

COMMODORE, Larry Sprague

As I write, we are watching the progress of hurricane Ian. It has just crossed the western end of Cuba and is headed towards Florida and then northward, either directly into Georgia or veering off of the coast and hitting us or South Carolina from the sea. If the storm stays ashore, we will get a lot of rain, and winds will be 45 MPH plus. If Ian crosses Florida and then comes in from the sea, it could easily be a category 1 hurricane and even as high as a category 3. This makes a huge difference in terms of preparation. So far, the TV stations are calling for Ian to be a tropical storm when it goes by us. By next week the storm will be history and, at the meeting on Monday October 10th, we can hopefully talk about the bullet we dodged.

I love living on the south-east coast. The boating season is almost year-round. I play tennis outdoors throughout the year. Although I do not hunt as much as I used to, the fall and winter bring in the seasons for dove, duck, and quail. There is literally something to look forward to every month of the year. However, living next to the ocean in the southeast brings with it the risk of being hit by a hurricane. Having boats on the water and houses on or near the water brings additional risks.

There is a real possibility that one day a huge storm comes and takes it all away. The last devastating hurricane was in 1893, when a category 3 hurricane hit just south of Savannah. The storm surge

was at least 16 feet and may have been as high as 30 feet. Somewhere between 1,000 and 2,000 people were killed. So we live with the knowledge that it could happen again, and always remain grateful for what we have now - and thankful at the end of every hurricane season that we were spared for another year. I have accepted the risk all of my adult life, because - God - I love living here!

Mary Ellen and I had a great river cruise along the Danube and the Rhine, but are glad to be back in Savannah. I look forward to seeing everyone again at the meeting on Monday October 10th.

Fair winds and following seas,



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:

November 11 - Change of Watch, Savannah Yacht Club

December 17 - Christmas Party at Marsh Harbor Clubhouse

Cruises:

Oct. 21-23 - Bluffton Arts Festival

THE SPEAKER FOR THIS MONTH (OCTOBR 10) IS MATTHEW WESLEY



He will be sharing information about harbor piloting, as well as funny and scary stories from his experiences as the youngest Bar Pilot in the world.

(Read about him on Page 3)



Geechee Sailing Club
Change of Watch

Savannah Yacht Club

Sail Loft

Friday, November Eleventh

Two Thousand Twenty-Two

Cocktails at 6:00 p.m.

Buffet Dinner at 7:00 p.m.

Dressy Casual

\$50 per person

Reservations & Cancellations by Oct. 28

*(Mail check to Mary Ellen Sprague at 104 Cedar View Lane
31410)*

made out to The Geechee Sailing Club)

CASH BAR ONLY

CRUISE CHAIR, Larry Sprague

What is a “cruise”? In some ways the word “cruise” can have two different meanings.

Mary Ellen and I just returned from a river boat “cruise” down the rivers Danube, Main, and Rhine from Budapest to Amsterdam. We did not have to do any of the navigating or sailing. No watches to stand or meals to prepare. In fact, the staff preferred it that way.

But then there is the last “cruise” of the year for the Geechee Sailing Club. We will be “cruising” to Bluffton over the weekend of **October 21st to 23rd**. On this cruise there are no passengers: all crewing, cooking, and cleaning is done by the participants. Both types of “cruising” are fun, but I find participating in the actual navigation

of the vessel more satisfying.

The weekend of our Bluffton cruise will be the second weekend of the Bluffton Seafood and Arts Festival. Their website is as follows: [Bluffton Arts & Seafood Festival – Where Fine Art and the Bounty of the Sea Come together \(blufftonartsandseafoodfestival.org\)](http://BlufftonArts&SeafoodFestival-WhereFineArtandtheBountyoftheSeaComeTogether.together@blufftonartsandseafoodfestival.org).

From the website:

The highlight of the festival has always been the Street Fest. The 2022 Street Fest will be held Saturday October 22nd & Sunday, October 23rd. It includes a juried fine art show featuring over 100 artists from ten different states displaying and selling art, delicious food provided by the area's premier culinary spots,

along with great music and entertainment

As before, we will be anchoring in the May River and then motoring in with our dinghies. The public dock has been renovated and there is also a floating dock alongside the boat ramp just downstream from the public dock.

If you can't make the trip by boat, plan to join us on Saturday and/or Sunday by car. However, plan to park outside of the festival area and there will be transportation into the center of the town. This is a fun weekend and I hope everyone will be able to attend, by whatever conveyance available.



Yesterday my husband thought he saw a cockroach in the kitchen. He sprayed everything down and cleaned thoroughly. Today I'm putting the cockroach in the bathroom.

UPS:

“Your package is in your city, on a truck driven by Mike. It will arrive at 6:27pm today.”

FedEx:

“Your package is coming. You'll get it when we get there.”

USPS:

“What package?”

Amazon:

“We are already inside your residence. Check the bathroom.”

Facebook:

“We know you were thinking about getting a toaster oven yesterday. Here are 20 ads for toaster ovens.”

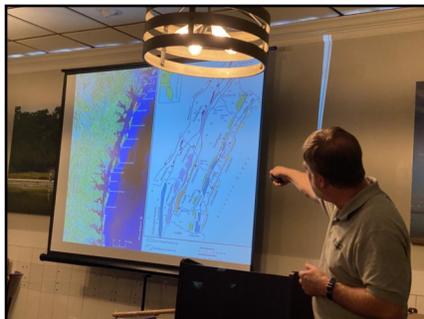
When assembling your dog kit, be sure to follow the instructions to avoid disasters like this...



VICE COMMODORE, Linda Howard

August's speaker was Dr. Clark Alexander, Director of the UGA Skidaway Institute of Oceanography and a professor in the Dept. of Marine Sciences of UGA.

Dr. Alexander (Clark) was so very interesting, showing us charts and explaining our sea water rises and falls. After an hour he started to stop, but we persuaded him to continue. He was that informative! He said he could come back and do a whole presentation on earthquakes if we want. I want.



OCTOBERS SPEAKER

Matthew Wesley will speak about his experiences as a Savannah Bar Pilot. Matt rode and trained on about 1,000 ships before testing for his pilot's license. When he began in 2008, he was probably the youngest pilot in the world. (He's also my neighbor.)



SECRETARY/TREASURER, Dawson Long

There are three types of squalls/thunderstorms: those associated with a cold front or low-pressure area, the "air mass" thunderstorm, and trade wind squalls. Cold front thunderstorms develop along the leading edge of a cold front. Remember, the cold front brings a wind shift from the south or southwest into the west and northwest. The cold front also brings a change in temperature and increased dryness of the air.

Thunderstorms develop vertically into the atmosphere, reaching heights of 40,000-50,000 feet. The rule of thumb is the taller the thunderstorm, the more violent the weather will be. Taller, more violent thunderstorms will be preceded by an area of high clouds that spread out from the top of the thunderstorm, moving with the jet stream. Since these higher clouds appear overhead before the thunderstorms arrive in your area, they will give you an early

warning signal of an approaching squall line. When thunderstorms develop up into the jet stream level – which moves faster than the cold front – they will move out in front of the cold front.

Thunderstorms can precede the cold front by several hours. If this happens, there will be a weather lull between the squall line and actual cold front. But if the lull lasts for more than three to four hours, there could be a second squall line closer to the actual cold front. *Air mass thunderstorms* form inland during the afternoon and move very little. During late afternoon and evening, when the afternoon sea breeze weakens and ends, thunderstorms will move towards the shoreline. If the thunderstorms persist long enough, they can bring squally weather to the coast around and after sunset. The Florida coast, parts of the Central American coast, Africa, and Brazil are notorious for the late afternoon and evening

squally thunderstorms, especially during the summer seasons. *Trade wind squalls* are typically smaller, less developed, and less violent than thunderstorms.

A simple rule of thumb is: the taller the cloud, the stronger the squall will be. They generally move from east to west in both hemispheres. They are strongest two to three hours before sunrise. They are weakest from late morning through mid-afternoon. Mid-morning showers can cause very large areas with very little wind. Squalls that form around or just after sunset can also be gusty.

This resource is provided by the US Sailing Safety at Sea Committee.

The balances for the month are \$16,370.90 for the Vanguard account and \$1,979.98 for the checking.



COMMUNICATIONS CHAIR, Linda Howard

I asked Angela to tell me about herself for my article this month. The reason is because I didn't think our club realizes that we don't have any run-of-the-mill Race Chair. She is a professional as far as I'm concerned!

From Angela:

I was born and raised in a small village in Wisconsin: North Fond du Lac. The main town, Fond du Lac, is at the foot of Lake Winnebago. I would always see boats out on the lake in the summer, but never had been out on one. Even though my father worked for Mercury motors, he never learned how to swim. So much for an employee discount on a boat motor! But I did earn a college scholarship through the parent company, Brunswick Corporation.

After graduating from UW-La Crosse, I moved to San Diego in 1977 and took a basic sailing course through the Coast Guard Auxiliary, and as my then husband's employer, General Dynamics, had a Sailing Club. We had a fleet of Ensigns and Victories which we raced every Wednesday. Often I would take a girlfriend out sailing on San Diego Bay out of Shelter Island.

While in San Diego, I went to school at SDSU to obtain my MBA in Information Systems while working full time. A headhunter found me and had me move to New Jersey in 1988. I worked for a division of a company which I bought out five years later (after having two boys.

After the boys were grown, I occasionally would rent various sailboats from South Shore Marina on Greenwood Lake, then finally purchased a Catalina 22 in 2007. Through the sailing club there, I met my sailing mentor, John Henderson. He is a Master Captain, ASA Instructor Qualifier, and in charge of the local Sea Scouts. The

first thing he got me involved with was the latter as the female chaperone. Every summer we'd take the teenagers on a weeklong cruise on our 40' X-Yacht in Long Island Sound - from City Island to Martha's Vineyard. (We adults would have to "deliver" the boat to Stonington or Mystic, CT.)

I became involved with sailing education in New Jersey when I joined SEAS: Society of Education for American Sailors. They had an instructor training course and I met people that I still cruise with today. As Vice Commodore for the Bergen County chapter, I arranged the classes over the summer of 2018 (while I was selling my house, company, and boat to move to Savannah)!

When I moved here in August of 2018, I joined every sailing organization I could find, including the Savannah Sailing Center. When I saw that Chatham had their own clubhouse, I approached their commodore, Ed Owens, about teaching classes for them. The first one was in January of 2019 with six students. The most recent class, held this past July, had seventeen! I also now teach quarterly Basic Sailing classes at the Landings.

I have ASA 101, 103, and 104, and am a US Sailing Level One Instructor. Over the last year, I became an Instructor for those ASA classes. I obtained my Coast Guard Captain's OUPV License in August of 2020 (my Covid project!). Later that year I obtained the 25 Ton Master's License with the Sailing Endorsement.

When I joined the Landings Sailing Club, the Commodore at the time, Mark Winters, asked me to put together a women's regatta team so that I could represent them in the

upcoming SAYRA Women's Club Championship in Charleston. (I actually registered under the Geechees as they were a member of SAYRA; see photo!) With this same team I still participate in as many local races as I can. We use one of the club's J/24s designated for us, *Gone with the Wind*.

When needed over the last year, I have been helping out the owner of Sail Savannah to run two-hour charter cruises on a Catalina 30'. This is a lot of fun as we take tourists on the Wilmington River.

Just before retiring and moving to Savannah, I took my first cruise with SEAS. Since then, I've been on ten more, plus a class we held in Newport for five days for potential Skippers and First Mates. We had enough students to fill three boats. I was the captain and instructor of one of them. It was fun but quite exhausting. We may hold another class next year, but I am asking for an assistant!

Places cruised: BVIs (twice), Antigua, Croatia, Tahiti, Key West (to Dry Tortugas), Newport, Mallorca (Spain), Exumas, Belize, Amalfi Coast, and the French Riviera. The last six were all within the last year!

I would love to see Savannah open an ASA school (someone IS working on that) so that people don't have to leave the area to further their education. Currently the closest schools are in Charleston and Amelia Island.

Meanwhile, I'll continue my pursuit of improvement in golf and tennis. Each tennis season I'm on at least three teams. But both sports keep me exercising and outdoors

COMMUNICATIONS CHAIR, Linda Howard (continued)

year round.

But most important to me is my family: Hubby Mike (who most of you have met), and our sons. Ben has his own company based in downtown Chicago. He currently lives along the river with his flight attendant girlfriend of six years. Brian works for Quicken Loans/Rocket Mortgage and lives in Clawson, Michigan, with his social worker wife of one year.

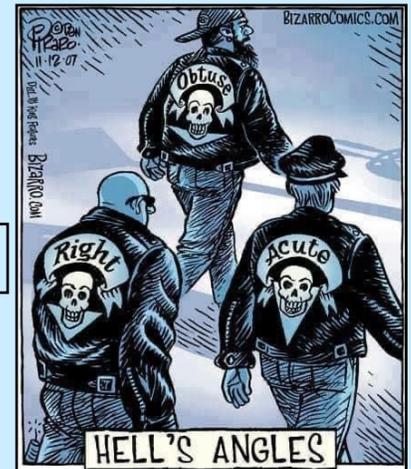


Never a dull moment!



Spelling really IS important →

I lay down - I fall asleep.
 I read a book - I fall asleep.
 I watch a movie - I fall asleep.
 I go to bed - I feel as energetic as a nuclear power plant!



I will be bringing some of each to our meetings. If you want to give me an idea in advance of how many, you can call or text me (Linda Howard, 912/658-7398). Everyone loves them, so you won't be disappointed. The bottles are \$10/each and the mugs are \$12.



SOCIAL CHAIR, Mary Ellen Sprague

Larry and I took a wonderful cruise from Budapest to Amsterdam. This required going through 66 locks and would not have been possible before 1992. In 1992 the Rhine-Main-Danube Canal was finished connecting the North Sea with the Black Sea. Fortunately, we were either asleep or sightseeing while the ship moved up the locks for the first part of the trip and down for the second portion.

Our average day consisted of sightseeing during the day, a port talk in the evening, dinner, and bed, though after-dinner entertainment was provided. I felt like I received a 3-week crash course on European culture and history. We loved it.

Every day we received a newssheet called the Viking Daily with a Nautical Term of the Day. Here are a few of my favorites:

Even Keel: A “keel” is like the backbone of the vessel - the lowest and principal centerline structural member running fore and aft. A vessel that floats upright without listing is said to be on an “even keel,” and this term has come to mean “calm and steady”.

Garbled: was the prohibited practice of mixing rubbish with the cargo. A distorted, mixed-up message was said to be “garbled”.

Bamboozled: From the 17th century,

this term has described the Spanish custom of hoisting false flags in order to deceive, or “bamboozle,” their enemies.

Give (someone) a Wide Berth: This term was originally used when a ship had been anchored far enough away from another ship to ensure that they did not hit each other when they moved with the wind or tide.

We spent a part of one tour examining and touring a Dutch windmill. Larry immediately realized that windmills are like sails. He convinced the miller to show us how he reefed his sails. (see photos).



RACE CHAIR, Angela Margolit

Upcoming Regattas:

10/08-09: CSC Oktoberfest Regatta
 10/15-16: SYC McIntosh Cup, Wilmington River

Hook Race Report & Photos:



What a ride we had from Harbour Town to Skidaway Island! There were 24 boats registered, and 19 were able to finish.

Winners of each class were:

- Spinnaker – Gebel Seese, *High Visibility*
 - J/24 – Amar Patel, *Rogue*
 - Non-Spinnaker – Rich Moore, *Shazam*
 - Cruising – Leo Peloquin, *Merlin*
- Gebel was given the overall

winner trophy which was created in memory of Todd Williams, former owner of *Grand Cru*.

The course went from near G7 in Calibogue Sound, to G5 of Tybee Roads, R2W at the mouth of Wassaw Sound, then finished outside the Landings Harbor Marina on Skidaway Island.

The real story was in the weather. Although we had a gorgeous ride and sail up the ICW on Friday, the sea was in full fury on Saturday - with gusts around 23 knots and swells of 6-10 feet. Almost every boat had something break or someone get sick.

I skippered one of the J/24s from the Landings. Three men (who had been in my basic sailing classes) were my crew, plus a young man, Josh, who I borrowed from Wilmington Island. Along with three other J/24s, we motor-sailed up the Intracoastal Waterway on Friday to dock in Harbour Town.

Josh was the bow person and unfortunately got quite sick due to the rough seas. Even though I was able to surf down lots of serious waves, we were getting tossed around pretty good. The

weather helm was tremendous; none of the club boats can reef their mainsails! It took us four and a half hours to race the course. With about an hour left, Josh just hunkered down in the cabin below. We were behind *Grand Cru* as we crossed the finish line. We followed them into the Landings Harbor Marina and noticed lots of flashing red lights. I anxiously called down to Josh: "Did you call an ambulance?" and he quickly replied "NO". As *Grand Cru* docked, we saw the EMS team roll down a stretcher to them. Apparently the new owner fell during the turbulent ride and broke a rib!

But the good news is: All of my crew would race with me again next year...except Josh! He is usually on a much bigger boat (J/100) and much prefers that for nasty seas!



Passing Daufuskie Island



The three men on the right were my crew from The Landings. The lady in pink was my tennis partner and has a home in Sea Pines; I stayed with her on Friday night. The lady on the far left is one of the two wives who drove up to Harbour Town on Friday night and saw us off Saturday morning.



Going under the new Causton Bluff Bridge on the Wilmington River on Friday



MEMBERSHIP CHAIR, Georgia Byrd

WHY JOIN A SAILING CLUB?

It's not unusual to hear Angela Margolit's energetic Wisconsin-laced drawl chatting about her recent trip to Europe where she captained a privately chartered sailboat through the varying ports of the Mediterranean. Or better yet, she's also equipped with photos like the one of the smiling crew who raced with her on a sailing yacht called, "By-LA Sea," in the southern coast of France.

Angela is just one of many members whose knowledge of sailing is relentless, exciting, and filled with situational resolutions to problems. For instance, in August she shared her knowledge and pictures from a harrowing trip:

"There was a terrible storm that hit Corsica on August 18th. Hurricane strength winds wreaked havoc and caused several deaths. I was on the fringe of the storm on my cruise of the French Riviera, but we survived, and then some. The charter base told us to come back a day early, so we took the opportunity to go to Saint-Tropez (\$6 bus ticket, round trip)!"

Indeed, one never knows where Angela - the Geechee's Race Chair - will be from week to week. One day she'll be skimming the waters off Skidaway Island teaching a half-dozen local kids how to sail, and the next week she's jetting off to parts unknown on adventures that you'll hear about at the next club meeting or social event.

Members Tommy and Linda Howard are another interesting couple in the club, always eager to share knowledge of boating that you'll hear about first-hand when you join the club. With the Grissettes, as previous salboat owners and now local trawler captains and co-captains, they consistently cruise the southeast coast from Savannah south and the Intracoastal, north or south of Savannah. They're always up on amazing marinas, restaurants, and navigation knowledge gained on their weeks-long trips with their Morkie, Mindy, a true boating enthusiast.

Here's a recap of one of their many trips:

"The four of us left Ortega but couldn't get under the bridge to Julington Creek Fish Camp, so we headed back out of the St. John's River and anchored at Cum-

berland Island in storms. The next day I wanted to go into the marina at Fernandina Beach but was outvoted. We ended up anchoring that night off of Amelia Island in a lot of wind. It was still gusting to 17 the next morning when we were getting ready to cross St. Andrew's Sound, but the wind died down and we had an easy crossing. We tied up at Brunswick Landing Marina right next to Tim and Judy."

Indeed, the advantages of joining a club like the Geechee Sailing Club outnumber the benefits of sitting at home and relying on manuals or second-guessing the cost and rigors of owning a boat. If you're into boating or sailing and not yet an owner, a sailing club is the perfect place to start. Not only are there several members like Angela and the Howards who will chime in with sailing stories and boating wisdom at the monthly club gatherings, but the monthly speakers are limitless in their knowledge of maritime laws and changes in the industry.

Here are some Questions and Answers about joining a club like the Geechee Sailing Club:

1. Do you have to own a boat to be a member? The major benefit of being involved in a community boating organization like the Geechee Sailing Club is that you can enjoy the great sport of sailing without the cost or expense of owning a boat. Professional instruction is also available via networking the membership, for those wishing to learn the sport. Some members need crew to help sail in group events. And boat rentals are available around the area for reasonable rates. In other words, you can try sailing, get professional instruction, and enjoy the use of sailboats (or motorboats) without having to buy and maintain a boat!

2. What are the requirements to join the Geechee Sailing Club? The Geechee Sailing Club is located right here in Savannah and is made up of members who own sailboats, power boats, and trawlers, as well as those who do not own boats but love being on and around the water. Boating businesses, related vendors, and marina

representatives are also invited to join, giving another realm of service to members. The club was founded in 1971 and its goal is to promote sailing and the enjoyment thereof through safety, education, fellowship, and to cooperate with related organizations. The Geechee Sailing Club is a member of the South Atlantic Yacht Racing Association.

Regular meetings are held the second Monday of each month in the banquet room at Carey Hilliard's Restaurant on Skidaway Road. Social gatherings begin at 6:00 pm with the meeting and program immediately following. Dinner is ala carte. The November meeting is an exception, as it is the Change of Watch held at another venue chosen each year by the Social Chair. The December meeting is the annual Christmas Party held at the Marsh Harbor Clubhouse.

If you're interested in membership, or would like to visit one of our meetings, the best place to start is our Membership Chair, Georgia Byrd, (georgia@rjcvachts.com/912-596-4040). A membership application in "pdf" format can be downloaded by clicking on the "Become a Member" button at the top of the website, or you can reach out on the Facebook page. Dues are \$65 per person (or couple) this year and we look forward to hearing from you! Fair winds!



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:

K U M N I P P _ _ _ _ _

N O E L M

S U R I T C

H C T A P

Answer to September's Scramble: **G I L M O R E**

MOTOR

GRASS

FLING

MESSY

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.

- Linda Meyer. Pray for her family and friends.

2022 OFFICERS

Commodore Larry Sprague
Vice CommodoreLinda Howard
Secretary Dawson Long
Treasurer..... Dawson Long
Past Commodore.....Dawson Long
Social Chair Mary Ellen Sprague
Cruise Chair Larry Sprague
Race Chair..... Angela Margolit
Membership Chair Georgia Byrd
Communications Chair/Editor.....Linda Howard

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