue of the *Gertrude Abbott*, volunteers had to drag a second surfboat, the *Robert G. Shaw* four miles overland with the help of horses to the site of the wreck. At dawn, James and the rescuers were able to launch the second boat from the protected launch at Pemberton Point, but faced a six-and-a-half mile row in difficult seas to reach the *Bertha F. Walker* and save the seven men in her

rigging, who were in danger of perishing of exposure.

Just as they landed ashore with the seven men from the *Bertha F. Walker*, word came of two more shipwrecks, the *H. C. Higginson* and the *Mattie E. Eaton*. In addition to Joshua and his crew of the Massachusetts Humane Society, the crew of the U.S. Life-Saving Service station at North Scituate and Cohasset had also gone to the rescue of the *H. C. Higginson*. Captain James and his volunteers had to pull their beach cart with rescue equipment nine miles overland through snow and slush to get to the wreck site. Efforts to fire lines out to the *H. C. Higginson* failed due to debris fouling the lines, and the Cohasset and Scituate crews left the wreck site, so it was necessary to launch the untried surfboat, the *Nantasket*.^[D]

The rescue was extremely dangerous because the waves were breaking around the wrecked *H. C. Higginson*. Captain James took the *Nantasket* out twice. The first attempt failed after forty-five minutes of rowing when the boat hit rocks that knocked two holes in it, making it necessary to return to shore to make temporary repairs using lead patches. On the second attempt, the *Nantasket* was rowed close enough to the schooner for the men to throw a line on board the *H. C. Higginson*. The first sailor to be rescued was in the mizzen rigging; he came cautiously down the shrouds, tied the line around his body, leaped overboard into the sea, and was hauled into the surf boat. Four other sailors in the fore rigging, exhausted from their long exposure, had to work their way with great difficulty into the main rigging. There they fastened lines to themselves and in turn jumped into the breaking waters and were hauled one by one into

SECRETARY, Larry Sprague (continued)

the *Nantasket*. Once in the surf boat, they were taken safely to the shore, where the half-starved and half-frozen men were quickly conveyed in carriages to the home of Selectman David O. Wade of Hull. Not all of the crew of the *H. C. Higginson* were so fortunate. Three lost their lives: the captain and one sailor were washed overboard in the night and a third man died in the rigging from exposure.

By the time they were able to reach the site of the *Mattie E. Eaton*, the wreck had come so far up on the shore that her crew was able to get off on their own. The brigantine *Alice* was abandoned at sea, but late on the 26th the vessel had come ashore. Two salvors had gone aboard and needed to be rescued when their dory was swept away. Captain James and his crew took the would-be salvors off the wrecked *Alice*. The *Alice* was the last rescue of the Hurricane of 1888.

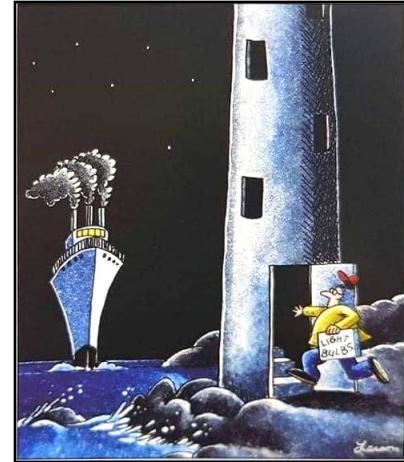
For his work at the scene of six wrecks during a two-day period and rescuing 29 people, Joshua James was awarded gold medals by both the Massachusetts Humane Society and the U.S. Life-Saving Service. James' United States Gold Lifesaving Medal is now in the collection of the United States Coast Guard Museum at the United States Coast Guard Academy in New London, Connecticut. The U.S. Life-Saving Service also awarded eleven gold and four silver medals to the other volunteers for their heroic efforts. The 1888 storm led to the construction of the Point Allerton U.S. Life-Saving Station one year later."

In the same year of the 1888 hurricane, an Irish poet, John Boyle O'Reilly, who had taken up residence in Boston, wrote the following about the American volunteers who manned the oars of the lifesaving boats:

"Let me speak for the men of Hull, the men who pulled on the oars in Captain James's boat – for I have the honor to know every one of them as an old friend. I know the James's themselves are Dutchmen by blood; that the Mitchells are Austrians; that the Popes are Yankees; that the Augustuses are from Rome, and the Galianos also are Italians. But what of their blood and their race? These brave men are neither Dutch nor Irish – they are Americans. And the men of Hull are types not only of Massachusetts, but of America."



Just got 30 minutes of cardio trying to pick up an ice cube from the kitchen floor.



RACE CHAIR/WEBSITE MGR, Angela Margolit

International Cruising Opportunity

The club with which I cruise from various charter bases around the world has announced a new one for 2026: Croatia!



Dates: September 12 - 19, 2026

Full Payment: \$1,500.00

Location of Charter Base: Trogir (near Split)

Includes: Boats (Catamarans and Monohulls), a provisions budget, and trip swag.

Does not include: Airfare, hotel pre- and post-cruise, dining ashore, travel insurance

Land tour: There will be a group doing a pre-trip land tour announced at a later date.

Cancellation:

Full refund prior to 1/1/26, minus \$25

After 1/1/26, refund is provided if a replacement is found, minus \$25

After 6/1/26, refund is provided if a replacement is found, minus \$300

Otherwise, there will not be a refund.

Space is limited: Please do not assume payment automatically gets you on a boat. If you are interested – or have any questions – feel free to contact me. Just don't wait too long!

Regatta News

McIntosh Cup

The Savannah Yacht Club hosted their annual McIntosh Cup over the weekend of Nov. 8-9. The first day “yours truly” beat the other J/24s when we had very light winds and very strong current (then went to the Change of Watch that evening!). The next day had very strong winds which made flying the spinnaker very challenging. The only Geechee ending up with a bullet for the weekend was Bucky Jones – whose boat is pictured in our St. Patrick’s Regatta “Save the Date” below.

Frostbite Series

This popular race series starts with one race in November, then is every-other week in the new year lead-

ing up to our St. Patrick’s Regatta. The first race of the Frostbite series was Nov. 15.

To sign up for Frostbite races, please click here: [Frostbite Signup](#)

For the Frostbite Notice of Race and Sailing Instructions, click here: [Frostbite NOR+SI](#)

Upcoming Regattas:

JANUARY

10: CSC/TLSC - Frostbite Series Race #2

24: CSC/TLSC - Frostbite Series Race #3

FEBRUARY

7: CSC/TLSC - Frostbite Series Race #4

21: CSC/TLSC - Frostbite Series Race #5

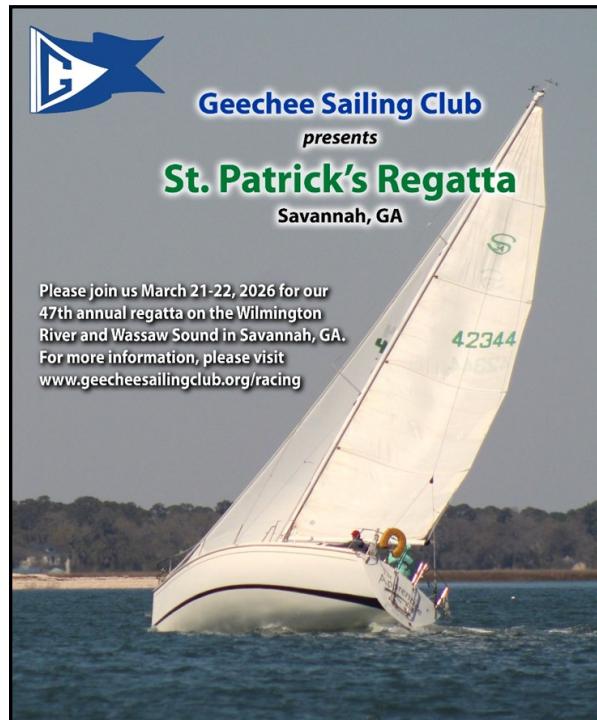
MARCH

7: CSC/TLSC - Frostbite Series Race #6

19-21: SYC - Deep South (19' Lightnings) Regatta

21-22: GSC - St. Patrick’s Regatta, Wilmington River/Wassaw Sound

Hope to see you all that weekend - on the water or at the Saturday night social!



COMMUNICATIONS CHAIR/EDITOR, Linda Howard

In November, Tommy and I, and his brother Jimmy and wife Terri, cruised on the *Caribbean Princess* to Martinique, St. Lucia, Dominica, and Antigua. Tommy and I had been there a couple of times already - the latest being November 14, 2019, with Tim and Judy. We went there again since it was a relatively short cruise, and because we wanted Jimmy and Terri to experience a cruise (since they had never been on one). On November 4, we arrived in Antigua to visit Nelson's Dockyard. (That's Horatio Nelson, not Horatio Hornblower. I used to think they were the same person.) 8>

Nelson's Dockyard is a cultural heritage site and marina in English Harbour, located in Saint Paul Parish on the Caribbean island of Antigua, of Antigua and Barbuda. It is the only continuously working Georgian era dockyard in the world. (Unfortunately, it is a little far for us to take our boats to be worked on.) It was built in the early 18th century and abandoned by the British Royal Navy in 1889. The dockyard is named after Admiral Horatio Nelson, who lived in the Royal Navy Dockyard from 1784 through 1787.

Today, the marina is part of Nelson's Dockyard National Park and the Antigua Naval Dockyard, and is also part of the UNESCO World Heritage Sites. It is also home to some of Antigua's sailing and yachting events such as Antigua Sailing Week, the Antigua Classic Yacht Regatta, and the Antigua Charter Yacht Meeting, as well as the North American Optimist Championships. I suppose Angela will try them out at some point!

ENGLISH HARBOUR

After the English colonized Antigua in 1632, the Royal Navy began using English Harbour as a safe haven. The first reference to the defense of English Harbour occurred in 1704, when Fort Berkeley was listed as one of the island's forts established around the coast of Antigua.

By 1723 English Harbour was in regular use by British naval ships. In September of that year, the harbor gained a reputation as a safe natural harbor when a hurricane swept 35 ships ashore that were lying in other ports while *HMS Hector* and *HMS Winchelsea*, both moored in English Harbour, suffered no damage. Soon British naval officers petitioned for the building of repair and maintenance facilities in English Harbour.

In 1725, the first dockyard, St. Helena, was built on the eastern side of the harbor. It consisted of a capstan house for careening ships, a stone storehouse, and three wooden sheds for the storage of careening gear. Naval operations in English Harbour soon outgrew the small original dockyard, and plans were begun in 1743 to develop the western side of the harbor with more facilities.

Construction of the modern Naval Dockyard began in the mid-1740s, on the western side of English Harbour. Enslaved Africans from plantations in the vicinity were sent to work on the dockyard.

By 1745 a line of wooden storehouses had been constructed (on the site of the present-day Copper & Lumber Store Hotel). During this time, land was reclaimed for the construction of wharves. Between 1755 and 1765, many additional buildings were added: quarters were built for the Commander-in-Chief (Thomas Shirley), additional storerooms, a kitchen, a shelter for the Commander's "chaise", and the first part of the present Saw Pit Shed. During this time, a stone wall was built around the Dockyard, and land reclamation for wharves continued.

Additional construction took place between 1773 and 1778: the Engineer's Workshop, the Guard House, the Porter's Lodge, the two Mast Houses, and the Capstan House were constructed; the first bay of the Canvas, Cordage, and Clothing Store was built; the walls around the Dockyard were extended to their present-day position; and the first naval hospital was constructed outside the Dockyard. By 1780, the dockyard also had boathouses, a water catchment, and a galley.

Many of the buildings in the Dockyard today were constructed during a building program undertaken between 1785 and 1794. The Engineer's House and the Pitch and Tar Store were built in 1785. The Engineer's Offices were built (and the Dockyard wall was extended to include them) in 1788. The wharves were improved and the northern side of the Saw Pit Shed was built in the same year. The Copper and Lumber Store

COMMUNICATIONS CHAIR/EDITOR, Linda Howard (continued)

was completed in 1789, and by 1792 the west side of the Canvas, Cordage, and Clothing Store had been completed. The Blacksmith's Shop also dates from this period. This building program overlaps with Horatio Nelson's tenure in the Dockyard from 1784 to 1787.

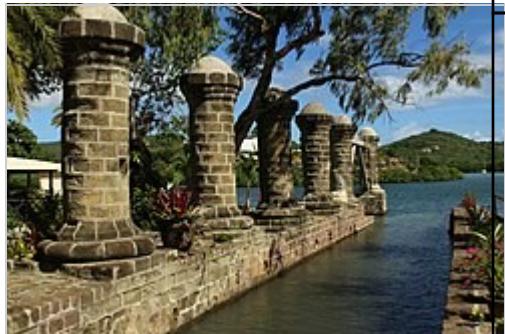


Admiral's Inn (the former Pitch and Tar Store)

However, the Society of the Friends of English Harbour began restoration of the dockyard in 1951, and in 1961 it was re-opened to the public. Among the original buildings are two hotels, a museum, craft and food shops, restaurants, and a large marina. Hiking trails radiate from the dockyard site into the surrounding Nelson's Dockyard National Park.

Oh yeah. Who was Horatio Nelson? He was a 5'4" one-eyed, one-armed, one-legged naval commander who became known for his achievements during the Napoleonic Wars, winning the

Battle of Trafalgar in 1805 and dying in the process. He was a captain before he was 21, a household name at 39, and killed in action just after his 47th birthday. He had quite a life and career, but that's a story for a different time.



Pillars of former Boat House & Sail Loft



In 1797, the Sail Loft and Boat House were built adjacent to the Engineer's Offices and Tar and Pitch Store; the pillars are still visible today. Around 1806, the Pay Master's Office was built, and in 1821 the Officers' Quarters building was constructed to accommodate the growing number of officers who accompanied their ships to the yard. The Naval Officer's and Clerk's House was built in 1855 and is now home to the Dockyard Museum.

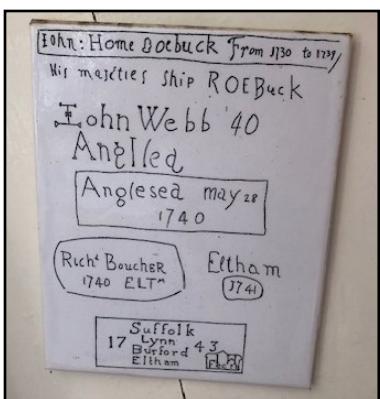
In 1889 the Royal Navy abandoned the dockyard, and it fell into decay.



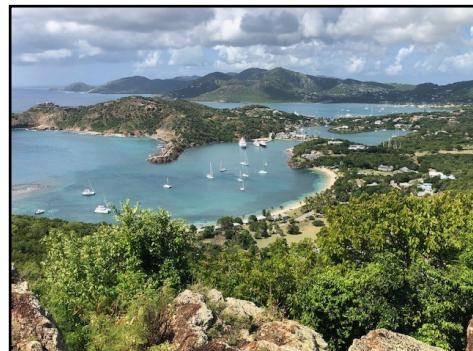
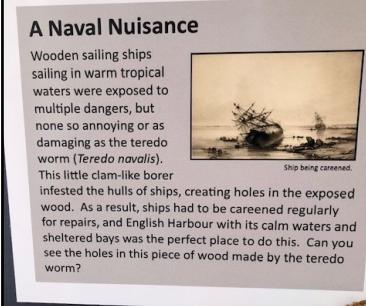
COMMUNICATIONS CHAIR/EDITOR, Linda Howard (continued)



Borrowed from 2019



Tommy's father was John Webb Howard; ancestors from England



Borrowed from 2019



Shirley Heights



FLOTSAM AND JETSAM

Unscramble each word, then take the letters that are underlined and unscramble them to come up with
A NAUTICAL TERM.

D R A M E M I

— — — — —

T I O E T L

M D A O N

I S P M R

Answer to Sept/Oct Scramble: B U R G E E

GLORY

TEEN

TURN

TUBA

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 will also get approval before entering any names into this column. Please text me at 912/658-7398.

2026 OFFICERS

Commodore Angela Margolit

Vice Commodore Larry Sprague

Secretary Larry Sprague

Treasurer Steve Allen

Past Commodore Linda Howard

Social Committee Tom Howard, Cindy Tutor,
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