

COMMODORE, Dawson Long

Geechees have been gathering again in good cheer. Recently in the Leukemia Cup, two Geechee sailboats competed. Also, Geechees ventured to Bluffton on a Cruise. Details are included in following articles.

Geechees will be gathering at the Change of Watch where I will hand the Commodore's keys over to our new fearless leader, Larry Sprague. More traditions are being reactivated in Geechee land. I trust that Larry will navigate this splendidly, because his team of leaders is positioned well.

As Commodore, I was handed the wheel that was well positioned by Stuart Gough, the past Commodore. The three of us have started a band called "The Commodores." We will be performing our break-out single, *Brick House*, at the Change of Watch. Please reserve the date, November 5th. Call us quickly, and we will make room for you at the party.

I want to thank the Geechee Board for all the work that they have poured into the club this year. You will see their contributions by their following articles and those

written over the year. I want to offer a thank you to the two Linda's: Howard and Meyer, Kim and David Breland, Angela Margolit, Pat Howard, and Mary Ellen and Larry Sprague.

The Geechee ship has navigated the Covid waves cautiously and confidently.

Whether you are on the "Make Geechee Great Again...Again," or the "Build Boat Back Better" team, it was my honor to serve with you as Commodore.

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

*12/13 - Christmas Party/Meeting
 Marsh Harbor Clubhouse*

THE MEETING THIS MONTH
WILL BE THE CHANGE OF WATCH
FRIDAY, NOVEMBER 5
AT THE SAVANNAH YACHT CLUB
(SEE PAGE 4)

The meeting in **December** will be on the 13th at the Marsh Harbor Clubhouse. It will be a potluck and gift exchange. Please bring a covered dish and one gift-wrapped present per person in the \$20 range. We will have the traditional Night Before Christmas reading while in a circle - passing the gifts to the right and left on cue.



VICE COMMODORE, Mary Ellen Sprague

Larry and I just completed a 19-day whirlwind cruise on the Mediterranean. We visited 6 countries involving 10 ports of call and a side trip to 2 lakes.

Our trip started off very badly. We had just arrived at the hotel in Barcelona after our long flight. Larry was in line to check in. I was sitting in the lobby with about 50 people milling about with Larry's backpack by my foot. I caught a movement out of the corner of my eye and looked down. Larry's backpack was gone. I looked over at Larry thinking maybe he had come back to get it. He did not have it. I started to scream but the thief was long gone. Ugh! Fortunately, Larry had his passport, credit card, and most of his money on him. Unfortunately, the backpack had his work computer and a few hundred dollars in cash. Anyway, we filed a police report and put the incident behind us so it would not ruin our vacation.

Barcelona was beautiful as was the side trip to Montserrat nearby. After Barcelona we cruised to Marseille, France, where we took a side trip to Avignon, Palace of the Popes. Our next big adventure was Monaco, where we met up with Tony, Larry's roommate from college. He had left the states soon after college for a job opportunity with a shipping company in Monaco. He gave us a wonderful walking tour of Monaco. We met up with his girlfriend for lunch at the Monaco Country Club. I loved Monaco - very clean, lush with vegetation, and beautiful.

We next traveled to one-day stops visiting Florence, Rome, Pisa, and Pompeii. So much to see, so little time! Our ship, the *Viking Jupiter*, then traveled around the boot of Italy to Corfu, Greece, where we motored by bus around the north end of the island for most of the day taking photos and visiting a monastery and church. At the end of the day we were shopping in Corfu City and got lost. When we asked directions, we ended up even more con-

fused. Our ship was too far to walk to arrive before the ship left port. We had to find our tour bus, run like crazy, or find another means of transportation.

We had seen a few taxis but not Uber or Lyft. We called the tour company so that we would not hold up the bus from returning to the ship. We found someone who told us the nearest taxi stand was 5 minutes in the wrong direction. We started running for it. As luck would have it, our bus came barreling down the avenue. Larry jumped into the street and waved it down. Disaster averted!

Our next two ports of call were Dubrovnik and Split, Croatia. Dubrovnik's old city is surrounded by an ancient defensive wall. We opted for a tour on top of the wall. Once we had ascended the long staircase, I thought our climbing was over. Wrong! We continued to climb, ending the tour at the highest tower and having ascended 1,080 steps. Despite the climb and my fear of heights, the tour guide was exceptional and the views spectacular. Our tour guide in Split was very funny as we visited an art museum and a Roman Emperor's retirement fortress.

From there we visited one of my favorites: Venice. Our walking tour was supposed to be through the back streets of the city. Our guide was hyper about getting us back on time and, instead of a leisurely walk, we moved at a tremendous pace flying over bridges and careening down alleyways. Three times I had to shout "stop" as our group got lost in crowds and spread out over blocks of shops and townhouses. Near the end of the tour we were handed off to a different guide who took us to a most magi-

cal place: St. Mark's Square. I had read the hype about this place and expected disappointment. I was pleasantly surprised at both the beauty and the size. Lovely! After the tour we joined a few other couples for gondola rides at night with guitar playing and singing. Very romantic!

After Venice the cruise ship section of our adventure was over. We motored by bus to Lake Maggiore but not before stopping for a surprise. Our lunch stop was at a winery with a tour and wine tasting. Delizioso! At the lake we were taken by boat to 3 special islands. Two had palaces with incredible gardens. The third was a delightful little town where we ate lunch and shopped.

Our final day was yet another bus ride to Lake Como followed by a slow boat ride to Bellagio - cold but beautiful. Larry and I had a pleasant lunch followed by a fast ride back to Como on a hydrofoil ferry and time for shopping. The downside of our trip was all the Covid restrictions. The upside was that our ship that normally carries 925 passengers was limited to 500. I can't wait for our next adventure, wherever it is. Have passport, will travel!



Inside the Coliseum



Monaco

VICE COMMODORE, Mary Ellen Sprague (continued)



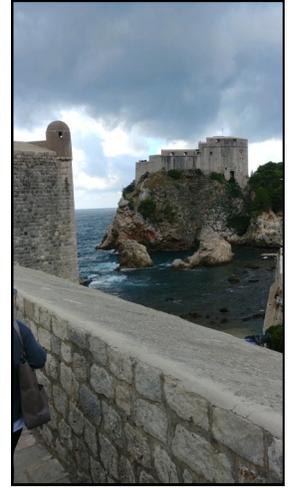
The Bridge of Angels
Hadrian's Palace, Rome



Venice Gondoliers



Larry eating lunch
in Dubrovnik like
the locals



Corfu



Pisa (and Larry)



Pompeii with Mount Vesuvius in
the background



Split, Croatia



Sunrise on the Mediter-
ranean from our bal-
cony on the ship

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 8.9%.

We are current on our expenses and activity relative to the Change of Watch in November.

Please let me know if you have any questions.



SECRETARY, Kim Breland

All of you who enjoy watching the night sky are in for a special treat later this month! Overnight on November 18–19 there will be a partial lunar eclipse with a very unique appearance.

For this eclipse the Moon will slide through the southern portion of the Earth's shadow, and at the mid-eclipse all but 2.6% of the Moon's diameter will be immersed in the shadow.

Because of our atmosphere, sunlight becomes diffused, making the Earth's shadow less than completely

dark as it blankets most of the Moon. This, combined with the remaining yellow sliver of Moon, will give the rest of it a faint coppery glow known as the Japanese Lantern Effect. This beautiful sight will be able to be seen with the naked eye, but binoculars or a small telescope would, of course, enhance your viewing.

At 1:58 AM you will begin to see a small, smudge-like appearance on the left side of the Moon. At 2:18 AM the Moon will move into the Earth's shadow. The mid-eclipse occurs at 4:02 AM, and the Moon

will leave the Earth's shadow at 5:47 AM.

North America is the best location to view the eclipse, and here in Savannah we will be able to see it in its entirety.

Partial Lunar Eclipse

Nov 18/19, 2021



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

(Dressy Casual = Dressing for dinner at a nice restaurant. No jeans or t-shirts. Ties are optional. Men can look dressy casual in blazer or sweater, slacks, and collared shirt.)

COMMUNICATIONS CHAIR, Linda Howard

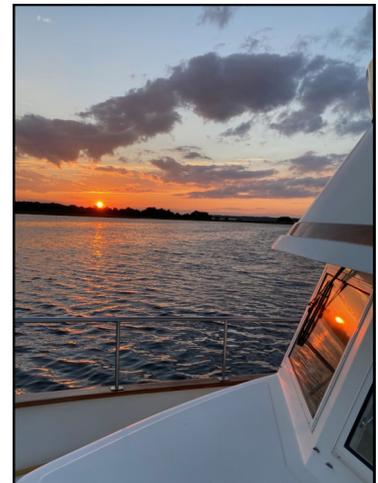
On October 4th, the foursome of Tim & Judy and Tommy & I headed south for our bi-annual trek to Florida.

We did the usual of anchoring off Crescent the first night, tying up at Brunswick Landing Marina the second night (and, of course, going to Fox's Pizza), anchoring off the St. John's River the 3rd night, and making it to The Marina at Ortega Landing the 4th night.

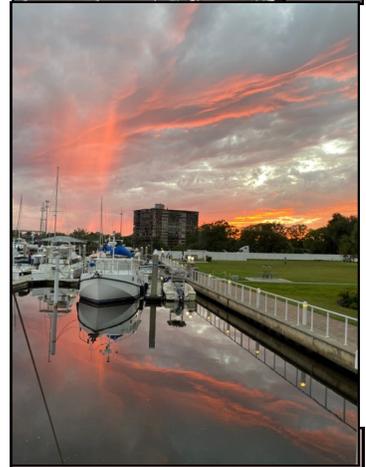
After spending a week there, we headed back by way of Fernandina for one night, Brunswick for 2 nights, Cattle Pen Creek the last night, and home by the 18th.

We spent our time biking, shopping, reading, and eating. What could be better?! It's always a pick-me-up when we need it most.

Here are a few pictures (that probably look familiar by now). By the way, we saw two sections of The Golden Ray sitting next to our boats in Brunswick ready to be hauled off - and one on a barge being hauled out to the Sound. There was still a section out in the water.



LINDA HOWARD, Communications Chair (continued)



RACE CHAIR, Angela Margolit

It will be quiet on the racing front over the winter, except for the Frostbite Series. We are working on a schedule to hopefully start in November. As soon as dates are released, I'll update the Area Regatta schedule on our website.

I'm already making plans for our St. Patrick's Regatta which will be held on March 19-20. Please contact me directly if you have any suggestions on:

- Venue for Saturday night (new event to allow for more socialization)
- Venue for Sunday night
Color/type of shirt
Race formats/courses

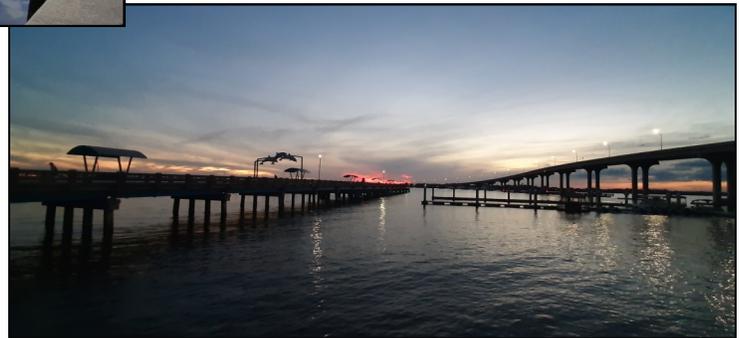
I'm all ears! Just like to mix it up a bit.

On another note, I just took the ASA 201 course for Instructor Qualification Clinic in St. Augustine in October

and passed top of my class (which was all men). The exam was harder than that for my Captain's License as there were a lot of essay questions! So now I can teach ASA 101 at any Affiliate School, which can then certify the students. In fact, I'm probably going to be teaching a class for the St. Augustine school in December!



View of the marina from our hotel room where the class was held.



View of the Vilano Bridge across from the marina.



Q: What do you get if you divide the circumference of a pumpkin by its diameter?

A: Pumpkin π
Sorry. I'll see myself out.

You only need two tools in life....WD-40 and duct tape. If it doesn't move and should, use WD-40... if it moves and shouldn't, use duct tape.

SHIP'S LOG:

A book in which a skipper records the details of a voyage, such as his speed and course, the exact time his engine broke, any significant reductions in the number of individuals aboard while underway, and whether or not he was accompanied by his vessel when he arrived.

MEMBERSHIP CHAIR, Linda Meyer

We have always had so much fun cruising in the Geechee Sailing Club. One of my favorite cruises was to Blackbeard Island. I only went a few times but enjoyed the trip each time. We waited by the rocks until they were half covered and then proceeded up the 7 mile Blackbeard Creek to a narrow strip of land where the club would anchor.

We went to the beach and played games like Bocce ball, and all of us made a semi-circle with our chairs so we could talk to each other. The very first time I went on a cruise to Blackbeard, the long beautiful beach was completely covered with white sand dollars of all sizes.

While there, we would go on other members' boats and also have our cocktail party, breakfast and some meals on the beach. One time when my husband was Cruise Chairman, we even had a Low Country Boil on the island and everybody was told what to bring and contributed. I have missed the club going to Blackbeard Island, but I thought it was important that I do some research about the island because I had heard that things have changed after we had hurricane Irma in 2018.

Blackbeard Island has a rich history. Blackbeard Island, protected as part of the National Wildlife Refuge system, is one of Georgia's most secluded barrier islands: roughly mid-way down the state's coast, just north of Sapelo Island in McIntosh County and around 40 miles south of Savannah. With well over 5,000 acres of forest-covered dunes and salt- and freshwater-marsh plus miles of beach, Blackbeard Island is a perfect spot to enjoy the nature of the Georgia coast away from the crowds. As the island has no road bridge, you will have to make your own way there by boat or kayak, or take a guided tour.

Blackbeard Island is also an important site in Georgia's maritime history. Named for the infamous British pirate Edward Teach – "Blackbeard," as he was more commonly known – who reputedly used its creeks and inlets as a hiding place for his ships, the island was also used by the US Navy as a lumber source and quarantine station.

Blackbeard was active along the Georgia and South Carolina coasts for several years in the 18th century. It is probable that the pirate and his men did, in fact, sail in the waters around Blackbeard Island; its inlets and creeks providing ideal places to hide. Less credible is the belief that he buried some of his treasure on its shores. Despite many searches, no hoard has yet been uncovered.

Blackbeard Island's earliest official, and documented, use was as a source of lumber for ships. The US Navy bought the island in 1800 from its French owners. The Navy wanted it for its heavy stands of live oak, a tree considered especially useful for ship building on account of its hard wood and curved limbs, perfectly suited to forming ships' hulls.

Later, in the last two decades of the 19th century, Blackbeard Island was developed as a quarantine station. The epidemics of the midcentury – Savannah's yellow fever of 1876 which was particularly devastating – prompted a raft of regulations intended to curb the introduction and spread of disease. Georgia's ports were a dangerous source of infection, as diseased sea travelers arrived in Savannah or Brunswick – or indeed any other port – from overseas. On shore, they passed on their afflictions, sometimes killing hundreds before the epidemic died down.

One of the most obvious sanitary measures to impose was inspection of incoming ships and quarantine of any of these ships and their men found to be harboring disease. Quarantine stations

were therefore built at suitable points, at which ships were obliged to call before proceeding to port. The station at Blackbeard Island operated for roughly three decades, finally closing up in 1909 once the threat from yellow fever had been largely eradicated by the development of vaccination programs. A crematory, built in 1904, remains visible on the island today; the hospital for infected sea travelers and other buildings associated with the quarantine station are gone.

Once it was no longer used for detaining ships, Blackbeard Island was set aside as a wildlife preserve, later becoming part of the system of National Wildlife Refuges.

When Hurricane Irma raked Georgia's coast September 12, 2018, the powerful storm inflicted heavy damage, but it also created. Georgia now has a new coastal island, thanks to the powerful storm. The new island formed when the storm shifted the channel of Blackbeard Creek and blew out part of a narrow finger of land that extended from Blackbeard Island south toward Sapelo Island (the area that the Geechee Sailing Club anchored near and the area we used as the beach).

The new island is small – about 100 acres, estimated Fred Hay, Sapelo Island Manager for the State Department of Natural Resources' Wildlife Resources Division. They're calling the little island Little Blackbeard, since it was formed from federally owned and protected Blackbeard Island. Blackbeard Island is about 5,600 acres, and Sapelo is nearly 16,500 acres.

Aerial photographs show the gradual growth of the narrow spit of land that became the island since the 1940's. Because of the direction of currents off the Georgia coast, its

MEMBERSHIP CHAIR, Linda Meyer (Continued)

coastal islands change continually, eroding on their north ends, building up on the southern ends. But a big force such as a hurricane can dramatically speed up that natural process. Hay, among others, is curious to see what will become of the little island in the future. It has been reported that as the process of erosion and accretion continues on the barrier islands, the little island might eventually attach to Sapelo,

or Little Blackbeard also might just disappear.

I enjoyed learning about Blackbeard Island's history and what Irma did in 2018. I pray, however, that it doesn't completely destroy what people are calling Little Blackbeard Island (or what Kevin Quinn calls Irma Island). I hope to go back someday if I can get up the creek and, hopefully, the beautiful beach and sand dollars are still there.

For more information <https://gosouthsavannah.com/tybee-island-and-coast/blackbeard-island.html>
<https://www.google.com/amp/s/www.savannahnow.com/news/20180402/hurricane-irma-created-new-island-off-georgia-coast%3ftemplate=ampart>



MEMBER AT LARGE, David Breland

As we witness the slow progression of the shortening of the days while we approach the winter season, and many of our boats may sit unused for weeks or months on end, now is the time to visit battery maintenance. A neglected battery will lead to sulfation, a condition where a lead-acid battery is left for long periods undercharged.

Sulfates are a normal byproduct created during the usual use of a battery. The problem occurs when a battery sits unused and undercharged. In an underused battery, sulfates convert to large crystals and adhere to the negative plates within the battery. These deposits reduce the battery's useful surface material, which accounts for the

battery's poor performance and is a cycle that ends in the battery's demise.

Fortunately, this can be avoided by keeping our batteries fully charged. Many of us have on-board smart charging systems to keep this problem at bay. These are modern miracle devices that monitor and maintain the individual batteries in our banks and keep them in good shape.

Many of these devices go the further step of equalization which is a controlled "overcharge" that boils the electrolyte to dissolve sulfate crystals. Even if you don't have one of these modern marvels, a relatively inexpensive portable smart charger will keep your batteries in shape. These are the devices that can be

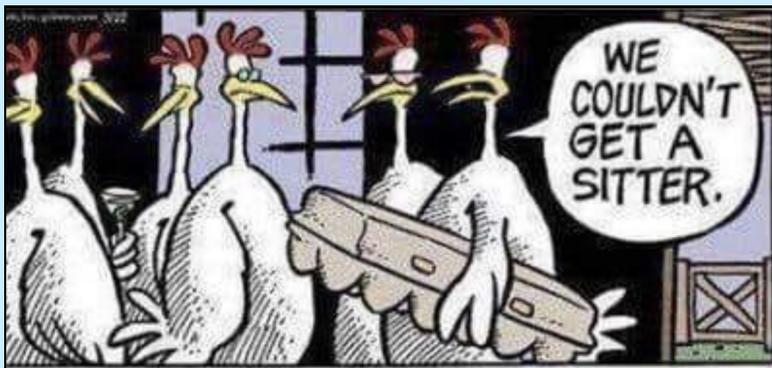
left hooked up and sense when a charge is not full, and then top off the battery.

Unless you plan to monitor the process, old style "dumb" chargers should be avoided because they can easily result in uncontrolled overcharging. Unlike equalization, uncontrolled overcharging boils away electrolyte. This can lead to thermal runaway where the battery gets hotter and hotter, which can end in a catastrophic situation.



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.



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:

R T C O A T R _ _ _ _ _

E O V L G

Y U P P P

P S R A E

Answers to October's Scramble: **H O O V E R**

RAZOR

THERAPY

VOICE

TREAT

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: Ongoing chemo.

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)