



# GEECHEE SAILING CLUB RHUMB LINE

Great Circle 3150 NM



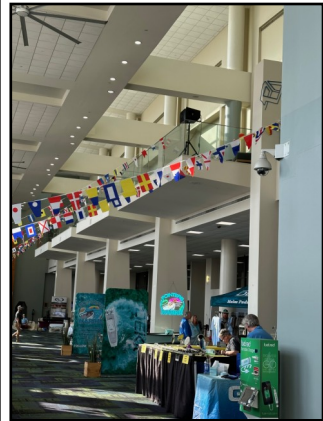
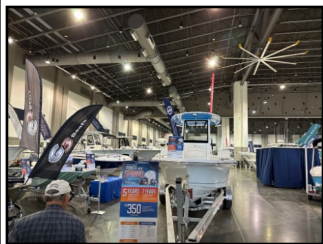
## COMMODORE, Linda Howard

The Savannah Boat Show was actually a lot of fun. We had 6 shifts with the following volunteers: Audrey and Dave Debien, Mary Ellen and Larry Sprague, Pam and Steve Allen, Tom and Linda Howard, Angela Margolit, Dawson Long, and Nick Robertson.

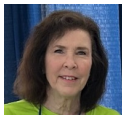
We “caught” several passersby and also had some come over to investigate us. By doing it this year, we have learned a lot about what to do and not do next time. Unfortunately, the Power Squadron had a huge banner behind us, so the majority of people thought we were part of them. We really need to stand out more and possibly put some kind of divider between us...or foot the bill to have our own booth.

Anyway, a lot of brochures were given out and explanations given about the activities of our club. We’ll see the results over the next couple of months.

Besides our purpose for being there, I personally enjoyed watching a big RO/RO ship come in, and a Coast Guard demonstration over the Savannah River of a rescue, complete with a frogman jumping in from a helicopter and being picked up again. Then there were the boats to “drool over” and all the freebies being given away from the other booths. And let’s not forget people watching! VERY interesting to say the least!



(More pictures on pg. 2)



**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  
**EMAIL ADDRESS:**  
geechesailingclub@hotmail.com  
**FACEBOOK:**  
Geechee Sailing Club

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

#### Socials:

April 1 - Chili Cook-off at Marsh Harbor Clubhouse

#### Cruises:

April 15-16 - Daufuskie

May 27-28 - Wassaw Island (south end)

June 17-18 - Hilton Head

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, APRIL 10)



**DAVID JONES OF  
THE PINPOINT  
HISTORY  
MUSEUM**

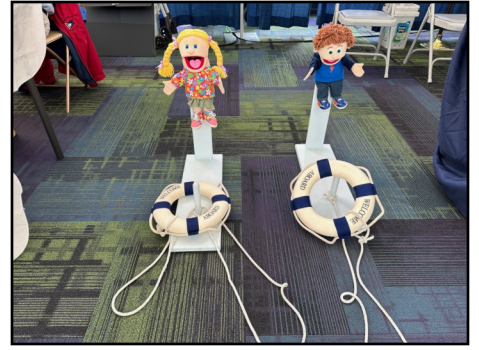
**(Read more about  
him on p. 3)**



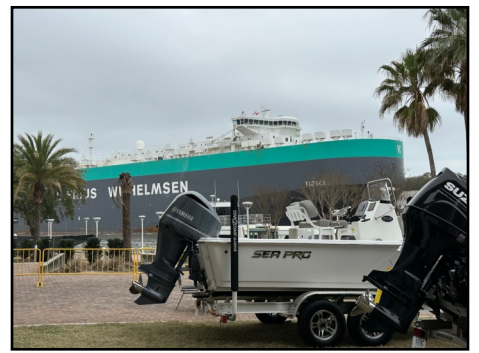
April 6 - Ships of the Sea

April 29 - Blessing of The Fleet, Thunderbolt

## COMMODORE, Linda Howard (continued)



Taking down



## VICE COMMODORE, Tom Howard

### OUR SPEAKER FOR MARCH

Well...after a few tense moments waiting to see if Chief Ifill would show up or not, he finally showed up with the whole fire boat crew! They were more than we expected, but it turned out just great! The Chief gave a good talk and answered many questions. Then the Crew Chief shared information on the fire-boat and past experiences.

By the way, they are part of the Savannah Fire Department - not Chatham County as reported in March.



## VICE COMMODORE, Tom Howard (continued)

### OUR SPEAKER FOR APRIL

Our speaker for April is David Jones, Site Administrator of the Pinpoint Heritage Museum. The museum opened in 2012 and tells the community's 100 years of history. It is at 9924 Pinpoint Ave. Put that into your GPS so you can get a tour. They are open Thursday-Saturday from 9:00 a.m. to 4:00 p.m. Price is \$10/person.

There is a movie that he will show (that I have seen) that is so well done! Just a bit of trivia:

The Honorable Clarence Thomas grew up there.



## CRUISE CHAIR, Larry Sprague

The spring cruises will be to Daufuskie Island April 15 and 16, and then our Memorial Day cruise will be May 27 to May 30 to the south end of Wassaw Island.

I spent time this month where many sailors try to avoid being - under the water! I went with a friend and his former roommates plus two others to Cozumel Mexico for a week where we dove for three days. I love scuba diving, but had not had the chance to go in the last 15 years. As we all know, three feet of visibility in our area is considered clear water, nor do we have the reefs that make diving interesting. So to be in a place where visibility is measured in 100's of feet was wonderful.

One of the aspects of being older is the recurring shock of how much time has passed. While searching for my certification, I realized that I have been certified for 50 years! Modern SCUBA diving was developed in 1942 by Jacques-Yves Cousteau and Emile Gagnan, so I have been certified for about two-thirds of the time SCUBA diving has been in exist-

tence. The number of years I have been certified by no means makes me an expert as I have had only around 40 dives, but I have taken every opportunity to dive when I could.

On our first day of diving, three of us took a refresher course and dove in the morning. We reviewed our equipment and how to operate it and went through various emergency procedures. We then had a 20-minute shallow water dive to get used to being underwater, clearing our ears and balancing ourselves in the water with the buoyancy compensator (BC).

In the afternoon we took the first of the day's two open-water dives on a reef. After arriving at the dive site on a boat, we first cleaned the face of our masks with baby shampoo in order to prevent the masks from fogging up. First on was the wetsuit, which makes one feel like being stuffed into a sausage. Even though the water is about 80° F, one becomes chilled on a 40- to 45-minute dive without a wetsuit. Next on was the weight belt consisting of 18

pounds of lead to create negative buoyancy. The amount of weight was approximately twice what I used as an 18 year old when first certified. I needed help putting on the combination tank and buoyancy compensator as together they weigh about 45 pounds. I then pressed the valve on the regulator to make sure the air was on and flowing freely. I checked the combination depth gauge and air pressure indicator to make sure that I had 3,000 pounds of air. Last on were my flippers. Standing up with all of this gear on took some grunting, as I was now carrying over 60 pounds.

The dive master led the way into the water. When it was my turn, I shuffled up to the door on the side of the boat, my flippers going flap, flap, flap. When I got to the side, I made sure that the ends of both of my flippers were over the edge so they would not get caught when I stepped into the water. After saying the sailor's prayer ("Please Lord don't let me screw up"), I stepped forward into the water.

## CRUISE CHAIR, Larry Sprague (continued)

As my feet hit the water, I thought "Darn, I didn't inflate my buoyancy compensator," which meant that I would have to immediately start kicking to prevent myself from rapidly sinking. Fortunately, I was using the same gear that I had used that morning, so the BC already had some air in it and I floated to the surface without much effort. Not a minute into the dive and I had already made a rookie mistake.

After checking that everyone was OK, the dive master signaled for us to start our decent. I released most of the air out of my BC while simultaneously starting to clear my ears. In the water, the pressure increases by one atmosphere for every 32 feet of depth. Thus, at 32 feet one experiences two atmospheres of pressure, double the amount as at the surface. It is critical to continually equalize the pressure in the ears on the way down. For some people this is easy, but others have a lot of trouble. Difficulty equalizing can also be caused by a cold or sinus problems. I had more difficulty than usual, so it took me a little longer to get down to our 60 foot dive level.

Dropping into the depths on my first open-water dive in a long time was a thrilling experience. First, breathing underwater is not natural. Because the air is under pressure, one is almost force-fed air when inhaling, so the act of breathing is easy, but there is a psychological reluctance at first to open one's lungs up while underwater. Then there is the watery environment, alien to us most of the time. Looking up, one can see the shimmering light on the surface and straight ahead are the other divers with their bubbles ascending while they descend among the fish. Being able to see hundreds of feet under the water is also thrilling.

Once near the bottom, I adjusted the air in my BC to maintain a fairly constant depth. Ideally, one should float slightly upward when one inhales and sink

slightly when exhaling. On this dive there was a current, so the need to kick was minimal. We just let ourselves be carried along as we looked at the coral and sea creatures while we drifted past. The dive master called our attention to a sea turtle swimming above us. We also saw a camouflaged flounder in the sand, a puffer fish, and some small sea horses.

I love the weightless feeling one gets when diving. This is the closest most of us will get to being weightless outside of going into space. Sometimes I turn upside down and drift headfirst, watching the coral drift by and the colorful fish darting around. One can also get a real Zen feeling underwater: rhythmically breathing, each breath starting with the sound of air going through the regulator and then the bubbling noise of the air bubbles rising on the exhale; feeling the slight rise and then sinking with each breath, repeated again and again; weightless, floating, relaxed arms and shoulders, only making the occasional small kick. There is nowhere else on earth that one can experience these sensations.

Too soon my pressure gauge read 1,000 lbs. which is the point that we start making our ascent back to the surface and gravity. I dump some air out of my vest to create a slight negative buoyancy and then start to lazily kick my way toward the surface, following the line attached to a buoy the dive master sent to the surface. There is a loop in the line at 15 feet where I make a three minute stop. This is to let the excess nitrogen in my body escape and prevent any symptoms of the bends. While waiting, I inflate the BC to float at the 15-foot level, and then watch other divers swimming below me. When the time is up, I look around 360 degrees to make sure there are no boats in the area and swim to the surface. Once there, I inflate the BC even more to keep my head above water and wait for the dive boat to pick me up.

When the dive boat comes over, I start the transition to living on the surface. First off is the weight belt which feels like a ton as I hand it up to the deckhand. Next come the flippers and mask, then I undo the belt holding the tank onto my body. The deckhand reaches down while I turn my back to him so he can lift my tank off of me and onto the boat. I grab hold of the ladder and start my climb into the boat, surprised at how heavy I feel. Maybe I need to lose a few.

Back on board, the wetsuit is stripped off and I take a towel and dry off. The deck is covered so there is shade but the air is warm and feels good, as I had become slightly chilled at the end of the dive. The long-sleeve synthetic shirt feels good and helps me to warm up. The boat provides food consisting of pineapple and melon to which they have added a spice that makes it very tasty. Colas, fruit drinks and water are also available. Even though I am not particularly thirsty, I take a drink to make sure that I am hydrated.

Over the next twenty minutes all of the other divers are picked up from the water. We will make another dive that afternoon, after an hour wait. In the meantime, everyone discusses their experience on the dive. There is a couple from New Zealand and another from Germany, so we ask them about their experiences both diving and traveling. The hour passes quickly, and then we start the process of preparing for the next dive, beginning with cleaning the mask. Is there a better way to spend a vacation?

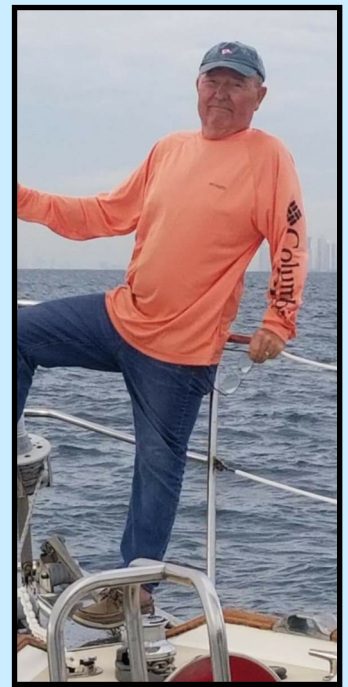




**IN MEMORY OF OUR FRIEND,  
RICH MOORE**

**( 5/29/1943 - 3/17/2023)**

**A PAST COMMODORE AND LONG-TIME RACE CHAIR,  
RICH WAS A FRIEND TO ALL.**





## TREASURER, Dawson Long

Many of you sailors in the Geechee Sailing Club were racing sailors a few years ago. You know the adrenaline of racing. You share your amazing stories of sailing. The club fosters sharing stories of excitement, trials, and triumphs.

The younger sailors, of which I used to belong, glean wisdom from the older salts. I appreciate the advice of all the sailing knowledge shared in the sailing community that we enjoy at the Geechee Sailing Club. Now that I am an older sailor, I particularly like to sail with older sailors. We have generally seen more sea conditions and boat repairs to know the boat's conditions, the movements, and sounds that we need to worry about.

As I had the opportunity to race in the St. Patrick's Regatta, the crew that I

was blessed with was on the back nine like me. The years of sailing experience were great. Another intriguing part of the crew were the ladies Carol Barger and Connie Polk from the Chatham Sailing Club. Mark Willman and I, as Geechees, enjoyed connecting to the greater community of sailing.

The racing was thrilling. I had just installed a lightly used Kevlar 150% head sail in time for the race with just one practice run before the race. Second Wind Sails and Walt Suter, the sail maker, came through for me on a good value for the money and a premium performance sail again. Also, I enjoyed having the bottom of the boat cleaned just two days before the race.

We competed in the Cruising Class,

and we won! The pursuit race was invigorating on Sunday as well. This old boat continues to live up to its name, *Andiamo* which is Italian for "Let's Go Geechees!" Your fellowship at the club continues to inspire me to get up and go.

\*\*\*\*

The Account balances are stable with \$4,789.76 in the checking with unreimbursed expenses from the St. Patrick's Regatta. The Vanguard fund is at \$17,234.32.



## SECRETARY - Audrey Debien

Trip aboard the SuzyQ:

Recently I visited my stepmother, Barbara, in a community called Shell Point in Ft. Myers, Florida. Before my trip I researched activities at Shell Point. I was delighted to see that the community boat, *SuzyQ*, had been repaired and was back in action. As you know, Hurricane Ian caused quite a bit of damage in Ft. Myers and *SuzyQ* had sustained some damage. I was able to make reservations for a sunset dinner cruise.

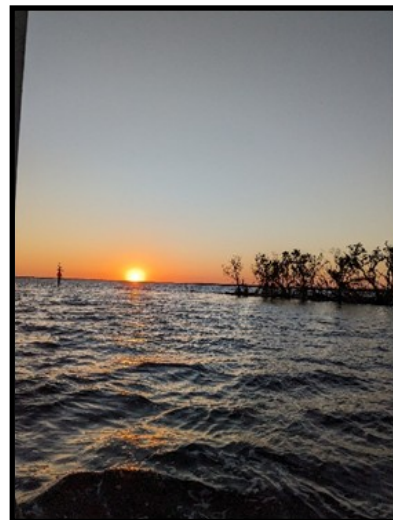
Barbara was thrilled to hear of my plans. She had never been out on the boat before. It's very difficult to get reservations. We boarded at 5pm and were fortunate enough to get front row seats. There were approximately 20 people on the trip. Our guide pointed out birds

and other sights on the way across the Caloosahatchee River to Cape Coral and the Westin where we had dinner at Marker 92. The weather was perfect for dining al fresco with a view of the marina!



After dinner, we boarded *SuzyQ* and headed back out into the river for a terrific view of the sunset. The captain took us past an island where hundreds of white pelicans were roosting for the night. After the sun went down it

got chilly! We were happy to return to the dock after our outing.



## SOCIAL CHAIR, Mary Ellen Sprague

Chili Cook-Off Time! This Saturday, April 1st, is our annual chili cook-off. If you are bringing chili, please bring it in a container that will keep it warm. Crock pots are welcome! A prize will be given for the Best Chili, voted on by the members. Festivities will begin at 5:30 pm at the Marsh Harbor Club House. Enter Marsh Harbor and follow the signs (right, left, left, left).

Dress is casual.

To commemorate April Fools Day, we are playing a game. Please bring a funny story or 3 fun facts about yourself. Nautical stories are welcome but not required. We will have a game with small prizes for those who can guess the person behind the story/facts. Spouses are

not allowed to guess their spouse.

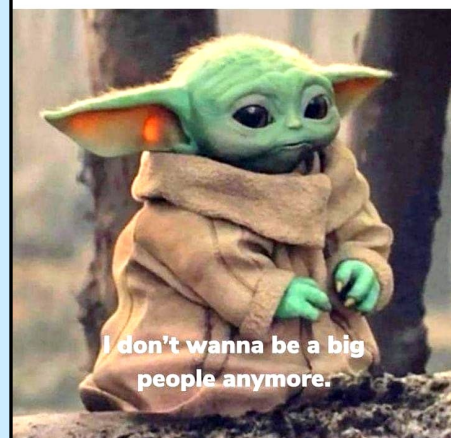
Cost is \$10 per person (cash or check).

Please RSVP: [mary-ellen31406@gmail.com](mailto:mary-ellen31406@gmail.com) or text 912/659-0103

We look forward to seeing y'all!



**Me as a kid: "I can't wait until I'm an adult and can do whatever I want."  
Me now:**



## COMMUNICATIONS CHAIR, Linda Howard

Last month I highlighted traffic at our Savannah Port. This time I want to talk about ships and products coming in and out, and I found even more information that continues to impress me. In addition to what I listed last month, here are more items of interest:

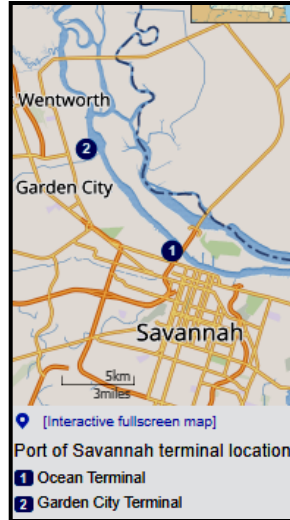
- The port has the most global container services among Southeast US & Gulf ports. Transit times are as low as 23 days from Asia and 11 days from Europe.
- The Garden City terminal features the longest contiguous dock in the U.S. of nearly 10,000 linear feet.
- It is the largest Southeast refrigerated container import-export terminal.
- It has inspection offices for U.S. Customs & Border Protection, U.S. Department of Agriculture, U.S. Consumer Product Safety Commission, and U.S. Fish and Wildlife, all on-terminal.
- It has the largest concentration of retail import distribution centers along the East Coast.
- And it has a Customer Service Center which is a one-stop customer solutions group for all port users.

### Garden City Terminal:

- It has a 500-foot channel width and a secured, dedicated 1,500-acre single-terminal container facility.
- There are 94 million square feet in industrial/warehouse space off terminal, and another 20 million under construction.

### Ocean Terminal:

- It has a 200.8-acre general cargo terminal featuring 3,599 linear feet.
- It handles RoRo (roll-on/roll-off), breakbulk, containers, heavy-lift, and project cargo.
- It also has 1.3 million square feet of covered storage.



Savannah's top **EXPORT** commodities include **wood pulp, paper and paperboard, food, and clay.**

The port's top **IMPORT** commodities include furniture, retail consumer goods, machinery, appliances, and electronics.

Obviously, ships from all over the world and country use the Savannah Port. As for particular companies who use the port, there are too many to list. One in particular that I will mention though, Amazon, has built a fulfillment center 7.5 miles from the Garden City Port. It alone is hiring 1,000 employees.

For a country, I will use China as an example of global shipping.

I takes between 35 and 40 days for a ship to come from China; the duration also depends on the size and speed of the ship, ocean currents, and the route taken. Additionally, there is an extra week or two for clearance from customs and container unloading.

However, there is an even faster service. The "Shanghai/Savannah Express," the 21-day route between

Shanghai and Savannah, is being serviced by the CKYH Alliance, a shipping group comprised of the Cosco, K Line, Yang Ming and Hanjin Shipping lines. Ships on the route begin in Hong Kong and pass through the Chinese ports of Tiantian, Shanghai and Ningbo before reaching Savannah. They then go to Charleston, S.C.; Norfolk, Va., and Miami before returning to Hong Kong.

AND...In case you have this question on a trivia game...there are currently over 17 million shipping containers in the world. The shipping containers travel by sea on cargo ships, by land on trucks, and by rail on trains. Combined, they make roughly 200 million trips a year. During these trips, it's estimated that there are about 10,000 shipping containers lost at sea every year.

If you want to see what ships are in our port (or any port), download Ship Finder onto your smart phone. I have it and it's FUN.





## RACE CHAIR - Angela Margolit

Luckily, the weather cooperated and we were able to successfully complete the regatta weekend with two days of racing. (As you may recall, we had to postpone the Pursuit Race to the following weekend a couple years ago.)

The weather got pretty nasty on Saturday and they called the third race. Sunday started with a bang: one of the boats ran over the starting line pin and it got caught in their rudder. Folks wanted to buoy the anchor line and then cut it to free the boat. Instead, the mark boat, *TugIt*, 'rafted up' next to them and used the engine to drive them up-current. The anchor line just dropped right off and they were free to move about the water. Meanwhile, our expert PRO, Joleen Rasmussen, announced to all competitors that they could use a "range" on-shore as the other end of the starting line. This allowed us to stay on schedule. Then the wind died on the last leg of the race near R22. Talk about making a long course (10.1nm) even longer! Thankfully the wind picked up and everyone was able to finish.

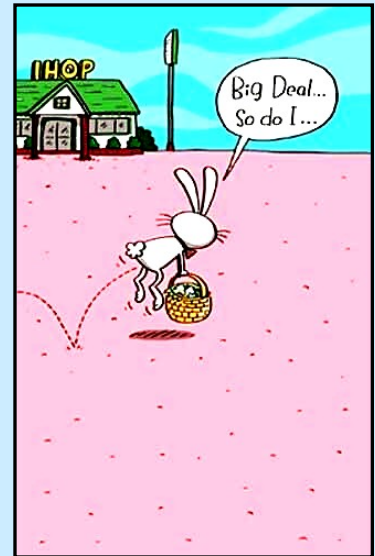
A big thank you to **Tim and Judy Grissette** for providing the RC Boat. Participants have become quite used to seeing *Wait for Me* at every start and finish! Hopefully I can wrangle Carl Ericsson from the Power Squadron and Al Stiles from the Landings to help out again too.



(Continued on page 10)



The strongest force on earth is whatever holds 5-gallon buckets together



**When older people say, "Enjoy them while they are young." They are talking about your knees and hips not your kids.**

**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.**



# RACE CHAIR - Angela Margolit (continued)

## Spinnaker:

Pos	Boat	Rating	Skipper	Yacht Club
1	C Student	93	Mark Lamas	CSC
2	Vortex	120	SCYC Jr team 1	South Carolina Yacht Club
3	Yahoo	84	Michael Sullivan	Savannah Yacht Club
4	Stingray	120	SCYC Jr team 2	South Carolina Yacht Club
5	High Visibility	90	Gebel Seese	Savannah Yacht Club

## Non-Spinnaker:

Pos	Boat	Rating	Skipper	Yacht Club
1	Y Knot Tri	127	James	Chatham
2	Z Breeze	155	Andrew Zeigler	Savannah Yacht Club
3	Orkia	222	Robert Oetting	Chatham Sailing Club

## Cruising:

Pos	Boat	Rating	Skipper	Yacht Club
1	Andiamo	222	John Long	Geechee Sailing Club
2	Sweet Caroline	294	Chris Gerards	Tybee Sail Club
3	Second Wind	162	Larry Sprague	Geechee Sailing Club
4	If Knot Now	170	Jared Boarman	Chatham Sailing Club

## J/24:

Pos	Boat	Rating	Skipper	Yacht Club
1	Scarlett	171	Douglas Powelson	The Landings Sailing Club
2	Bonnie Blue	171	Brian Burt-nik	The Landings Sailing Club
3	Gone with the Wind	171	Angela Margolit	Geechee Sailing Club

## Rhodes 19:

Pos	Boat	Rating	Skipper	Yacht Club
1	Scholar	267	Jeffrey Chandor	Landings Sailing Club
2	Sinbad	267	Hilary Jones	Landings Sailing Club
3	Susan B	267	Hannah Burt-nik	Landings Sailing Club
4	Peter Pan	267	David Jeffer-iss	Landings Sailing Club

## Pursuit Race:

Position	Skipper	Boat	Rating	Yacht Club
1	Michael Sullivan	Yahoo	84	Savannah Yacht Club
2	Gebel Seese	High Visibility	87	Savannah Yacht Club
3	Mark Lamas	C Student	93	Chatham Sailing Club

See attached pictures as well as those posted on Facebook and our website.





## MEMBERSHIP CHAIR, Nick Robertson

### INTRODUCING “GEECHEE PROFILES”

It's a question that continually perplexes philosophers since the dawn of humanity: why are we here? While this complex query can be applied to matters of existence great and small, when it comes to why we are here as members of the Geechee Sailing Club, the answer is usually a variation of something pretty simple — to share the myriad joys of boating and friendship among fellow mariners on and around the waters of Savannah's serene coastline.

And yet we each have our own intricate sets of reasons as to why we've come together to become Geechees, and these circumstances coalesce to comprise our individual stories. Chances are we wouldn't be joining a club if we weren't interested in sharing these stories — and so, as a new initiative in my role as Membership Chair, I'd like to offer every Geechee an opportunity to do just that.

Starting with my May *Rhumb Line* column, I'm launching a series of 'Geechee Profile' articles featuring a different member or couple each month, highlighting their boating backgrounds and aspirations for what they hope to experience and enjoy with our club.

If you are interested in being featured in an upcoming 'Geechee Profile', I'd be delighted to meet with you for a brief interview to learn all about how you first became interested in boating, what keeps you heading out on the water, and what elements of club membership please you most. (And don't worry — though I have ample experience as a news reporter, there will be no 'gotcha' questions in our interview — this is a lighthearted *Rhumb Line* column, not a *New York Times* exposé.)

The introductory 'Geechee Profile' will feature Pam and Steve Allen who live in Isle of Hope and joined the Geechees in late 2022. They'll be sharing a story that's a bit more interesting than they'd probably like — soon after buying a beautiful Island Packet 37 to get back into sailing, their vessel was struck by lightning last year and required a complete electronic overhaul (thankfully almost completely covered by insurance). Will they get the Sea LASS back from the boatyard in time to join this year's Geechee cruising events? Read next month's *Rhumb Line* to find out!

Meanwhile, please feel free to contact me at [n.h.robertson@gmail.com](mailto:n.h.robertson@gmail.com) if you're interested in being featured in an upcoming 'Geechee Profile'. But before I conclude this column, I'd like to dedicate a few words to profile a former Geechee Commodore who, quite sadly, is no longer here on this earthly realm, but who sails on with gusto in the thoughts of many local mariners.

As noted elsewhere in this *Rhumb Line* edition, Savannah sailor Rich Moore passed away suddenly on March 17 after a long life well lived. After being introduced to him through my Geechee connections, I had the great honor of joining Rich's crew aboard his speedy 28.5-foot Beneteau sailboat, *Shazam*, for multiple races last year — including the harrowing open-ocean Hook Race, where we finished first place in the non-spinnaker class (a triumph that Rich savored greatly).

Beyond the races, after learning that I sought more sailing experience, Rich invited me aboard *Shazam* for practice outings once or twice a month, and he became a mentor and good friend. He was a gruff but kind-hearted coach with a patient spirit who let me take the wheel for hours

on end to build my sailing skills and confidence, both of which I gained in spades thanks to his amiable tutelage. His salty sense of humor and ever-evident enjoyment of sharing sailing's pleasures made Rich a fantastic fellow to spend time with on the water, and during our lengthy conversations he frequently spoke of his deep affection for Linda, his wife and seagoing companion for many years; spending time with the two of them was always a hoot.

I'll always be grateful to Rich for all that he taught me, and for all of the good times we had while coursing with the currents; I couldn't think of a better reason to be here than sharing experiences such as these. R.I.P., Cap'n Rich.



## 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:

L D H I C                    \_ \_ \_ \_

E V I N O I C

S E O H R

S H R A M

Answer to November's Scramble:    Q U I N N

NINETY

INVoice

QUALITY

KNIFE

## 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 Moore in the passing of Rich on 3/17/23.
- (Me) Linda Howard with upcoming back surgery on June 7. This will be my 6th with no guarantees that it will take care of the problems and pain. Please pray for success with no complications. Thanks.

## 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)