



# GEECHEE SAILING CLUB

## RHUMB LINE

Great Circle 3150 NM



### COMMODORE, Linda Howard

#### BOATING...

#### **THE GOOD:**

Tim and Judy Grissette and Tommy and I headed out May 10 for our annual trip to Brunswick Landing Marina and Ortega Landing in Jacksonville.

On the way to Brunswick we anchored near Crescent, GA, which is a peaceful stop that always has a breeze.

Then on to Brunswick. Brunswick Landing Marina offers a large marina (voted the Best Large Marina in the country) with wide slips, free laundry, dog park, covered eating area and grill at every dock, books and swap shop, free beer, and Fox's Pizza nearby!

On the way to JAX we anchored in Mill Cove,

another great anchorage with a view of the city.

A week in JAX at Ortega Landing had us swimming in their heated pool, using their free laundry and ice, and enjoying their beautiful clubhouse, books, and swap shop. Using our bikes, we peddled around the corner to a shopping center with a myriad of stores and restaurants, including Longhorn's, Publix, and West Marine! Ortega is our go-to place. We used to go farther to St. Augustine, Daytona, etc. We've even been known to go to the Bahamas and the Keys. But Ortega has everything in one place and only takes 4 days to get there. Did I mention great rates as well?

#### **THE BAD:**

Shortly after arriving in Brunswick, I had a vein open on my leg and I lost about a pint of blood. After applying pressure for a while, it finally stopped. Around that time, Judy caught her foot in the step off her boat and landed on the dock. Yikes.

Then in JAX, my bike and I fell and I banged up my right leg pretty well. The good news was that I almost didn't wear my helmet that day, but decided not to take any chances. When I fell, I hit my head HARD on the curb. I didn't feel a thing! I'm sure I would have had a concussion at least. I'll "never leave home without it" now.

**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.geechesailingclub.org](http://www.geechesailingclub.org)  
**EMAIL ADDRESS:**  
[geechesailingclub@hotmail.com](mailto:geechesailingclub@hotmail.com)  
**FACEBOOK:**  
 Geechee Sailing Club

#### **GEECHEE SAILING CLUB'S** **UPCOMING PARTIES** **& CRUISES**

#### **Socials:**

*TBA*

#### **Cruises:**

*June 17-18 - Palmetto Bay Marina*

*July 14-16 - St. Catherine's*

*August 12-13 - Elba Island-shark tooth hunting (12:46 pm = low tide)*

*Sept. 2-4 - Labor Day - Beaufort*

*Oct. 20-22 - Bluffton Seafood & Art Festival*

### **THE SPEAKER FOR THIS MONTH** **(MONDAY, JUNE 12)**

**SARAH JONES, Executive Director, Tybee Island Historical Society**



## COMMODORE, Linda Howard (continued)

Then...leaving Ortega, we (Tommy and I) were pulling out of our slip bow-first when everything (and I mean EVERYTHING) shut off. We had lost all power. I went to the front to hold us off the sailboat in front of us. So glad the water was calm and we didn't hit anything! A fellow boater came by and we threw him a line so he could pull us back into the slip.

Meanwhile, Tim and Judy had pulled out before us and were just clear of the docks when, believe it or not, they shut off!!

Tommy worked on our boat for two hours and finally discovered that our bow thruster had a short in it and had drained our battery. After cutting it

loose and charging our battery from shore power, we were on our way. After much struggle and cleaning filters, Tim and Judy were on their way as well.

That night we anchored in Brickyard Creek. It was the calm before the storm, as they say.

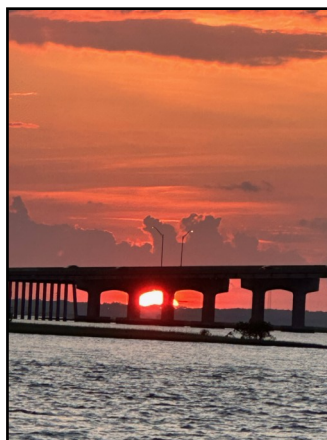
The next morning we "set sail" to cross the St. Andrews Sound. We have crossed it more times than we can count, but never like this. Some crossings have been iffy. This time, however, was a downright NO! As far as Judy and I were concerned, we should not have gone. I had to brace myself sideways on the bed with my feet against the cabinet, lying on top of Mindy (who got seasick) - while

listening to things crashing around us. Judy gave me a few pictures she took of the aftermath of their boat (see page 3).

Finally got to Brunswick and Tim skinned his leg on something in the boat. Not a pretty sight!

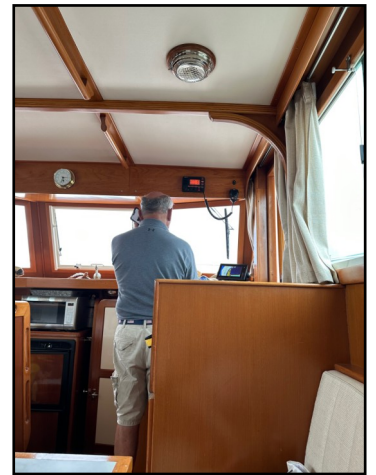
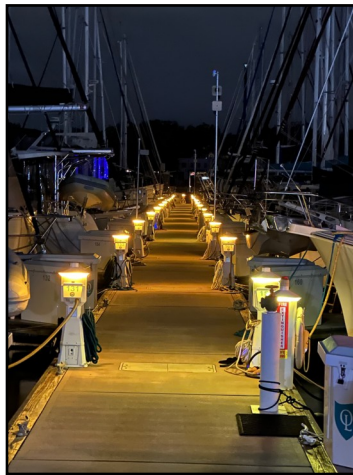
At the time of this writing, it has been raining for days and now the wind is blowing. We were supposed to leave Friday morning, but the weather forecast is NE winds 20-25 mph with gusts up to 40! I guess we're stuck here for a while.

BOATING! Can't live with it...can't live without it.





COMMODORE, Linda Howard (continued)



Judy's St. Andrews aftermath.



## VICE COMMODORE, Tom Howard

If you missed the last meeting with Dr. Clark Alexander, the Director & Professor of the Skidaway Institute of Oceanography, then I will set your mind at ease. The probability of a tsunami hitting our area is slim to none because of our distance from the continental shelf, as well as the earth's plates moving apart and not moving together.

It was a great meeting!

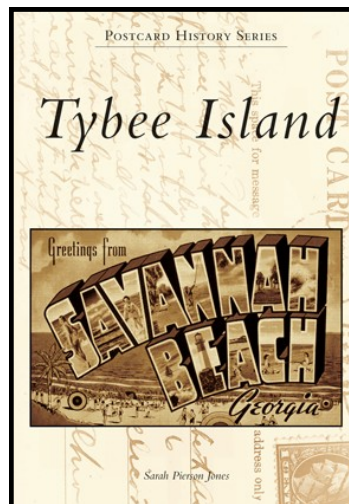
Linda and I and Tim and Judy had a great time in Florida on our annual May cruise to Florida - except for engine failure while leaving our slip in Ortega deep in the fairway crowded with boats and a concrete wall. We survived with help from other boaters on the dock. Ask me for details.



**I'M GRATEFUL  
THAT  
THOUGHTS  
DON'T APPEAR  
IN BUBBLES  
OVER OUR  
HEADS!**

## OUR SPEAKER FOR JUNE

Sarah Jones. This native Texan has worked as the Executive Director for the Tybee Island Historical Society for nine years (since 2014), and was Director of Operations for eight years before that. See the book of historical postcards she published. →



**Sarah is the author of this  
book of historical post-  
cards**



**Sometimes, I shock  
myself with the smart  
stuff I say and do.  
Other times, I try to  
get out of the car  
with my seat belt on.**

## COMMUNICATIONS CHAIR, Linda Howard

Here's your boating checklist...because, as is said in "Captain Ron," "If it's going to happen, it's going to happen out there."

### Preseason Preparation

- Current registration/documentation papers (including boat trailer) and numbers/decals affixed as required. If you fish, fishing license and fishing gear aboard?
- Review federal, state, and local boating laws and navigation rules.
- Take your state's boating safety course, if required. [BoatUS Foundation's free online course](#) meets requirements in 36 states.
- Join or renew your [BoatUS towing membership](#).
- Download the [free BoatUS App](#) to check local weather and tides, and for fastest way to call a tow.
- Maintain boat and systems per manufacturer recommendations and your visual inspection.
- Check expiration dates and condition of fire extinguishers and pyrotechnic flares
- [Program your VHF/DSC radio \(Request a free MMSI number\)](#)
- [Take a course](#) to brush up boat-handling skills
- Schedule a courtesy [vessel safety check](#)

### Before Departure

- Check weather forecasts, tides, currents.
- [File a float plan](#) with a trusted contact ashore.
- Follow safe fueling practices; make sure blower fans are in working order. Check operation of bilge pump, auto switch, alarms.
- Ensure you have appropriate-size life jackets in good repair, and that children wear them. Need a child-sized life jacket? [Find a loaner site](#)
- Brief crew on locations and operation of safety equipment including: life jackets, life sling, or throwable flotation; sound-producing device; flares/visual distress signals; fire extinguishers; and a spare engine cutoff lanyard, if equipped.
- Turn on VHF radio. Show passengers how to select Ch. 16, how to use mic, and when/how to transmit a Mayday. Brief on how/when to use and not use the DSC feature if you have it; ensure the MMSI is programmed in.
- Check operation of navigation/running lights.
- Ensure that one anchor and rode is ready for immediate use.
- Before starting a gasoline inboard engine, run blower for at least 4 minutes.

- Attach engine shutoff switch lanyard or device, if fitted.

### On The Water

- Departing the harbor, store a "go home" waypoint on the GPS, if equipped.
- Know the waters you're navigating. Refer to local charts, stay within marked channels, be aware of tides, currents, and areas such as inlets with challenging seas.
- Avoid distracted driving, scan the horizon continually for other boats' movements.
- Be weather-aware (watch for wind/cloud changes, monitor weather channels).
- While underway, no passengers on the bow, gunwales, or transom.
- Monitor fuel consumption and remaining range. Use the "Three-Thirds" rule: one-third outbound, one-third inbound, one-third reserve.
- Designate a lookout if engaging in watersports activities.
- Engines OFF if people are swimming.
- Be aware of dangerous CO gasses from engines and/or generators.
- Drink plenty of water; wear sunscreen; don't boat under the influence.

\*April/May, *Boat/US*



## CRUISE CHAIR, Larry Sprague

The Cruise in June will be **June 16<sup>th</sup> to 18<sup>th</sup>** to Palmetto Bay Marina on Hilton Head. Reservations may be made online at <https://pbmarinahhi.com> (843/785-5000). I strongly encourage everyone to go ahead and reserve a spot. If you can't stay the night, join us by boat or by car for the day. I will not be able to join as we will be in Boston with our youngest daughter Anna, her husband, and our grandchild.

For two weekends starting in late April, Mary Ellen and I spent Friday through Sunday in class for the OUPV captain's license, known as the 6-Pack license. Starting on Friday morning, we had to be in class by 8:00AM in Richmond Hill. The class was taught by Captain Spivey of Sea School, who was a former Coastie.

The class had about thirty participants, ranging in age from early twenties to retirees (us). A good handful wanted the license to take out fishing charters or to be able to captain sightseeing tours. One of our classmates lives in Richmond Hill and is the captain of a trawler in the Bering Sea off Alaska. He works 45 days on and is then off for 45 days. As he put it, "I make great money to go fishing". Another classmate coaches at a local school and is the son of an engineer that I worked with at Dixie Crystals.

I signed up for the course at the Savannah Boat Show that the Geechees participated in. While cruising the floor, I came upon the station for Sea School and started talking with the person manning the exhibit. Captain Jack Feeney teaches the course in Jacksonville and I asked him several questions about the course. We then started talking about boats and sailing. He asked me if I thought I could handle a Morgan 40. I told him

"certainly" as I have had a 32-foot boat the last seven years and had chartered a 47-foot catamaran in the past. Captain Jack then said that he was recruiting captains for the Boy Scout camp in Islamorada, Florida, and would I be interested? I was very interested but was then told that they required the OUPV license. In for a dime, in for a dollar. So I signed up. When I told Mary Ellen that I had signed up for the course, she said she was also interested and proceeded to sign up. And that is how we found ourselves in Richmond Hill at 8:00 AM on a Friday.

Much of the material was familiar, but there is a difference between being familiar with a subject and really knowing it to the point of immediate recall. It took a little bit of time and practice to retrain my memorization skills to retain detailed information. There was a two-page handout that detailed the basic rules of the road; lights for various sizes and types of vessels; sound signals when underway and signals for when in reduced visibility. We were told that if we memorized it, we would have 80% of the knowledge needed to pass the Rules of the Road test. So memorize it I did, but it took several days to know the information cold. For several nights I reviewed the sheets in my head before going to sleep, and sometimes woke up in the night and would have to check the book to see if I had something right before I could go back to sleep.

Plotting was very frustrating at first. I had done some in the past, so was basically familiar with it. However, with the first problems, I was frequently not getting the correct answer; sometimes not even close! How could this be! It is very mechanical! I do not tolerate frustration well and

Mary Ellen said my showing it was starting to be an embarrassment.

What improved my plotting ability was to analyze why I was getting the wrong answer. Part of the problem was the lack of accuracy in plotting the lines and taking measurements. Then there were the mistakes of plotting the wrong latitude or longitude. I learned to double check whenever taking a reading. "Measure twice, cut once." Over time I was able to bring my margin of error down to standard tolerance (3 degrees on the compass and .3 minutes latitude or longitude). By the time of the test, I was enjoying doing the plotting exercises and was confident in my ability.

We took the test two weeks after the course, as our daughter Anna and her family came to visit. Even though I felt prepared, I was nervous. There are four tests and everyone says the Rules of the Road is the hardest as it is 50 questions and requires a 90 or above to pass. In the first 10 questions I was unsure of 3 of my answers. Not a good start. Things improved after that and I started to have some hope that I might pass on the first try. (One can take the same test three times on the same day.) All answers are marked on a scan sheet which is then fed through an optical reader, so you get your results right away. I waited with bated breath while the card was scanned and the proctor wrote down the grade. She then showed me the results...Passed! I ended up passing all four exams with a cumulative average of 95.5, so now onto the next steps.

The Coast Guard requires a current certification of having completed a first aid and CPR course. This we



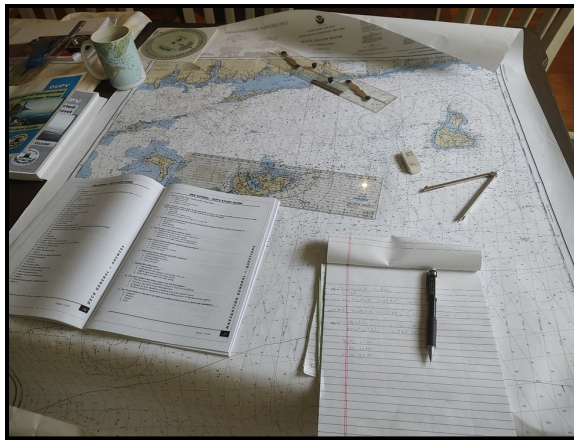
## CRUISE CHAIR, Larry Sprague (continued)

completed in two night sessions after the regular Sea School OUPV classes. Also required is a physical and proof that one is not color blind and can see at least 20/40 with corrective lenses.

Then there is the TWIC card (Transportation Worker Identification Credential). Paperwork includes showing that one has at least 360 "sea days" (over 18 years old) with 90 sea days in the last three years.

After the forms were filled out and the various records attached, we sent the packet to Sea School who, for a modest fee, will ensure that everything is correctly filled out and attached before submitting it to the Coast Guard.

Then we wait, and one day the postman will drop off the license at our house. They bring it to you! What could be easier?



Preparing for the test. Note the Geechee coffee mug. It was frequently used.

## SECRETARY - Audrey Debien

### Top Ten Boats in the Bible

This month I decided to combine my passions for the Bible and boating! With a little help from Google, I identified the following references to boating God's Word. Each one teaches us something about God.

**Noah's Ark** - Of course, this is #1 on the list! Noah's faith still inspires! God knows how to protect his people!

**Boat for baby Moses** - This is the tiniest boat in the Bible! God saved Moses for a mighty Biblical purpose!

**Jonah's ship to Tarshish** - He was running away from God on this boat. As we know, he was not able to escape God's plan. He encountered a mighty fish before being delivered to Ninevah!

**James and John left their fishing boat to follow Jesus** - They were called and they left

everything to follow their savior.

**Jesus preached from a boat** - God's word is not restricted to Church.

**Jesus calmed the storm** - He was in the boat and commanded the weather.

**Jesus walked on water (beside a boat)** - His supernatural powers proved that he is God!

**Jesus fills Peter's boat with fish** - He provides more than enough if we will only listen to him!

**Paul traveled by boat** - Paul traveled great distances to deliver God's message. His adventures, documented in the book of Acts, are inspiring.

**Paul's prison ship** - The boat sank in a terrible storm but God saved Paul and all the sailors!



**WE'RE ALL MATURE UNTILL SOMEBODY BRINGS OUT THE "BUBBLE-WRAP"**



## TREASURER, Dawson Long

Getting to know a Geechee is at our core philosophy in the Geechee Sailing Club. One of our fun games at a gathering was to find out more about our fellow Geechees. The goal was to guess which Geechee was being described by the hint of a little-known fact about them. One well-known fact about me is that I have been in and out of prisons more than most felons. The good news is that it is just one day at a time.

I must share this fun fact about me, because our mission at Kairos Prison Ministry depends on the participation of corporate prayer. The Mission of Kairos Prison Ministry is to share the transforming love and forgiveness of

Jesus Christ to impact the hearts and lives of incarcerated men, women, and youth, as well as their families, to become loving and productive members of their communities. **One effect on the graduate of Kairos is that he or she is less than half as likely to re-enter the prison system.**

The showering of love on what society says is an unlovable person has powerful effects on both the prisoner and the prayer warrior who commits to praying for 30 minutes or more for the Kairos weekend. I must skip the detail, yet I ask you to remember this petition when our next weekend comes up in November. If you would

like to become a volunteer in an impactful organization such as Kairos, please keep me apprised.

Regarding Memorial Day, this message about freedom is that it has been paid for by our soldiers and by God in whom we trust.

\*\*\*\*

The Account balances are stable with \$4,197.69 in the checking. The Vanguard fund is at \$17,641.67.



## MEMBERSHIP CHAIR, Nick Robertson

As we sail into summertime, here's a mid-year roundup of random Geechee membership news:

- Let's warmly welcome our newest Geechee members, Kathleen Buckley-Warshaw and Michael Warshaw, whose application was unanimously approved during the May board meeting. Kathleen is an experienced sailor who recently served as Vice Commodore for the Charleston Ocean Racing Association, and her career in marketing, communications, and business development is culminating in the endeavors of her independent event-planning agency. Michael is a long-time local power boater who applies his scientific background in oceanography, botanical research, and herbology to produce customized skin-care

products. These nautically-minded newlyweds were married in early spring and are now settling into a new Rincon home together, and they're looking forward to joining future Geechee programs and socials. It's great having you aboard, Kathleen and Michael!

- I'm continuing to distribute stacks of our glossy new Geechee pamphlets at various marinas around Savannah — so far our freshly printed promo literature has been welcomed for prominent display at Bull River Marina, Coffee Bluff Marina, Isle of Hope Marina, Savannah Bend Marina, Savannah Boat-house Marina, and Thunderbolt Marina. Next, I'm planning to approach boating-supply stores and dockside restaurants to see if they'd be willing to display our pamphlets there, and if any Geechees have ideas about specific locations to contact, I'd gratefully accept any suggestions; drop me a line at [n.h.robertson@gmail.com](mailto:n.h.robertson@gmail.com) anytime.

- The fun little game we've resumed playing during monthly general meetings is proving to be a

popular and worthwhile diversion. Donations are providing our monthly guest speakers with their pre-presentation meals when they visit our dinner meetings at Carey Hilliard's. The Geechee board is still in the process of determining an appropriate charity organization to support with Geechee donations (sadly, our club can no longer sponsor the now-defunct Savannah Sailing Center), but all contributions are being accounted for and will be directed toward a worthy cause, or toward filling a visiting speaker's belly.

As always, feel free to contact me if you have any feedback or questions regarding Geechee membership. Wishing you sunny summer fun along Savannah's sublime coastline!





## RACE CHAIR - Angela Margolit

Kirsten Neuschäfer has become the first woman to win the Golden Globe Race!

Kirsten and 15 other competitors, who were all men, set off from Les Sables-d'Olonne, France, on September 4, 2022, with the aim of making it around the world via the five Great Capes before returning to the coastal town in the west of France. By the time the female South African crossed the line Thursday on her ship, *Minnehaha*, only two other sailors were on course to complete the race without stopping.

She won.

Golden Globe entrants race solo, non-stop, and in boats that are reminiscent of the 'Golden Age' of solo sailing: the yachts have to be designed before 1988, be 32 to 36 feet in length overall, and have no electronic instruments or autopilots. The race is based on the 1968-69 Sunday Times Golden Globe Race which saw Sir Robin Knox-Johnston become the first person to circumnavigate the globe, sailing solo on his boat *Suhaili* without stopping. The race was inspired by Sir Francis Chichester's successful single-handed circumnavigation of the globe in his yacht *Gipsy Moth IV* in 1966-67.

Kirsten has been a sailor since childhood, but turned it into a profession

in 2006. From boat deliveries to crewing, she built a diverse set of skills in the sailing arena. Before the Golden Globe Race in 2018, Kirsten's longest solo sailing trip was a delivery from Portugal to South Africa on an old and maintenance-intensive 32-foot ferro-cement sloop, using only a wind-vane for self-steering.

She joined Skip Novak's Pelagic Expeditions and sailed the crew to South Georgia, the Antarctic Peninsula, Patagonia, and the Falklands, to capture the beauty of the Antarctic for National Geographic and the BBC. Kirsten has also embarked on other solo adventures, such as cycling from Europe back home to South Africa.

Kirsten was awarded the Rod Stephens Seamanship Trophy for playing a pivotal role in the successful rescue of a fellow 2022 Golden Globe Race competitor, Tapio Lehtinen. After his boat sank, Tapio spent over 24 hours adrift in the southern Indian

Ocean. Thanks to his Personal Locator Beacon, issued by the Race officials to all competitors, Kirsten was able to find and rescue him.

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Lots of action going on in the month of June:

- 03-04: SYC – Laser Regatta
- 17: SYC - Grady Foster Long Distance Memorial Regatta\*
- 23-24: CORA – Summer Sailstice Offshore (100 miler overnight)\*
- 24: CSC - Summer Sailstice Raft-Up
- 24-25: SYC - Firecracker Regatta

For more information, visit the respective club websites or Regatta-Network.com.



**Pickles** by Brian Crane

## SOCIAL CHAIR, Mary Ellen Sprague

Aged Woman takes “Operator of Uninspected Passenger Vessel” course.

My husband announces he is taking the six-pack course so he can take Boy Scouts sailing. Fair enough. My first thoughts were anything but loving. We are in the process of cleaning out our office after decades of legal practice. I had visions of weeks cleaning files while he enjoyed “hanging out with the guys” in class and studying at home. Many years ago, we took a one-week charter sailing course in Annapolis. Larry followed this with an additional class in St. Petersburg to receive his charter boat captain certification. I have always felt that I should have taken the second class also and would have benefited from the information. My heart wasn't in the class but, by golly, I wasn't going to be left behind again!

We had a 45-minute ride to Bryan County to a class for two 3-day weekends. The classes went from 8 am until 6 pm. Long days! I was shocked at what I had gotten myself into. First, where were all the women? I was it. Six days of sharing 2 unisex bathrooms with 23 men. Ugh! I did eventually find a female bathroom at the other end of the building. The walk

was worth it! Second, where was the coffee machine? Are these men human? Then there was this book with all these terms I did not understand. Sea smoke? Occulting lights? Flemish?

I about had a heart attack when the first area we started with was knots. Tying knots has always been knotty for me. Fortunately for me, the man behind me was extremely proficient and willing to lend a hand. I have a new appreciation for men with tattoos!

Between lectures the instructor showed mostly old documentaries having to do with seamanship. They should have been called the “scare the pants off you” movies. I really did not need to see people getting eaten by sharks or snapped in half by lines.

Given the long days, Larry and I became very tired, so I put camping mattresses, blankets, and pillows in the back of my minivan. They were a big hit with us. We slept hard after lunch. The other students were offering money to use our makeshift beds.

After the course was completed, I took a break to prepare for a visit

from my daughter, granddaughter, and son-in-law. A week before the exams I finally cracked the book & started studying. I thought I would be lucky to pass two of the four tests. I did better than expected, passing three. Plotting did me in. I got a 70 but 90 is passing. The teaching chart is still on our table and I have a lot more problems to practice. I have 11 months to pass the last exam, so eventually it will happen.

Did I take the course for all the wrong reasons? Yes. Am I glad I took the course? Absolutely!

Oh yeah, I am the Social Chair. I plan to host a Geechee party in July or August. Keep your ears open for more information. Safe sailing!



**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.**





## 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:

W A L O L                    \_ \_ \_ \_

D R O B E R

N G A G

T S I F N E

Answer to May's Scramble:    TUTOR

RECORD

UNDRESS

THROW

FIGHT

## 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.

- (Me) Linda Howard. Cancelled back surgery for June 7. Working with the doctor to discover specific cause of pain.

## 2023 OFFICERS

**Commodore** .....Linda Howard  
**Vice Commodore**..... Tommy Howard  
**Secretary** ..... Audrey Debien  
**Treasurer**..... Dawson Long  
**Past Commodore**.....Larry Sprague  
**Social Chair** ..... Mary Ellen Sprague  
**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)