

## COMMODORE, Linda Howard

Tommy wrote my Commodore's article for me this month. As you can see, we are headed out on our annual May trek to far-off Brunswick and Jacksonville! To our defense, the going is the big draw with the flora and fauna of our Low Country. And, as you know, what takes an hour by car takes a day by Intracoastal.

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Doing preparation for our May 5th Trip to Florida:

After making reservations for Brunswick and Ortega, FL, it is

time to prep the boat. First is the teak: eight coats after stripping all of the exterior teak down to wood. This happens every five to six years. Second is to varnish. So, sand/paint, sand/paint, sand/paint, etc.

Next is Mechanical: the forward a/c went out, so I ordered a new one to install. Then changed the oil in the Cummins Onan, put in new fuel filters (including main engine), checked the clamps, hoses, batteries, impellers, and new lights.

Electronics ok!

Finally, cleaning everything inside and out after all the sanding dust, including the anchor locker, lazarette, etc.

Now I can let Linda do her inspection and take inventory to provision the boat.

Then time to load everything she has laid out! Just load and don't question the need or purpose! I have learned from experience that "You can get ready to go or you can go...but you can't do both."



## NO MEETING MAY 12

From experience, we have learned that May is a month when everyone is out of town!  
But **WE WILL BE MEETING JUNE 9!**

The speaker for June is Anthony Groover, a Tugboat Captain for Moran Towing. He is excited about speaking to us. Let's give him a good welcome.

**FYI: Anthony has a relative who is a celebrity.**



### 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](http://www.geecheesailingclub.org)

### EMAIL ADDRESS:

[geecheesailingclub@hotmail.com](mailto:geecheesailingclub@hotmail.com)

### FACEBOOK:

Geechee Sailing Club

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

#### Socials:

*Saturday, July 19 - Pool Party at the Allens'. See pg. 5.*

*Saturday, November 8 - Change of Watch*

#### Cruises:

*Next cruise May 24-26 - Memorial Day weekend - Odingsell (Wassaw).*

*June 14-15, Saturday-Sunday - Daufuskie Island*

*July 12-13, Saturday-Sunday - Elba Island/Savannah Back River. (High Tide at 11:19 AM)*

## VICE COMMODORE, Linda Howard

MARCH 10, 2025

Sarah Jones had to reschedule for October 13 due to medical problems. A movie of Tom & Linda's trip to Great Britain was shown, complete with popcorn.



APRIL 14, 2025

Christopher Cay of the Savannah Harbor Partners' development on Hutchinson Island spoke. We were surprised and astounded over the development that has been completed and the magnitude of the plans. It is going to be a beautiful landmark for Savannah.

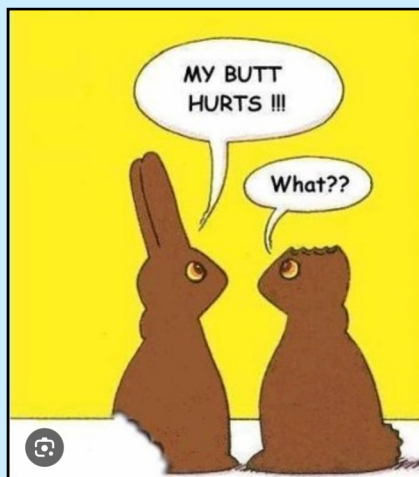


MAY 12, 2025

**NO MEETING DUE TO LOW  
ATTENDANCE IN THE MONTH OF MAY**

JUNE 9, 2025

Anthony Groover, a Tugboat Captain with Moran, will be speaking.



**I guess it makes sense  
for worship leaders to  
wear jeans. In the Bible,  
the musicians at the  
Temple were all in the  
tribe of Levi's.**

## CRUISE CHAIR, Larry Sprague

Below is the list of cruises for the 2025 season:

**May 24<sup>th</sup> - 26<sup>th</sup>**; Saturday – Monday – Memorial Day Weekend.

**June 14<sup>th</sup> – 15<sup>th</sup>** – Saturday – Sunday – Daufuskie Island

**July 12<sup>th</sup>-13<sup>th</sup>**; Saturday – Sunday – Elba Island/Savannah Back River. High Tide at 11:16AM.

**August 16<sup>th</sup> – 17<sup>th</sup>**; Saturday - Sunday – Palmetto Bay Marina, Hilton Head Island.

**September 5<sup>th</sup> – 7<sup>th</sup>** – Friday - Sunday –cruise to Beaufort

**October 17<sup>th</sup> - 19<sup>th</sup>**; Friday – Sunday - Bluffton Seafood Festival (second weekend).

Dawson will be the cruise master for the May and June cruises as Mary Ellen and I will be in the United Kingdom.

Below we continue with the history of the Savannah River, in particular the development of the steam engine as a means of propulsion for waterborne vessels. Savannah and New York were the two locations which led in the development of steam propulsion and the consequent freeing of mariners from the vicissitudes of the wind. Returning to Ruby Rhan's book, *River Highway for Trade the Savannah*, we pick up with the earliest development and use of the steamboat on the Savannah River:

“Historians, in general, seem to have slighted the importance of the river steamboats as a commercial contribution to the growth of the State. Nevertheless, Georgia can boast of the fact that the first successful commercial steamboat ran between Augusta and Savannah on the Savannah River.

On 18 November 1814, two months after the death of William

Longstreet, the Georgia Assembly gave Samuel Howard, his partner, the exclusive rights, for twenty years, to operate boats propelled by steam on all the rivers of Georgia. This act was not to be effective until the State of South Carolina concurred, which it did 14 December 1814.

Samuel Howard and his brother, Charles, planned to use the steamboat to tow sailing vessels up the river from Tybee, thus saving many hours of delay from unfavorable winds or tides. They also planned to send a boat to Augusta, but whether they intended regular runs in the first plans is not really known.

A year later, in November 1815, the keel for the steamboat ENTERPRISE was laid in Savannah at the shipyard of John Watts, who directed the building. The ENTERPRISE, weighing 152 tons, was 90 feet in length, 20 feet in breadth, the water paddle wheels had a diameter of 16 feet and the steam engine had the power equal to the united force of 32 horses." The engine, as well as the man to install it, came from Philadelphia.

The Savannah Republican of 18 January 1816 carried the following account of the launching of the first steamboat in Georgia:

“Yesterday morning was launched the Steamboat ENTERPRISE, ninety feet in length and twenty in breadth. The launch was beautiful-about 11 o'clock the impediments to her course were overcome; and she moved majestically into her proper elements, amid the acclamations and good wishes of hundreds of spectators. Much credit is due to the builder, Mr. John Watt, for his exertions in expediting the completion of her hull; which we are informed has exceeded the most sanguine expectations of the proprie-

tors, who are likewise perfectly satisfied with the workmanship in every respect.

“It may not be improper here to repeat the object for which this vessel has been constructed and the advantages that the commerce of this place is likely to derive from her operation. She is intended to tow vessels thence to Tybee, from thence thither or to facilitate the passage of river craft between this harbor and Augusta. Besides being useful in winter, during the prevalence of northwestern and northeastern winds in bringing vessels into port and towing those outward bound into situations where they may make use of their canvas, she will be particularly beneficial in summer and autumn when putrefaction of vegetable substances load the exhalations of our river fens with pernicious particles which proves so often fatal to the crews of our shipping lying wind-bound in the river; and will often save the merchants from heavy losses occasioned by perishable merchandise remaining too long on board of those vessels in those seasons. In short, the aid of steam-boats will place our city upon an equality with ports the most favored by their natural positions. Should the Messrs. Howards not meet with the encouragement in their adventurous and laudable undertaking; the ignorance, or disregard of our citizens to their own interests will alone be the obstacle --- obstacles which we hope and believe there are no reasons to expect of ever being realized.”

An Interesting article in the Savannah Republican in early April describes one trip of the ENTERPRISE as follows:

“The Steamboat ENTERPRISE, with a numerous concourse in citizens on pleasure bent:

## CRUISE CHAIR, Larry Sprague (continued)

She moved beautifully through the water and was certainly an interesting curiosity to those who have not seen steam vessels elsewhere. To behold a large and apparently unwieldy machine, without oars or sails, propelled through the elements by an invisible agency at a rate of four miles an hour is indeed a novel spectacle.

We understand from the proprietors that the ENTERPRISE fully meets their expectations and behaved very well yesterday. Our enterprising townsmen have our very best wishes for so laudable an undertaking."

The Augusta Chronicle reported the first trip of the ENTERPRISE up the Savannah River to Augusta on 26 April 1816:

*"Arrival of the Steamboat ENTERPRISE.*

The citizens of Augusta were highly gratified by this novel and interesting sight on Wednesday last: About 2 o'clock P.M. the ENTERPRISE entered our bay from the "point above Sand Bar Ferry, and amid repeated acclamations of a large concourse of our citizens, moved majestically along at the rate of 3 knots an hour against a strong current towing after her an Augusta boat loaded with 3,000 bushels of salt. She made the voyage from Savannah here without difficulty or accident, and promises to be a valuable acquisition to the State and to her proprietors. Her cabin is large and her staterooms for female passengers are commodious and elegant. She will make two excursions in the bay tomorrow for the satisfaction of our citizens."

Captain Howard was the captain of the ENTERPRISE on this first and wonderful trip to Augusta. The merchants of Augusta who had merchandise brought from Savannah on the ENTERPRISE were quick to

advertise the fact, and sales were brisk. It was quite an occasion and a cause for celebration as it began the steamboat period on the Savannah River. Perhaps the Savannah River steamboats did not reach the heights of romance accorded the glamorous floating mansions on the great Mississippi River, but there certainly is no doubt that the steamboat was a success on the Savannah River from the first run of the ENTERPRISE until the last run of the SWAN during the Civil War.

Samuel Howard, his brother Charles, and several other persons formed the Steam Boat Company of Georgia in 1817. This company received a charter with the same rights granted earlier to Samuel Howard, but dated from 1817 to run for twenty years. This monopoly of steam caused a great deal of protest locally, just as protests had been voiced against the Livingston-Fulton monopoly in the North. The State of Georgia evidently realized their error and in 1818 granted a charter to the Savannah River Navigation Company. This charter did not state the method of propulsion to be used and the Steam Boat Company of Georgia's monopoly prevented the use of steam.

The answer to the challenge of steam appeared on the river in April of 1820. It was the GENIUS OF GEORGIA, and the power was horse-power. The GENIUS OF GEORGIA was a teamboat, built in Effingham County at Ebenezer by Mr. William Bird, for the Savannah River Navigation Company. The GENIUS was patterned after the teamboat invented by Captain Moses Rogers in 1814 in New York. Captain Rogers had needed some method of power to compete with the Fulton monopoly in New York, and so the "Teamboat" came into existence. It

was very successful in the North, particularly so for ferries, and was copied in other places. The teamboat used four to eight horses on a treadmill that was geared to the paddle wheels of the boat.

In spite of the optimistic report in the Marine News of the Savannah newspaper of 18 April 1820, quoted below, the experiment was not a success.

"The Team Boat, Genius of Georgia, arrived at Savannah on Tuesday evening last for the materials necessary for her completion (not available where she was built). She left here on Tuesday evening for Ebenezer," where she will remain 8 or 10 days. The impelling power consisted of 4 horses. When finished she will be engaged for a few days in gratifying the curious citizens of Savannah by running from Tybee Light, Thunderbolt, and other places. After satisfying the citizens of Savannah of the Practicability of this species of boat, and to prove to them by actual experiment if required, that they are equal in motion to any Steam-boat ever in the Savannah River, she will take freight for Augusta ...."

A report of 3 June in the Savannah paper, and another from the Augusta Chronicle of 25 August 1820, probably gave the reasons for the failure of a teamboat on the river.

"June 3, 1820. Arrived the Team Boat Genius of Georgia, Capt. Bird, in 5 days from Augusta with flour to order. In consequence of the lowness of the Savannah River ... she lay on one of the bars for 2 days."

"August 25, 1820. The Team Boat *Genius of Georgia*, Capt. Bird, with a cargo of sundries, left Savannah on Friday 12th inst., and



## CRUISE CHAIR, Larry Sprague (continued)

arrived at this port on the morning of the 24th, at 8 o'clock, after being detained at Ebenezer, Greenwood's Bar, and Sand Bar Ferry three days. She draws 30 Inches of water, and is calculated for 24 horses, but arrived with five less than her complement." This was the last report in the papers. The GENIUS was never a threat to the steamboats and became a long-forgotten episode known only by the few persons interested in river history.

Further experiments of this nature became unnecessary when, in 1824, the Courts ruled against the Livingston and Fulton monopoly. The ruling made the waterways of the Country free for the use of all citizens who desired to build or operate steamboats. This decision set aside the monopoly of the Steam Boat Company of Georgia as well and opened the Savannah River to competition in steam boating.

This development of the steamboat in Savannah was one of the foundational events of the industrial revolution, which transformed America from an agricultural society into an industrial one, created a burgeoning middle class, and lifted the working man out of poverty.



## MEMBERSHIP CHAIR/SECRETARY, Pam Allen

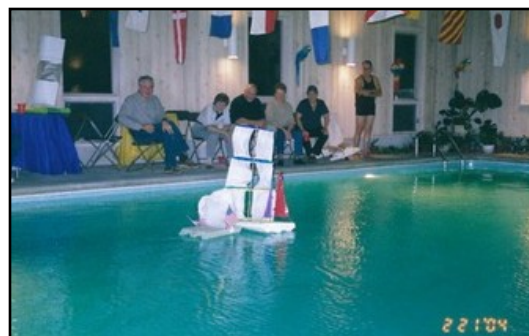
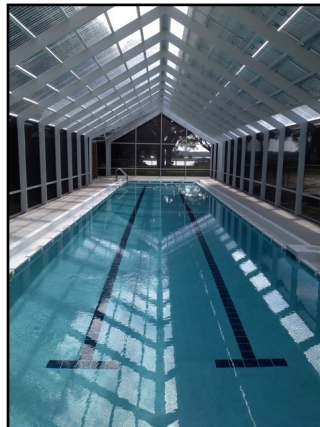
Steve and I are looking forward to hosting a pool party again this summer! It will be on Saturday, July 19, starting about 3:00 p.m. Our address is 9 Avenue of Pines on Isle of Hope. We'll send directions as we get closer to the date. We will have bocce ball and corn hole games available. Feel free to bring any other games that you would like to share.

The BIG change from last year is that we are going to resurrect a super fun event from years ago! It's called the Indoor Geechee Regatta. Homemade sail boats will compete in our pool, so start thinking now about how you are going to design and build your boat. (Fans will be placed at each end to create the wind.) A photo of the event space is attached. Also check out the attached photos from a past race. You can also swim in the pool – or the river – so bring your swim suits if you'd like.

Please bring a side dish. The club will supply a main course and beverages.

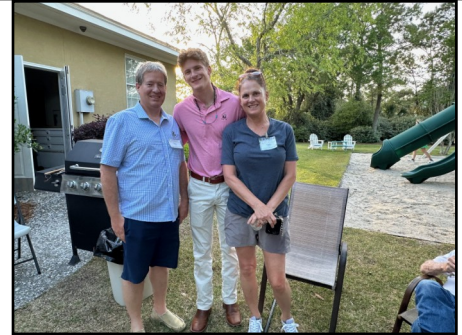
For guidance on how to build an entry, call Tom Howard at 912/658-4281.

SEE YOU THERE!





## OYSTER ROAST - MARCH 5





## SOCIAL COMMITTEE, Tommy Howard, Pam Allen, Mary Ellen Sprague, & Cindy Tutor

See the Commodore's article for Tommy's donation and Pam's article for the upcoming party at their house July 19!

Also, see page 6 for the Oyster Roast photos. We had 32 there!



It's probably my age that tricks people into thinking I'm an adult.

I see people my age mountain climbing. I feel good just getting my leg through my underwear without losing my balance.

## RACE CHAIR/WEBSITE MGR, Angela Margolit

**THANK YOU** to all who helped with our 46<sup>th</sup> Annual St. Patrick's Regatta! See pages 9-10.

**Race Committee:** Tim & Judy Grissette and Carl Ericsson. (Please note that this was the last regatta for the Grissettes, so please start thinking if YOU can provide an RC Boat for next year! Tim would LOVE to pass on to you all of the race flags.)



**Saturday night:** the Quinns, the Howards, Mary Ellen Sprague, Janet Lane, and Pam Allen.

And thanks to all who donated to the Tricky Tray, which brought in over \$400!

And if your company stepped up to **sponsor**, **Thank You**,

as that allowed us to make it a wonderful yet affordable event! Our complete list of sponsors is as follows:

Boat US / Tow Boat Savannah  
Cay Insurance Services  
Celebritees  
Chelsea at Five Points Apartments  
Dark Alleys Ltd.  
Driftaway Café  
Endurance Lending (my younger son!)  
Hassell Realty Co., Inc.  
Hinckley Yacht Services  
Landings Harbor Marina (The Landings Association)  
Miss Judy's Charters  
Molly McGuire's Restaurant  
Rentgrata (my older son!)

Sail Savannah  
Savannah Boathouse (raffle items)  
Savannah Steel Scaffold  
Thunderbolt Marine  
Town of Thunderbolt  
West Marine Products, Inc. (raffle items)  
Yates Astro Termite & Pest Control

**The Winners** – who received a Geechee Trophy were as follows:

### Fleet Races (THREE were held on Saturday)

#### Spinnaker Class

- 1<sup>st</sup> – *Vortex*, SCYC Junior team, J/70
- 2<sup>nd</sup> – *Yahoo*, Michael Sullivan, J/109
- 3<sup>rd</sup> – *High Visibility*, Gebel Seese, J/105

#### Non-Spinnaker Class

- 1<sup>st</sup> – *Apprentice*, Bucky Jones, Shock 34
- 2<sup>nd</sup> – *Summer Wind*, Eric Shumate, Sabre 28
- 3<sup>rd</sup> – *Peregrine*, Ed Owens, Sabre 30

#### Rhodes 19

- 1<sup>st</sup> – *Peter Pan*, David Jefferis
- 2<sup>nd</sup> – *Scholar*, Sandi Parshall
- 3<sup>rd</sup> – *Sinbad*, Mike Rouzee

### Pursuit Race (held on Sunday)

#### Spinnaker

- 1<sup>st</sup> – *High Visibility*, Gebel Seese, J/105
- 2<sup>nd</sup> – *Yahoo*, Michael Sullivan, J/109
- 3<sup>rd</sup> – *Vortex*, SCYC Juniors, J/70

#### Non Spinnaker

- 1<sup>st</sup> - *Apprentice*, Bucky Jones, Shock 34
- 2<sup>nd</sup> – *Summer Wind*, Eric Shumate, Sabre 28
- 3<sup>rd</sup> – *Peregrine*, Ed Owens, Sabre 30



## RACE CHAIR/WEBSITE MGR, Angela Margolit (continued)

We have Regatta shirts for sale, sizes XL, and 2XL, for \$25 each. Let me know if you are interested and I will get it to you. I'll also bring them to meetings that I can attend.

### Upcoming Regattas:

#### APRIL

26: CSC - Hook Race

#### MAY

3-4: SCYC - Windmill Harbour Regatta & DDS&A (Domenica De Sole & Associates) Cup

16: CORA – Indigo Cup (Charleston to Georgetown overnight)\*

17-18: SYC - Wassaw Cup, Wilmington River

31-June 1: SYC – D12 Laser Regatta

#### JUNE

21: CSC - Summer Sailstice Raft-Up

See the complete schedule (and contact information) on our website's Racing page!



## TREASURER, Dawson Long

Happy Easter everyone! How many of you gave up something for the Lenten season of forty days? Two vices that I gave up were alcohol and cussing. I found that as I cut out one vice, the other was very easy to give up.

But the boat repair season is here in order to get ready for upcoming cruises. Repairing a boat may cause some emotions and expletives. What better way is there to calm your nerves than to imbibe a little and a little more? So next

year, I won't try to fix my boat over Lent. That will probably be the easiest way to comply with those Lenten disciplines.

Another vice that I gave up was looking at bigger boats for sale on the internet. What I should have also given up was telling people that I was trying to give up looking at boats on the internet. So, I broke loose the day after Easter to go online to see what has come available in the last 40 days. I found out that I needed to be more

authentic in my fasting from boat envy. I am still amid my fast catamaran craze. I also face the reality that I am as broke as my third little boat. And as I must, I will continue to seek wise counseling from my fellow Geechees.

Speaking of following good counsel, our checking balance is reliably \$2,459, and our Vanguard balance is \$16,606.



## Always for sale!



\$12/mug

\$10/water bottle



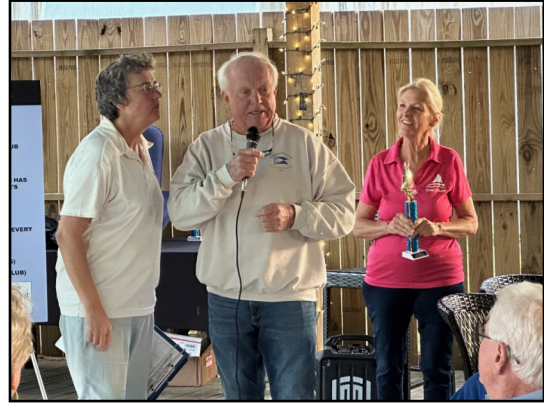


# ST. PATRICK'S REGATTA - MARCH 22-23





## ST. PATRICK'S REGATTA - MARCH 22-23 (CONTINUED)



## COMMUNICATIONS CHAIR/EDITOR, Linda Howard

### CIGUATERA

I read an article in *The Boat Galley* about Ciguatera (a reef fish) and decided that it is something of which we cruisers need to be aware. (It is pronounced seegwuh-tera.)

Basically, Ciguatera is a poison found mostly in reef fish. Bad news: there is no "cure" or antidote. Even worse: symptoms can continue for months to years. More bad news: once you think you're cured, many things will trigger a new bout - alcohol (even a single beer or glass of wine), nuts, seafood (any kind), antihistamines, chocolate, chicken, and caffeine. Participating in strenuous physical activity, taking cold showers, and smoking may also reactivate symptoms.

Ciguatera is a certain microalgae toxin. Reef fish eat it (barracuda, grouper, etc.) but it doesn't affect the fish - only people (and their dogs and cats which can get deathly ill). Many fish that were considered safe a few years ago are now on the "caution" list. It is no longer limited to just top reef predators or even to just reef fish. There are over 400 species that are known carriers, and mahi/dorado and tuna are now listed as carriers.

The Florida Public Health Department specifically lists barracuda, grouper, amberjack, snapper, tuna, kingfish, eel, trevally, seabass, mackerel, hogfish, and mahi-mahi as known carriers (with barracuda and grouper being the most common). In the Florida Keys, hogfish also have a very high rate of being affected. There are even warnings of the possibility of mislabeled fish fillets in fish markets, restaurants,

and grocery stores. You might not be buying the "safe" fish that you think you are.

So...what are the symptoms, you ask. The symptoms can begin as little as 15 minutes after eating a bad fish, but are more likely to first appear 6-24 hour later. Gastrointestinal symptoms usually appear first: vomiting, diarrhea, and intense stomach pain and cramping with neurologic symptoms coming one to two days later.

What are those neurologic symptoms? Strangely enough, there is "temperature reversal." That's when hot items feel cold and cold items feel hot. People have been known to be injured taking scalding hot showers or burning themselves. Other symptoms include extreme itching, numbness and tingling around the mouth, hands, and feet, teeth hurting and feeling loose, muscle and joint aches, and painful urination.

These symptoms can last from a few days to years.

Medical treatment is strongly advised. IVs may be needed to avoid dehydration. Remember...there is no cure or antidote, but various drugs can help control the worst of the symptoms. Think before eating fish in a remote anchorage. If you're seriously ill, you're going to have a hard time moving the boat to get to medical care.

So...be aware of the Ciguatera risk! Most people are not aware that the risk is larger and potentially much long-term. Stay up-

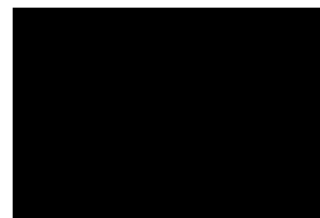
to-date on the risk wherever you are. Come up with your own plan for eating fish. For many cruisers, catching fish is a way of supplementing the food budget or having fresh food without a refrigerator. Decide in advance which fish you will or will not eat.

For those of us who aren't cruising in the reefs, be alert as well. Remember to read the packaging in the super markets.

The author of the article said "I'm not going to claim there's a deliberate cover-up or anything, but Ciguatera is a public health problem that affects numerous industries: fishing, fishing equipment, restaurants, tourism, and even charitable fundraising fish fries. Which of them is going to go out of their way to publicize it?"



**That face you make when you realize you didn't pay the electric bill:**





## MEMBER-AT-LARGE, Carl Ericsson



### Southeast and Mid-Atlantic Marine Mammal

April 5,6,7, 2025

University of North Florida, Jacksonville.

Students and Professors presented their research on our area Marine Mammals

A total of 32 presentations: speed talks, 10 min and longer presentations.

Topics covered whales, seals, dolphins and manatees.

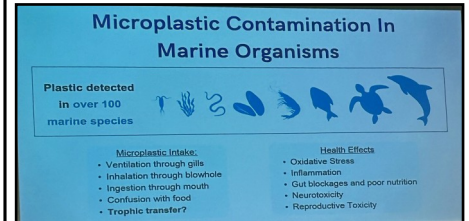
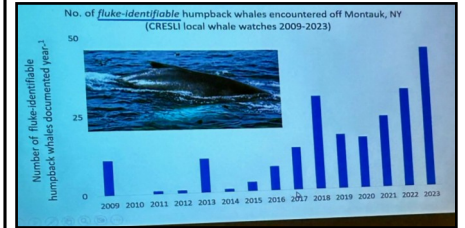
Three types of whales.

Two types of seals mostly in the mid-Atlantic.

Dolphins along our east coast and the Gulf of Mexico.

Manatees mostly in the Jacksonville area.

**This topic will be presented by me at the July Geechee meeting.**



31 Mothers in 2001  
8 Alive in 2025

31 Calves in 2001  
4 Females alive in 2025

As it stands now...

23 Calving females lost  
4 New calving females  
12 calving females total

Should have...

31 Calving Females  
9 New calving females  
40 Calving females total



**I tried the Japanese method of decluttering where you hold every object that you own and if it does not bring you joy, you throw it away. So far I have thrown out all of the vegetables, my bra, the electric bill, the scale, a mirror and my treadmill.**

**I did some financial planning, and it looks like I can retire at 97 and live comfortably for eleven minutes.**

Archeologists recently unearthed new Ancient Artifacts in a field



## FLOTSAM AND JETSAM

Unscramble each word, then take the letters that are underlined and unscramble them to come up with  
**A NAUTICAL TERM.**

N D I K                      \_ \_ \_ \_ \_

K I A N P N

R O L I A S

S E L E A

Answer to March/April Scramble:    GUNWALE

WHALE

TIGER

LUNCH

PLANE

## 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 will also get approval before entering any names into this column. Please text me at 912/658-7398.

## 2025 OFFICERS

Commodore ..... Linda Howard  
Vice Commodore ..... Linda Howard  
Secretary ..... Pam Allen  
Treasurer ..... Dawson Long  
Past Commodore ..... Linda Howard  
Social Committee ..... Tom Howard, Cindy Tutor,  
Pam Allen, Mary Ellen Sprague  
Cruise Chair ..... Larry Sprague  
Race Chair ..... Angela Margolit  
Membership Chair ..... Pam Allen  
Communications Chair/Editor ..... Linda Howard  
Member-At-Large ..... Carl Ericsson

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