

COMMODORE, Dawson Long

Greetings to Geechees and people who want to be members of the Geechee Sailing Club. I am living proof that if you talk about something long enough, you will write it into history. My endless big boat musings finally resulted in giving me an opportunity to be the Relief Captain on the *Cheers Charters* Morgan 445.

passion?" He also interviewed Jessie Cole of the Savannah Bananas. You can find us at Motivate-Multimedia.com. Captain Rob runs the *Cheers Charters* out of the Broad Creek Marina in Hilton Head. We sail into the Calibogue Sound toward Daufuskie for day and sunset cruises.

The Geechee Sailing Club is expanding its vast experience of members. We are the connection to fellowship and sailing knowledge in Savannah, so be encouraged that we will continue to meet and inspire your passion for sailing, motor-sailing, or just motoring.

I am working for the owner, Captain Rob Mechem, who is one of the newest members of the club. We met by a connection to a mutual friend, Chad Senkowski, who interviewed each of us on the theme of "What's your



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 CRUISES & PARTIES

Socials:
11/5- Change of Watch

Cruises:
9/4-6 - Harbour Town
10/22-24 - Bluffton

(Please make your own reservations at Harbour Town)

(see Larry's Article in March's RL for details)

MEETING THIS MONTH HILLIARD'S - MONDAY, SEPTEMBER 13

THE PROGRAM THIS MONTH WILL BE **COMMANDER J. BRENDAN HILLEARY** OF THE COAST GUARD AIR STATION SPEAKING ON WHAT CONSTITUTES AN EMERGENCY. WE'RE SURE HE WILL HAVE PLENTY OF RESCUE STORIES TO SHARE AS WELL.



VICE COMMODORE, Mary Ellen Sprague

Larry and I returned on the 28th after a wonderful visit to Boston to be with our daughter, Anna, who gave us our new granddaughter, Adeline Warner! Adeline was 7 pounds, 13 oz., and 20.5 inches.

We couldn't be prouder!

(She was about to sneeze,)



SOCIAL COMMITTEE, by Linda Meyer



Geechee Sailing Club Change of Watch

Savannah Yacht Club

Sail Loft

Friday, November Fifth

Two Thousand Twenty-One

Cocktails at 6:00 p.m.

Buffet Dinner at 7:00 p.m.

Dressy Casual

\$50 per person

Reservations & Cancellations by Oct. 26

*(Mail check to Linda Moore at 6 Windwalk Lane 31411
made out to The Geechee Sailing Club)*

CASH BAR ONLY

COMMUNICATIONS CHAIR, Linda Howard

Here is another follow-up article. If you read my description of the Salvage of the South Korean freighter *Golden Ray* in April 2020 and a follow-up mention in my article of June 2021, you can read all about the demise of the 4,200-car carrier ship as it left the port of Brunswick on September 8, 2019. It's hard to believe that it is almost 2 years now! (If you need a new copy, let me know and I'll send you one.)

The plan was to cut the wreck into 8 sections and haul them away. Step #1 was for Weeks Marine to drive 8 piles into the sea floor to install an Environmental Protection Barrier which included a large floating containment barrier for surface pollutants and a large double netting to contain subsurface debris (aka cars). The second step was to drain more than 320,000 gallons of oil mixed with water from the fuel tanks before demolition work began.

They then began cutting through the hull with a large diamond-cutting chain, lifting the sections onto a barge. From there they took them to a recycling facility that just happened to be next door to Brunswick Landing Marina where four of us Geechees were tied up in May of this year.

Our Savannah Morning News reported on August 1 of this year a recount by the Captain of that fateful day, Jonathan Tennant. He said that the shipwreck "was like nothing I have ever experienced in 21 years here before with a car ship." The trouble began during a turn near St. Simons Island when the ship began to list to one side. It happened so rapidly "that I was absolutely in disbelief," Tennant said. "And the ship - at some point in that turn - I real-

ized that I didn't have a ship anymore. You know, I instinctively am giving commands that a pilot would give, under crazy circumstances. But at the exact moment I was doing that, I'm not sure that I had the context that the rudder and propeller are already out of the water. Because it's like that. And all areas there's darkness, and alarms. The only thing that worked on that ship after the capsizing were alarms."

Experts testified at public hearings that the way its cargo was being carried was a key factor. A U.S. Coast Guard analysis found that unstable loading had left its center of gravity too high, making the vessel susceptible to rolling over.

Tennant, a native of Charleston, SC, was praised by the Georgia Legislature and others for getting help to the ship and coordinating rescue efforts while still onboard. At one point, the capsized *Golden Ray* was in danger of sliding from near the shore into the deep shipping channel - raising the specter that the entire crew could drown. But Tennant's distress calls reached a tugboat that raced over and pushed the hull back into sand to keep it out of the deep water. Eventually, Tennant was able to escape the wheel house of the overturned ship by sliding down a fire hose. He was then rescued by a member of the U.S. Coast Guard, describing it in his interview: "Some big dude just picked me up like a toy and set me on the deck."

THEN....

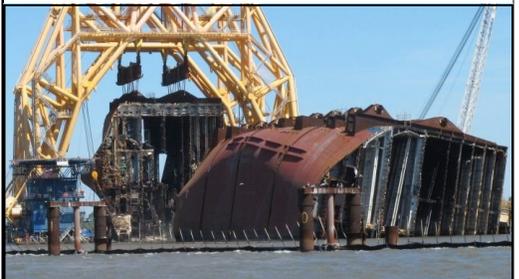
In Savannah Morning News on August 3, there was another article. This one began with "More oil

gushed into the water Monday from the remains of an overturned cargo ship being dismantled along the coast of Georgia where dozens of workers were still busy cleaning up thick bands of blackened sand from a weekend oil leak that fouled a beach popular with tourists." Seventy workers were dispatched to clean up 2.5 miles of beach and marsh grasses.

The oil started gushing when the crane straddling the shipwreck began lifting the 4-ton segment. The salvage team believes oil had collected in the ship's ballast tanks and came out through holes drilled to drain water from the partly submerged segment. They tried again that Monday morning, but a second leak began and escaped a protective barrier. Other setbacks that occurred were: lingering fuel sparked by a cutting torch may have caused a fire that engulfed the shipwreck in May, after which there was another large leak in July.

This latest article said that they are nearing the home stretch. Once the leaking sixth section gets hauled away by a barge, one more cut is needed to separate what's left of the ship into its final two segments.

The miracle of the wreck seems to be that, with all these setbacks, at least the *Golden Ray* did not end up blocking the shipping channel to the port. And, hopefully, those "who count" have learned an important lesson concerning the fine art of balancing ship cargo (or "Car"-Go").



COMMUNICATIONS CHAIR, Linda Howard (continued)

We visited a slightly larger boat in California in August...The Midway!



CRUISE CHAIR, Larry Sprague

The next cruise will be over Labor Day weekend. The plan is to go to the Harbour Town Marina, arriving on Saturday, September 4th. Cocktail hour will be held on *Wait for Me* thanks to Tim & Judy Grisette. On Sunday morning there will be a brunch and then we will go on bicycles to the south end. In the past, most people have eaten out Sunday night. I expect most people will leave Monday morning.

To make a dock reservation: <https://www.seapines.com/marina/harbour-town-yacht-basin-rfp.aspx>

Phone: (843) 363-8335

Sea Pines Bike Rentals:

Address: 100 N. Sea Pines Dr, Hilton Head Island, SC 29928

Phone: (843) 842-1890



ALWAYS AVAILABLE

If you don't have any already, you will definitely want them! 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, 658-7398). Everyone loves them, so you won't be disappointed. The bottles are \$10/each and the mugs are \$12.



SECRETARY, Kim Breland

In the July Rhumb Line, I wrote about the Cockspur Island Lighthouse and all the renovations taking place. Recently, David and I decided to take a drive out to Ft. Pulaski and go for a walk on the Lighthouse Overlook Trail to have a look.

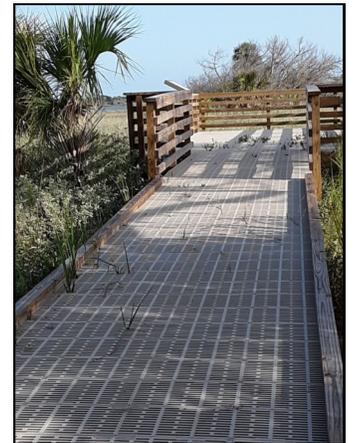
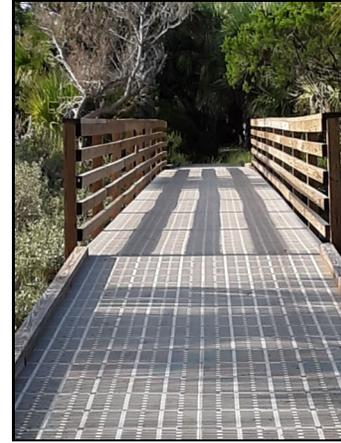
Traveling to the north of the fort, we quickly found the trailhead and began our hike. There had been a low tide an hour earlier, so there wasn't any water on the trail to navigate around. The trail itself is mostly shaded. The late afternoon sun filtered through the trees onto the sand trail. A gentle breeze rustled the palms, the sound lulling me into a vacation state of mind. Fiddlers scurried out of our way leaving only a scrappy few with their claws poised for business watching us as we passed by!

We soon came to a new boardwalk that allowed us our first glimpse of the lighthouse while on the trail. After a brief stop, we continued on the boardwalk, passing over muddy areas and tidal pools. We traveled another short segment along the sandy path and then arrived at another boardwalk and the new observation deck. The boardwalks and deck are constructed with a synthetic material in a grated shape instead of lumber. This is presumably for peak high tides and will allow the water to flow through and not stress the construction.

The Cockspur Island Lighthouse is still a distance away and binoculars are necessary for a close look. The scaffolding around the lighthouse was still in place, but the workers must have already called it a day. It was very nice to be able to leisurely view the lighthouse.

The return trip was just as pleasant but with a surprise in store. We heard a commotion on the side of the trail in front of us and were astonished to look over and see a coyote bounding away!

The Lighthouse Overlook Trail is about 1.7 miles in distance. In addition to binoculars, don't forget to bring your bug spray!



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FAKE GNUS



"Allrighty now...can you tell me what level your pain is at right now?...Mr. Stimson?... Well, I'll just put down three."

RACE CHAIR, Angela Margolit

This summer has been a pretty busy one with respect to sailing! Did you know that there are charter companies here in Savannah that give two- and four-hour tours?

Since I'm a USCG Master Captain, I work for one of them out of Lee Shore Marina:

<https://sailsav.com/>

This summer was crazy busy. One week we had at least one sail a day for six days straight! Almost all of the passengers are from out of town, and there have been numerous bachelorette parties.

(Customers are allowed to bring whatever they want to eat or drink.)

Enjoy the pictures!



Unbeknownst to me and my crewman, a young man proposed on our bow! They were a couple from Kentucky and worked together at a hospital.



We are connected to the Elope Savannah website as an add-on package. After the ceremony in Forsythe Park, the bride and groom came on the cruise for photo ops.



This group of young moms from Maryland takes a trip every year. One of them has a promotional items business. Check out the writing on their caps ("Gurl's Trips, Cheaper Than Therapy")!



Note the power boat getting great photos - at sunset no less!

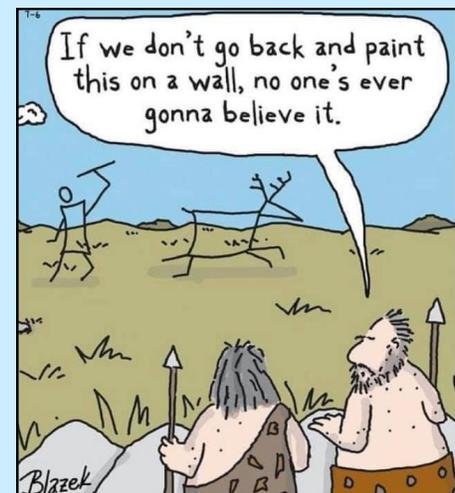
TREASURER, Pat Howard

\$\$ 2021 Financial Results \$\$

The financial results for the Geechee Sailing Club are favorable to plan year-to-date. Expenses remain on plan while the Vanguard investment has grown 8.6%.

We are current on our expenses and expect little activity in September.

Please let me know if you have any questions.



Can You Solve These Puns?



MEMBERSHIP CHAIR, Linda Meyer

We had a wonderful meeting in August. It was great to hear about Tim and Judy's trip to Eleuthera and see all their beautiful slides.

We were fortunate enough to have four visitors:

Jim Nettles from Savannah visited with us. He is a friend of Dawson and we hope he visits us again and joins.

Eric Wessinger from Macon came to visit and joined. He is looking for a sailboat and wants to crew with some people and get to know the Geechees.

We also had Rob and Michelle Mechum join who live here in Savannah but own a 45' Morgan Nelson/Merrick called *Cheers* that they keep at Broad Creek Marina on Hilton Head. They charter afternoon and evening cruises.

If you meet any of these people, please introduce yourself and make them feel welcome. We thank Dawson for inviting Jim and the Mechums to come to our meeting in August. Please invite your boating friends also.

MEMBER AT LARGE, David Breland

Many of us know the 1789 story of Captain William Bligh of the H.M.S Bounty and of the thorn in his side, Master's Mate Fletcher Christian, but do you know "*the rest of the story*" of Captain Bligh?

Bligh was sent to the Society Islands in the South Pacific to collect breadfruit and other vegetables with the goal of transplanting them in the Caribbean islands. Fletcher Christian and the majority of the crew mutinied and set Captain Bligh and 18 loyal sailors adrift in an open boat. Most of the mutineers settled in Tahiti while a few others moved on to the uninhabited Pitcairn Island.

The rest of the story is that Bligh and the loyal crew navigated their 23-foot open boat over 3,600 miles across the open Pacific in seven weeks to land safely in Timor, part of modern day Indonesia. As opposed to Trevor Howard's portrayal of Bligh as a middle-aged man in the 1962 movie, *Mutiny on the Bounty*, the actual Captain Bligh was a young 33-year-old Lieutenant and was only called "Captain" at the time as an honorary title because he commanded the ship. Bligh had a long career after the mutiny rising through the ranks to Rear Admiral and later Vice-Admiral.

In 1791 Bligh completed his mission of transplanting breadfruit from Tahiti to the West Indies. He became governor of New South Wales, Australia, in 1805. Unfortunately, there he faced another mutiny of sorts. According to Bligh's descendants, corrupt officers under the command of Bligh mistreated prisoners and the prisoners revolted, blaming Bligh.

The British government supported Bligh at the time, but local civil and military subordinates in New South Wales imprisoned him for two years. He was sent back to England in 1810 where he later died in London in 1817.

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:

N Q R B

Y D N S A

N Y I T M

R R Y O S

— — — — — — — — — —

Answers to August's Scramble: **G R I S S E T T E**

GARLIC

SCENES

TRIO

TENOR

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 658-7398.

- Linda Meyer: Cancer treatments continuing.



2021 OFFICERS

Commodore..... Dawson Long
Vice Commodore..... Mary Ellen Sprague
Secretary..... Kim Breland
Treasurer..... Pat Howard
Social Chair (Open)
Cruise Chair Larry Sprague
Race Chair Angela Margolit
Membership Chair..... Linda Meyer
Communications Chair/Editor..... Linda Howard
Member at Large..... David Breland

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