



GEECHEE SAILING CLUB

RHUMB LINE



COMMODORE, Linda Howard

For the past four years I have edited the *Rhumb Line* and enjoyed it. However, doing one every month is daunting to both me and the Board members. I know that everyone looks forward to it since we have such talented writers, but I brought up an experiment at our last Board meeting.

Instead of 12 issues a year, I'd like to try doing a bi-monthly issue. That would mean just 6 articles a year. But we wouldn't leave you "high and

dry" (run aground?) because I would put out an issue listing upcoming socials, races, parties, and speakers every other month.

We are trying to find a name for it. I looked up Rhumb Line and it is also called a meridian or a loxodrome with an azimuth. Well...they won't work. Someone suggested "Rhumb Line Light." Actually, a rhumb line is also called a rhumb. That might be a possibility (short form

of Rhumb Line). What about "Jack Sparrow's Compass"? No?

So...I will do a full issue for January/February and then send out the "calendar" issue with no articles in February - going back to the full issue March/April.

Whatcha think?

See pages 2 and 3 for pictures of the Christmas party.



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, January 20 - Oyster Roast, Marsh Harbor Clubhouse

Saturday, February 17 - Valentine's Day Party, Marsh Harbor Clubhouse

Saturday, March 23 - St. Patrick's Regatta Awards - Molly McGuire's

Saturday, November 16 - Change of Watch - Savannah Country Club

Cruises:

Saturday, May 25 to Monday, May 27 - Cruise to Odingsell (Ossabaw)

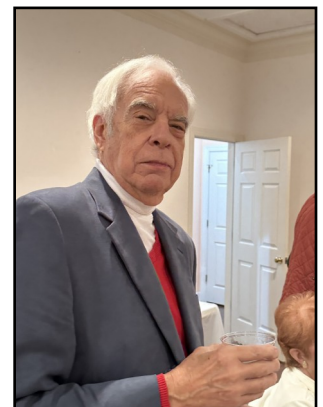
JANUARY'S SPEAKERS:

NEAL & CINDY TUTOR

To share (with video) their trip to the Bahamas in July with the Pursuit Rendezvous



Christmas Party - 12/11/23





VICE COMMODORE, Tom Howard/Kathleen Buckley-Warshaw

JANUARY SPEAKERS

The Change of Watch was a success in November as was the Christmas party in December.

Our speakers for January are Neal and Cindy Tutor, members of the club. They will be sharing a video of their trip to Hopetown, Bahamas,

in their Pursuit S328. They went with a flotilla of Pursuits which made for many sharable stories.

In February we plan to have Capt. Lux Lakshman speak about his experience in "The Perfect Storm."

Starting January 1, Kathleen Buckley-Warshaw will be the new Vice Commodore, and you will hear from her in the March/April *Rhumb Line*.



SOCIAL CHAIR, Judy Grissette

This is a "heads up" for planned socials in 2024.

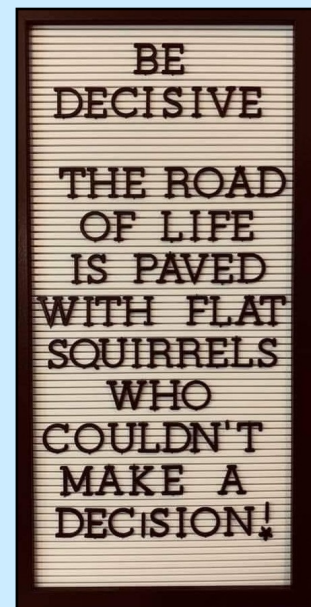
The first one is an Oyster Roast Saturday, January 20. It will be held at the Marsh Harbor Clubhouse as in the past. An email with details will come out as it gets closer to time. We will also have hamburgers, hotdogs, and sides. The cost will be \$15/person, which includes any guests.

On Saturday, February 20, we are planning a Valentine's Party. It should be a lot of laughs. It will also be at the Marsh Harbor Clubhouse and details will follow later in an email.

The Change of Watch will be Saturday, November 16, so mark your calendars now.



I don't want to make anyone jealous or anything... but I still fit into my mittens from last year 😊



TREASURER, Dawson Long

2023 Financial Results

The financial results for the Geechee Sailing Club are favorable to plan year-to-date. The balances are as follows: the checking account is \$373.57; the Vanguard account is \$18,486.07.

Please let me know if you have any questions.



COMMUNICATIONS CHAIR/EDITOR, Linda Howard

I received an email from our member, Scott Lawson, who has been “up north” most of the year. I wanted to share it:

Lest my Geechee friends think I've given up sailing, I've forwarded a really nice letter from the race fleet captain of the Rappahannock River Yacht Club (my dad's Club in Virginia).

My brother Geoffrey and I raced *Sweet Pea*, my father's boat, through the season. It's an 18' Cape Dory Typhoon. There's a large fleet in the area with at least a dozen racing an active schedule open to everyone regardless of club affiliation. The overall year-end trophy is for a club member. Apparently there was some angst over the fact that although we clearly won this award (which we didn't know existed), we are technically ineligible. First time it's happened.

We're flattered and humbled and honestly had so much fun that all we can think about is next year - and hoping we can get my dad back aboard...

Geoff & Scott,

First of all, I want to let you both know how pleased the entire typhoon fleet was to have *Sweet Pea* join us in all our racing events past season. You raced with us more than in the prior years I've been involved with the program, and hopefully you will be able to do it again this coming season.

Secondly, I want to congratulate you on your performance during the 2023 season. You scored 3rd place for the Spring Series, 1st place for the East Coast Championship, 3rd place for the Fall Series, and 1st place for the Turkey Shoot typhoon class. And I'm confident everyone in the fleet recognizes that you would certainly have won 1st place in the Fall Series had you been able to compete in that final race night.

As you know, RRYC invites and encourages all visitors/nonmembers to compete with us in all of our races, both PHRF and Typhoon. This promotes increased participation in the events and makes for better racing. And for most of those events, a team need not be a club member to win a trophy. But then at our annual meeting each November, there are certain annual awards presented that our club has a long history of keeping “in house” to recognize, celebrate, and honor exemplary accomplishments of our club members. For these particular awards, “active RRYC membership” is an eligibility prerequisite. One of these “in house” awards is the “Typhoon High Point” award (previously known as the “Typhoon Sailor of the Year” award), which includes having the winning team's name engraved on the “Founders Trophy” which is displayed in the RRYC clubhouse. I suspect you're already knowledgeable of this award, but I wasn't sure how familiar you may be with the eligibility requirements, primarily the requirement that it be awarded to an active RRYC member.

I want you to be aware that Team *Sweet Pea* had the very best “high point” score calculation for the 2023 season. Tom Chapman had the second best score, and I came in third. At our November annual meeting a couple of weeks ago, you would have been honored with the “2023 Typhoon High Point” award had you been deemed “eligible” as RRYC members. Everyone appreciates the long history the Lawson family has with RRYC. We all emotionally think of Geoff and Scott Lawson as being part of the RRYC family; however, neither of your names are currently on the roster as “active RRYC members”, so while you won the scoring, “eligibility” became the hurdle. I commiserated with others higher in

the food chain than myself to see if there was a way we could properly honor *Sweet Pea* with the award despite that membership requirement. And please know that everyone wanted to be able to present you with this award. Unfortunately (and I promise you we tried to figure a way around it), we couldn't find a way to allow you to coat-tail Roger's membership without “bending” some long-standing rules. And to do so would be to deny the “High Point” honor to some other team who had clearly won “fair and square” according to the rule book, not to mention create a potentially problematic precedent for the future. So the decision was made to “follow the rule book” and let the chips fall as they would. Thus, Team *Not So Hot* was honored as winner of the 2023 Typhoon High Point award.

Tom Chapman and I have had some discussions, and we both readily agree that *Sweet Pea* was the best performer, hands down, kicking all of our asses this year. Congratulations to you on your great season. I consider both of you as good competitors and friends. The two of you make a great team and bring with you a wealth of racing experience and knowledge that helps the rest of us become better sailors.

For the future, please consider having at least one of you officially join and become a bona fide RRYC member prior to the 2024 race season. That way we will be able to properly honor you with the awards you certainly deserve.

Give me a call any time to talk.

Fair Winds,
John

John Congdon
586 Yopps Cove Rd
White Stone, VA 22578
Cell: (804)363-9035



COMMUNICATIONS CHAIR/EDITOR, Linda Howard (continued)



SWEET PEA



RACE CHAIR/WEBSITE MGR, Angela Margolit

St. Patrick's Day Regatta 03/23 – 3/24/2024

Entry fee will be \$75. This includes one race shirt and admission to the party for the crew.

Prizes for the winners will be custom Geechee coffee mugs.

Sponsors are needed! The cost is \$175. This includes two race shirts and promotional placement of business logo. Contact Angela for a sponsorship form.

The race shirts will be white with green lettering. They will be sold for \$25.

Tricky Tray items are needed. These will be auctioned at

the party! Please bring donated items to the February or March membership meetings.

Website – the 2024 race schedule is on the website.



Always for sale!



\$12/mug

\$10/water bottle

I will have them at the meetings.



CRUISE CHAIR, Larry Sprague

When I last wrote about repairing my Yanmar engine, it was late August and the job was “almost” done. When it comes to engine repairs, “almost” has a very flexible meaning.

“All” that I had to do was reinstall the refurbished raw water pump, new freshwater pump and belts. In addition, the survey from the purchase of the boat in 2019 revealed that the mixing elbow for the exhaust had a small crack in it, so this assembly also had to be replaced. Instead of trying to fix this crack, I just ordered a new assembly, which came in due course. A couple turns of the screw driver and all should be good.

An early September morning found me kneeling in supplication to the iron genoa with the various parts, bolts, nuts and tools arrayed around me. Behind me was a pile of mattresses from the aft cabin along with other parts, fittings, odd tools, lubricants, rags and the detritus from an engine under repair. Installing the raw water pump went as smoothly as expected. Four bolts and the job was done. Am I good, or what!

Next, the freshwater pump. Just screw the pulley onto the new pump and screw in the whole assembly. Line up the holes, put the screw in, and turn, turn, turn. But...a half inch from driving the screw flush with the pulley the screw hit bottom. What! Try a different hole. Same results. Obviously, something is missing. The screws didn't grow longer in the last month. Back to the computer to the parts diagram. There is a part called a “spacer”. It should be right here on my right or on the navigation table. Search, search, search. Nothing! It has to be here! I didn't throw away anything! This is a tiny space. It ... has...to...be...here! Additional searching failed to find anything remotely resembling a spacer. That's ok, I will just order another one. The good news is that a new spacer was available and could be delivered in a week. The

bad news was that it cost over one hundred dollars.

On to the next repair. To replace the elbow and exhaust assembly the hose had to be first disconnected, something that likely had not been done since the boat was built in 2006. It quickly became clear that the hose was not going to be easily disconnected from the exhaust elbow. I now tried from the other end. This is a thick hose and it didn't want to move. Push, pull, twist. Do it again and again and ignore the perspiration dripping onto my glasses and into my eyes. Finally, I got some movement and was then able to work the hose off of the joint. My back hurt and I was dripping sweat, but progress had been made. Now I only needed to disconnect the exhaust assembly from the rest of the engine and remove the hose from it. Even using my new picks couldn't do the job of removing the hose from the old assembly. What did do the job was to go to River Supply and buy a new hose. That cost seventy-five dollars, but at least I could get on with the project. I was through for the day, and it was November before I was again able to kneel before my engine.

We were in Boston during the month of October and into November for the birth of our second grandchild. My daughter Anna was in labor and had Lynn in fewer hours than it took me to complete even part of my projects. Maybe more painful, but definitely quicker. When we left Boston, the sun was setting around 4:30 PM. Way too early!

I eagerly set to work when we returned from our sojourn in Boston, richer by an additional granddaughter. The new and expensive spacer fit perfectly, and this made the pulley fit snugly onto the freshwater pump, and the freshwater pump screwed easily onto the motor. Time to replace the drive belt for the saltwater pump and the serpentine belt

for the alternator and freshwater pump. The saltwater pump belt went on smoothly and there was no problem tensioning it.

Not so with the serpentine belt. The belt that was the proper length in the specifications would not fit onto the three pulleys. No amount of pushing, pulling, prying or praying could get the belt onto all three pulleys. Two, yes; but three, no. And two out of three ain't good. There was another belt in my kit, a little longer, and it did fit. Obviously the previous owner had had this problem before, likely caused when he installed a larger and more capable alternator. But now I had the opposite problem of trying to get sufficient tension on the belt. The alternator, which swings up to tension the belt, would not swing far enough. It took a trip to Ace Hardware to purchase some none OEM parts to jury-rig the system to get sufficient tension. So far, so good.

The last piece of the project promised to be the easiest. Screw in the exhaust assembly and reconnect the hose. It went as smoothly as anticipated. Now I had to refill the engine with coolant, including the coolant reservoir. When I filled the plastic reservoir, I noticed a slow leak of coolant. A light bulb went off. Maybe the coolant that I had seen previously under the floor was not just coming from a leak in the freshwater pump but also from the reservoir. (The freshwater pump was also clearly leaking.)

I was not going to fix the leaky reservoir before seeing if my engine would run properly. It had been months since I had heard the engine purring. I crossed my fingers that the engine would start and my cooling problems would be a thing of the past. The saltwater intake was opened, the battery selector switch moved to “both”, gear shift

CRUISE CHAIR, Larry Sprague (continued)

put in neutral, throttle advanced slightly, and the key inserted and turned to the "on" position. Push the black button. The engine coughs, coughs again more rapidly, and then catches, running up to 1100 RPM's. But the water! Is the exhaust water coming out? I look over the side and see a steady gushing of water. I run the engine up to 2500 RPM's and the volume of water gushing out increases. YES! YES! YES! VICTORY!



Every night around 10:30pm I realize that it's only 6:00pm 😊



SECRETARY/MEMBERSHIP/AUDITOR, Audrey Debien

The Savannah Boat Parade of Lights

On November 25, the 22nd Annual Boat Parade of Lights took place on the Savannah River. This year, the parade benefited the Greenbriar Children's Center.

Dave, Joan, and I ventured out in the chilly weather to see the parade. It was scheduled for 7pm at the Eastern Wharf Dock. We got there early enough to set up our chairs in a good spot along the dock. After a delicious picnic dinner of leftover turkey sandwiches, we strolled up and down the wharf to see the boats preparing for the parade. Angela and her brother stopped by our chairs to visit for a while.

The parade was part of the Eastern Wharf 2023 Holiday Kickoff. The event also included Santa, food trucks, music by the Fabulous Equinox Orchestra and the Holiday Bar at the Thompson Savannah. The event was very well attended! By the time the parade started, the park and dock walkway were packed with happy people!

The parade was led by the Georgia Queen Riverboat. The boats lined up and started from the Eastern Wharf Dock. They cruised up the river past Plant Riverside District, returned to Eastern Wharf, and repeated the circle. A panel of judges at the Eastern Wharf Park voted on the best decorated boats. I have not been able to find out who won but I did learn that

more than 40 boats participated and \$9,000 was raised for the Greenbriar Children's Center.

After the parade, we checked out the Thompson Holiday Bar and enjoyed the view from the deck. Then we stopped in a nearby ice cream store for dessert. A wonderful evening!

For information on how to participate in next year's parade, visit savannahboatparadeoflights.com. It should be held on November 24, 2024!



FLOTSAM AND JETSAM

Unscramble each word, then take the letters that are underlined and unscramble them to come up with **A NAUTICAL TERM**. (As you can see, I'm changing the hidden word from a person's name.)

T N E T L A _ _ _ _ _

T S O H

N D A B R

T O B O R

Answer to November/December's Scramble: ROBERTSON

Unfortunately, I lost the sheet of paper I keep for recording the names I've already used. Therefore...I don't have the list of words to unscramble. Sorry!

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.

- Anna Highsmith dealing with lung cancer and chemo.
- Jan Vach - had back surgery October 18. In recovery.
- (Me) Linda Howard - Had back surgery October 18. In recovery.

2024 OFFICERS

CommodoreLinda Howard
Vice Commodore..... Kathleen Buckley-Warshaw
Secretary Audrey Debien
Treasurer..... Dawson Long
Past Commodore.....Linda Howard
Social Chair Judy Grissette
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)