

COMMODORE, Linda Howard

I'm doing a bit of "reiterating" here.

On January 13 - a regular Monday meeting date - we had a birthday party for all members. There was a free meal, cake, and presents at the Marsh Harbor clubhouse. We bought enough food for 30 and had "Geechee" tote bags and LED pocket flashlights made as gifts. Cindy Tutor went all-out. Everyone who came had a fun time and wants to repeat it next year.

However, only 17 members showed up! It had been announced 6 times! My question is, what do we need to do to get members to attend? We have had great speakers at all of our meetings for four years, but we have had a poor turnout almost every time.

Also, there has been a complaint that we don't spend our savings on the members, so...we had a very big discount on the Change of Watch tickets and then had this birthday party. However, before we decide on any more ways to "give back," we need **YOU** to give back.

What is it that you suggest we do? I know we need new members, and Pam is going to do all she can. But we need **YOUR** help. Besides, new members, we need **YOU** to show up for our activities.

Angela is trying to get more members interested in racing. I know we don't have many racers, but you must know some you can entice to join our club. Have them contact Angela.

Besides all that, my basic advice is:

- Set your phones and write on your calendars (with alarms set) the dates of the meetings, socials, and cruises.
- If it's raining, come anyway. You won't melt.
- If it's dark, come anyway. The boogie man won't get you.
- If you're tired, come anyway. You'll feel much better when you get there.
- If you're not hungry, come anyway. Just don't order a meal.
- If you have out-of-town company, bring them!
- If you need a ride, call one of us.
- If you're having a bad hair day, wear a hat.
- If you're hurting, take a pill.
- If you're a member...support the club.

SEE YOU AT THE NEXT FUNCTION!



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:

Saturday, April 5 - Oyster Roast, 6:00 p.m., Marsh Harbor Clubhouse

Saturday, November 8 - Change of Watch

Cruises:

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

MONDAY, MARCH 10

The Speaker was to be Sarah Jones, Executive Director, Tybee Historical Society, Speaking on the History of Tybee Island. However, she just called and has oral surgery that day. She will speak October 13.

THERE WILL BE A PROGRAM MONDAY!

VICE COMMODORE, Linda Howard

FEBRUARY 12, 2025

Larry Sprague shared about his and Mary Ellen's travels to the West Pacific last year with photos and lecture. It was both very entertaining and informative.



MARCH 10, 2025

Program changed. Come be surprised.

(Changed to OCTOBER 13)

Sarah Jones, Tybee Historical Society Director to speak on the history of Tybee Island.



APRIL 14, 2025

Jack Cay to speak on Savannah Harbor Partners' development on Hutchinson Island



Photos from the Birthday Party, 1/13/2025



CRUISE CHAIR, Larry Sprague

Boats from the Geechee Sailing Club have often traversed the Savannah River using Field's Cut by Elba Island or have cruised up the river to Savannah or down the river into the sound. But how many of us know anything about the river's history before and shortly after Oglethorpe landed in Georgia in 1733? Below are some excerpts from a short book by Ruby Rahn written in 1968 entitled *River Highway for Trade - the Savannah*.

"The river we know today as the Savannah River took its final name from the Shawnee or Savannah Indians, who in the 1680's drove out and almost annihilated the Westo Indians, who had been in possession of a good portion of the land on the lower river. The headwaters of the Savannah stemmed from the Keowee, a small river flowing down from the mountains, fed by tributaries high in the Indian country of what is now North Carolina. It was joined by the Eatolo and the Toxaway Rivers as it moved southward. The Chauga and the Chatugo Rivers also had their springs high in the Indian country of northwestern North Carolina, flowing southwards to join the Tugaloo River, which joined the Keowee. These two rivers formed a large and beautiful river which continued to flow south to the sea, keeping the name of the Keowee. This name was later changed by the Indians to the Isundiga, and still later to the Westobou, or the Westo, for a fierce tribe of Indians of that name, and then later and finally to the Savannah."

The Spanish knew the river as the Rio Dulce, meaning soft or quiet river. DeSoto, in 1540, seems to have been the only known Spaniard to have been on the river itself. He crossed the river at Cofitachequi, or Silver Springs, in his search for gold and pearls, and probably did not know that the river ran down to the ocean. The French referred to the river as the Grande when Jean Ribaut settled Port Royal in 1562.

In 1603, a naval battle took place at the mouth of the Savannah River, or as the Spanish called it, the Bay of Los Bajos. A French cruiser was captured by a Spanish fleet as the French bartered with the Indians for sassafras roots and bark, an item

much in demand by the French at the time. Captain de Ejica, of the Spanish fleet, described the mouth of the river as a deep bay with a wide harbor, a fresh water river emptying into it, and an island over two leagues wide within the bay. The Indians called the island Tybee. The Gascoyne Plat of 1685 shows the river as the Westo, although the Westo Indians had been practically annihilated by the combined forces of the South Carolina settlers and the Shawnee (also Shawano), or Savannah Indians in 1683. The few Westo Indians left alive soon vanished. The Savannah Indians gathered all their tribes together and built a village at the fall line of the river, on the Carolina side, (*now Akin, SC*) which became known as Savannah Town."

There were several settlements along the Savannah River that were founded about the time of Savannah's founding.

"Purysburg was not a Georgia settlement as it was located on the South Carolina side of the river. (*Purysburg is located up the Savannah River, lying west of Hardeeville.*) The Swiss Lords Proprietors, in 1724, granted Baron Jean Jacques de Pury a barony of 12,000 acres in South Carolina on or near the Savannah River. In 1731, Baron Pury was permitted to choose on the borders of the river land to build the town of Purysburg. Pury commented that the Savannah River was the finest in all Carolina, the water good, and stocked with excellent fish. He thought it about as large as the Rhine. Purysburg had nearly a hundred dwellings in 1735, when it reached the peak of its prosperity. The settlement evidently lacked the leadership of a person such as General Oglethorpe, and had no pastor or school to hold the people together as did the settlement across the river on the Georgia side. Later Purysburg was the headquarters of the American General Lincoln and of General Moultrie in 1779 when they retreated from Georgia into South Carolina. Although the settlement itself did not last as a township, in the late 18th and early 19th centuries, it did become an important steamboat landing and stagecoach stop where passengers were

transferred to continue their journeys by boat or coach, as the case might be. Ebenezer, across the river on the Georgia bank, was settled by Salzburger immigrants in the year 1734 and played an important part as an early and prosperous trading community in the history of Georgia. Ebenezer was laid out as prescribed by General Oglethorpe, in a pattern similar to Savannah. The settlement met with prosperity, and the Salzburgers were noted for their industry and ingenuity. The first sawmill in Georgia, the first grist mill in Georgia, and the first rice mill in America were constructed at Ebenezer. The town had a bell factory, and in those days the fame of the sweet-toned Salzburger bell went far and wide. Lemuel Seckinger, known as the "Bell Seckinger" because he made bells for cows and calves, claimed it was the clay at Ebenezer that gave the bells their unusual tones. At Ebenezer, the first Sunday School in Georgia was organized and the first orphanage was established which was used as a model for the famed Bethesda Orphanage in Savannah. Ebenezer gave Georgia its first Provincial Governor, John Adam Treutlen. Treutlen had been sent to school at Ebenezer as a boy, because it was here that the finest school of its time was located."

Below is an account of George Washington's visit to Savannah after the Revolution:

"The year 1791 brought great excitement to the lower part of the river when President George Washington visited Savannah. The Georgia Gazette of 12 May 1791 relates: The President of the United States, it is expected, will honor the city of Savannah this afternoon with his presence. A boat elegantly fitted out set off yesterday fore noon, having on board five of the principal gentlemen of this place, who are to receive him at Purysburg, from whence he is to be rowed by nine Captains of vessels, neatly dressed in blue silk jackets and round hats with black ribbon having the words 'LONG LIVE THE PRESIDENT' wrought in gold. The Mayor and Aldermen have requested the citizens to illu-

CRUISE CHAIR, Larry Sprague (continued)

minate their houses and every preparation is being made to welcome this illustrious Character to the metropolis of Georgia. An account of the reception he meets with from the inhabitants of the lower parts of the State we hope to be able to lay before our readers in our next issue."

From the diary of Washington we read: '~Thursday 12th (May 1791) By five o'clock we set out from Judge Hayward's, and rode to Purysburg 22 miles to breakfast. "At that place I was met by Messrs. Jones, Col. Habersham, Mr. John Houston, Genl. McIntosh, and Mr. Clay and committee from the city of Savannah to conduct me thither. Boats were also ordered there by them for my accommodation: among which a handsome 8 oared barge rowed by 8 American Captains attended. In my way down the River I called upon Mrs. Green the widow of the deceased Genl. Green (at a place called Mulberry Grove) & asked her how she did. --at this place (2 miles from Purysburg) my horses and Carriages were landed, and

had 12 miles farther by Land to Savannah. The wind and tide being both against us, it was 6 o'clock before we reached the City where we were received under every demonstration that could be given of joy and respect. We were Seven hours making the passage which is often performed in 4, though the computed distance is 25 miles."

I wonder how tired the oarsmen were after rowing for 12 hours? In another article I will write about the invention of steam powered travel on the Savannah River. Savannah was one of the locations where steamboats were developed, and it opened up the river to greater trade between Augusta and Savannah as well as allowed more regular trade from the ocean.

Upcoming Cruises:

May 24th-26th Saturday-Monday,

Memorial Day Weekend

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

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

August 16th-17th Saturday-Sunday, Palmetto Bay Marina, Hilton Head Island

September 5th-Sept. 7th Friday-Monday, Labor Day cruise to Beaufort

October 17th-19th Friday-Sunday, Bluffton Seafood Festival (second weekend)



MEMBERSHIP CHAIR/SECRETARY, Pam Allen

2025 Savannah Boat Show

March 7, 8, & 9

As most of you know, the Savannah Boat Show launched in 2003. The Boat Show is held at the Savannah Convention Center, Hutchinson Island, 1 International Drive, and attracts boating enthusiasts and exhibiting companies. Although the show primarily showcases powerboats, the 2025 show will have a Dunbar Yachts booth highlighting Jeanneau and Catalina sailboats, and a St. Bart's Yachts booth highlighting Beneteau sail and power boats. In addition, there will be many exhibits that feature the latest aids and gadgets for both sailors and power boaters.

For several years, the Savannah Power Squadron has had a booth at the Boat Show, and has graciously shared its booth with the Geechee Sailing Club. Our Club's purpose in exhibiting at the Boat Show is to tell sailors & power boaters attending the Boat Show what we do and encourage them to become members of our Club.

This year, the Power Squadron has once again generously offered to let our Club share its booth. We need Geechee Club members to staff our booth in shifts. There are 12 shifts to fill. Eight shifts have already been taken, leaving just four slots to fill! Those slots are:

1 slot on Friday, March 7, 3:00 – 6:00

1 slot on Saturday, March 8, 2:00 – 6:00

2 slots on Sunday, March 9, 2:00 – 5:00

Selfishly, I ask that you make my job easy and let me know as soon as you can if you can help! Either email me at: (allenpr@comcast.net) or call me (cell: 912-663-7235).

My fingers are crossed that you'll volunteer!



SOCIAL COMMITTEE, Tommy Howard

OYSTER ROAST, APRIL 5, Marsh Harbor Clubhouse, 6:00 p.m.

Make your reservations as early as possible. Because of the cost to the Club, we want to purchase the right number of oysters. Last year it worked out great, but since the Club is paying the majority of the cost, we want to be sure that we have an accurate accounting.

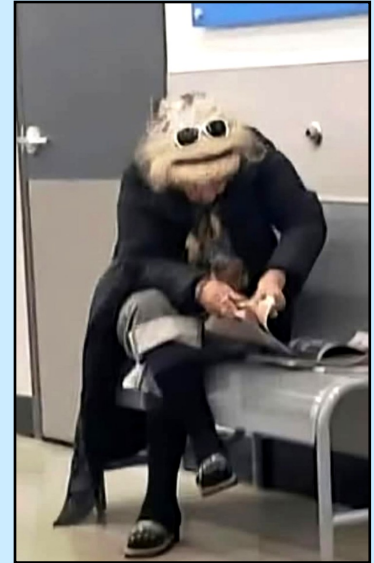
The \$15 fee per person covers everything (oysters, burgers, hotdogs, sides, desserts, and drinks). One of the objectives of this party is to entice new members. So...bring a prospective

member. The cost for a guest will be \$25 per person.

HOWEVER, if the guest joins the Club, this amount will be deducted from their first year's dues - making the guest free to the oyster roast!

Looking forward to a great turnout!

RSVP BY APRIL 2 to me
(Tom Howard)
at 912/658-4281



I guess I had too much caffeine...I thought this lady was a Muppet.

RACE CHAIR/WEBSITE MGR, Angela Margolit



Our 46th Annual St. Patrick's Regatta will be held March 22-23 on the Wilmington River, Wassaw Sound, and, if the weather cooperates, out to the Atlantic Ocean!

As requested in the last Rhumb Line, can you please donate an item for the **Tricky Tray Raffle** to be held Saturday evening, March 22nd? If you cannot attend the event, please bring it to the March 10th general meeting. If you cannot make it, just call me and I'll come to you.

For this year's St. Patrick's Regatta, we have these sponsors to thank for their generous contributions:

- Boat US / Tow Boat Savannah
- Cay Insurance Services
- Chelsea at Five Points Apartments
- Dark Alleys, Ltd.
- Driftaway Cafe
- Endurance Lending (new this year; mortgage broker)
- Hassell Realty Co., Inc.
- Hinckley Yacht Services
- Landings Harbor Marina
- Miss Judy's Charters (new this year)
- Rentgrata (apartment app)

- Sail Savannah (charter sails and school)
- Savannah Boathouse
- Savannah Steel Scaffold
- Thunderbolt Marine
- Town of Thunderbolt
- West Marine
- Yates Astro Termite & Pest Control

The Competitors' meeting will take place via Zoom at 7pm on Friday night, March 21. The Fleet races will start at Noon on Saturday. We again will have **three** classes: Spinnaker, Non-Spinnaker, and Rhodes 19. Then on Sunday we'll have the Pursuit Race, where start times are based on PHRF ratings. The slowest boat will start first (also at Noon).

Similar to last year, we are again having a social gathering at the "Pole Barn" at Molly McGuire's on Wilmington Island from **5 to 8pm**. Admission for skippers and their crews is included with their registration fee. All other guests (including Geechee members) only have to pay \$10 UNLESS you have donated an item for the Tricky Tray! There will be light buffet, free beer, and CAKE! **If you can volunteer to help me sell raffle and dinner tickets, please let me know.**

Running the show on the water again will be:

- The Grissettes with the RC Boat
- Carl Ericsson from the Power Squadron with the Mark Boat, assisted by Al Stiles from the Landings Sailing Club

RACE CHAIR/WEBSITE MGR, Angela Margolit (continued)

Joleen Rasmussen as our Principle Race Officer, along with her husband, Eric.

If you have someone who would like to participate in our 46th regatta, please have them register on the Regatta Network: <https://www.regattanetwork.com/event/29139>

In other news, I represented the Geechee Sailing Club at the Annual Meeting of SAYRA (South Atlantic Yacht Racing Association) which was held Jan. 24-26. This year had a new venue (still on Hilton Head): The Beach House Resort.

Our St. Patrick's Regatta Principle Race Officer (since 2010), **Joleen Rasmussen**, received the prestigious Willard Davis Award at the formal meeting on Saturday morning!



Joleen was so surprised when SAYRA President, Treeze Decker, announced her name!

Joleen is a member of the Carolina Sailing Club. She serves clubs from Richmond, VA to Miami, FL and is a regular volunteer at Charleston Race Week and the Orange Bowl International Youth Regatta. Joleen is a US Sailing Regional Race Officer, a US Sailing Regional Judge and a Level Three Sailing Instructor.

In January of 1986, SAYRA established an award to honor individuals who over the years make significant and outstanding contributions in service to the South Atlantic Yacht Racing Association. This award was named for and dedicated to Dr. H. Willard Davis, who for many years was Executive Secretary and Treasurer of SAYRA, representing SAYRA on the YRA Council of the United States Yacht Racing Union; was the Regional Administrative Judge for US SAILING, and is an International Judge Emeritus for US SAILING. He set a shining example of service for all who knew him and followed in his footsteps. Willard Davis brought honor to SAYRA through his judging major regattas throughout the United States, and he earned the respect and admiration of his peers in the international judging community for his superior knowledge of the racing rules and his calm,

compassionate demeanor as he performed his duty as he saw fit.

This award is a fitting tribute to Willard Davis and serves as appropriate recognition and thanks from SAYRA to those individuals who over the years give of themselves in service to the South Atlantic Yacht Racing Association and their fellow yachtsmen.



The meeting had record attendance with almost 200 people! Every yacht club and some community clubs (such as ours) belong to SAYRA.



The youth champions from North Carolina, South Carolina, and Georgia are given their awards for the various regattas held in 2024. They sail Opti's, 420s, and Sunfish.



COMMUNICATIONS CHAIR/EDITOR, Linda Howard

I copied this part of an article on line about the new Coast Guard Life Jacket rule. I didn't reword it because I appreciated the writer's humor.

"Starting January 6, 2025, the U.S. Coast Guard (USCG) updated life jacket requirements. So get ready to trade in your old PFD ("Personal Flotation Device") for something that matches your socks, because now they'll be judging both *style* and *buoyancy*! JUST JOKING (you can keep your current lifejacket if it's to regulations)!

Or rather we're only sort'a joking. The USCG has been testing and updating the classifications for PFD's for years, which became official on Jan. 6th 2025. The effort included clarifying which life jacket is appropriate for what situation (like kayaking versus offshore boating), while also encouraging innovation in the boating industry to produce more comfortable life jackets. Simply, style is important in the sense that "the best lifejacket is the one you wear," and so we applaud the USCG's efforts to encourage comfortable and stylish safety with life-jackets so that more people wear them.

These changes are welcomed by us old salts who sported the neon orange dinosaur vests in the 80's and 90's, and it's especially good news for "fashionably unsafe" boaters not wearing or inventorying proper life jackets (yes a little tough love there - but life jackets save lives!).

What Does 'Inventory' Mean for Life Jackets?

Before we get into the new levels, let's first review our "inventory" because it's a legal requirement as well as a common source of confusion among boaters.

In the context of U.S. Coast Guard (USCG) regulations, inventory means that a life jacket counts toward the **legal requirement to have at least one USCG-approved life jacket available for each person onboard a vessel**. Or, mostly so ... the "devil's in the details" on the rules....

Important Details about Inventory Rules:

1. **Readily Accessible** – The life jacket must be **easy to access** in case of an emergency. It cannot be locked away or buried under other gear.
2. **Proper Fit** – Life jackets must match the size and weight of the person they are intended for and be in good working order (no rips, tears, or broken buckles).*
3. **Serviceable Condition** – Life jackets must be 'serviceable', meaning no rips, tears, or broken buckles. *In other words, duct-taped life jackets and good intentions don't count towards your inventory.*
4. **USCG-Approved Label** – The life jacket must have a USCG approval label specifying its intended use, level, and size/weight rating.

When Does a Life Jacket NOT Count as Inventory?

1. **Inflatable Life Jackets** - *Some* inflatable life jackets (e.g., Level V in the old system, Level 100 and 150 inflatables in the new system) must be worn at all times to count as legal inventory. If the inflatable is not being worn, it does **not count** toward the required number of life jackets onboard. Simply, check the label!
2. **Level 50 Life Jackets** – Level 50 jackets are designed for specialized activities off-boat. Water sports such as Kayaking, Wakeboarding, and Paddle Boarding do not count as inventory when the wearer is not actively participating in the activity. Once back onboard a boat, the person must have access to a Level 70 or higher jacket to meet inventory requirements.
3. **Improper Fit or Maintenance** – A life jacket that does not fit the person properly (e.g., too small or too large) or is damaged cannot count toward inventory.

**Note: Sizing Based on Weight and Chest Measurements - Regarding properly fitting, life jackets come in various sizes based on weight for children and chest size for adults.*

COMMUNICATIONS CHAIR/EDITOR, Linda Howard (continued)

Adult Sizes – Typically based on chest size in inches:

- Small: 32–36 inches
- Medium: 36–40 inches
- Large: 40–44 inches
- X-Large: 44–48 inches

Children’s Sizes – Categorized by weight range:

- Infant: 8–30 lbs
- Child: 30–50 lbs
- Youth: 50–90 lbs

Key Takeaways

1. Choose the right level based on activity, water conditions, swimmer ability, body mass, and body muscle/fat composition.
2. Choose the right size based on weight for children and chest size for adults.
3. Level 70 is the minimum standard for recreational boating and most common for adults and children in calm waters.
4. Use Level 100 or higher for offshore or rough conditions, especially for non-swimmers or children.

5. Inflatable life jackets for Levels 100 and 150 must be worn to meet USCG requirements for approval, while foam models may count as inventory without wearing.
6. Ensure that all jackets are USCG-approved, fit properly, and are rated for the person’s weight and activity.

Summary

To meet legal requirements, you must have one properly fitting and serviceable USCG-approved life jacket for each person onboard. Some jackets—especially inflatable models—must be worn at all times to count, so always check the label for specific compliance rules.”

For more information, check out the article: [New U.S. Coast Guard Life Jacket Rules for 2025: What Boaters Need to Know](#)

Lifejackets Comparison Chart

Updated January 2025

LEVEL	BUOYANCY (Newtons)	BUOYANCY	BEST USE	TURNS UNCONSCIOUS WEARER FACE-UP?	COUNTS AS INVENTORY WITHOUT WEARING?
50	50N	11 lbs 5 kg 50 Newtons	Calm, sheltered waters; good swimmers; quick rescue. Used for kayaks, skiing, paddle boarding. Not for general boating use.	✗	No, must be worn during activity. Does not count for a boat period!
70	70N	15.7 lbs 7.1 kg 70 Newtons	Inland or nearshore waters; general boating; quick rescue likely.	✗	Yes, if readily accessible.
100	100N	22 lbs 10 kg 100 Newtons	Coastal or offshore waters; may turn some unconscious wearers face-up.	Some	No, inflatable models must be worn; foam models count if accessible.
150	150N	33 lbs 15 kg 150 Newtons	Offshore waters; rough seas; likely to turn unconscious wearers face-up.	✓	No, inflatable models must be worn; foam models count if accessible.
275	275N	61 lbs 27 kg 275 Newtons	Extreme offshore; heavy gear; industrial use; maximum buoyancy.	✓	Yes, inflatables and foam models count if accessible.



TREASURER, Dawson Long

As we get older, the rigors of sailing increase with our mobility limitations. While there are some anti-aging supplements out there, I believe that a fitness routine is our best bet to extend our boating years longer than average. Ever so influenced by the Prairie Home Companion years ago, I aspire to reach slightly above average.

There is an app for that slightly above average aspiration that I have called Fit Coach. It reminds me of my grandfather's home-made chair that I would always fall from. We called it the fit

chair, because I would throw a fit trying to sit in it. While I digress, Fit Coach is a personalized exercise routine established by the goals and limitations that you input into the app. It is fee-based at about \$24 per month. I have enjoyed it for a year and a half. I have benefitted by being able to maneuver around the boat more easily. I have enjoyed better coordination by following this routine.

Coordination has evaded me for years. While our brain is better equipped because of our greater experience, our body does not respond the way it used to. While I

am neither pushing nor attempting paddleboard yoga, taking little steps is the best route. From the improvements that I have seen, I certainly can race my sailboat with more confidence. I encourage you to take steps to maintain and improve your balance. Our quick reaction time on a boat requires greater agility than on land.

Speaking of good balance, our checking is \$2,999, and our Vanguard balance is \$17,664.



I finally realized it!



People are prisoners of their phones. That's why they are called cell phones!



Always make sure **SOMEONE** in the relationship has good credit. That's why it's called **SIGNIFICANT** other. Sign/if/I/can't.

Follow me for more marriage tips

Always for sale!



\$12/mug

\$10/water bottle

I will have them at the meetings.

MEMBER-AT-LARGE, Carl Ericsson

Lil Toot as the Mark Boat

It is fun being the mark boat on a sailing regatta. We get to see sailboats go by at close range. We are constantly moving. Here's our story.

We leave from Bahia Bleu marina about 30 minutes before we are to get the marks. They come from the Landings marina or Chatham sailing club marina. We're handed typically four marks and buckets of anchors and ropes. They are inflated one at a time as we drop the marks overboard.

The Committee boat leaves first and arrives at their designated start spot and anchors. They won't move for the rest of the race. We come up next to them and they begin to give us directions. First, the upriver mark is placed. It's usually down by the hotel near beacon 27. Then they direct us out the river, near the

mouth of the Wilmington River to beacons 20 or 16. That mark is dropped. The third mark is usually somewhere half way. And finally, down goes the "pin" about 100 yards from the committee boat to indicate the start. So far, everything is fine and dandy!

If Mother Nature cooperates, you all have a fun day of sailing and we get to watch your boats run up and down the course we have just laid out.

If the race is finished or if Mother Nature has decided to end it early, we start the final operations.

This is when we pay for the fun day of watching sailboats and all those wonderful pictures I've taken. Now it's time to recover the marks. Luckily, I just drive my boat. The guys on the crew do the

hard work. I approach each mark and they snag it with a pole, and begin to pull it aboard. If the current is ripping, it's hard work. And last year we had an anchor get stuck in the bottom. I had to add power and the line snapped.

My crew this year are Bill Stephens, Dave Vreeland and Fred Williams. Fred has a bad back, so he ties the lines to the marks with a bowline knot. The other guys have to do the hard pulling.

When all marks are retrieved and deflated, we return them to their rightful owners.

Another fun day on the water.

Carl Ericsson, Skipper of *Lil Toot*



Steve Reese



Fred Williams & Dave Vreeland



Inflated Mark

FLOTSAM AND JETSAM

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

L E H A W

R I G E T

C H N L U

E A L P N

Answer to January/February Scramble: PAINTER

RENEW

APPLE

TRAY

BASIC

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.

- Ken's vocal cords are not yet healed, so he is still unable to swallow and still has his feeding tube. Ken and Lynn are waiting for an appointment with a clinic in Rochester, Minnesota, that specializes in this since the doctors here and Jacksonville cannot help him anymore. Feel free to call him. He is able to talk. 443/994-0420.

2025 OFFICERS

Commodore Linda Howard
Vice Commodore Linda Howard
Secretary Pam Allen
Treasurer Dawson Long
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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)