

COMMODORE, Linda Howard

It has been a busy year! We had six socials: an oyster roast at the Marsh Harbor Clubhouse, Valentine's party at the Marsh Harbor Clubhouse, St. Patrick's Regatta awards dinner at Molly McQuire's, BBQ/pool party at the Allens', and a Christmas party coming up at the Marsh Harbor Clubhouse.

We've had six cruises: Odingsell, Daufuskie, Palmetto Bay in Hilton Head, Elba Island, Safe Harbor in Beaufort, and the Bluffton Seafood & Art Festival.

As for races, we sponsored the annual city-wide St. Patrick's Regatta and participated in a myriad of races of which Angela kept us aware.

We had nine speakers plus a movie. (We generally have 10 speakers a year with the Change of Watch in November and the Christmas Party in December on the nights of our normal members' meetings.) This year we didn't have a speaker in May because of the anticipated low turnout with so many members being out of town. We had a movie, and it was a good call since only 7 people showed up - when we usually have 25-30.

A change was also made in the *Rhumb Line*. Instead of doing a full *Rhumb Line*

every month, requiring the Chair people to write twelve articles a year, I changed it to six articles with me putting out a *Mini Rhumb Line* every other month. It has worked well for everyone... including me!

We were interviewed by WTOC TV for hosting the 45th Annual St. Patrick's Regatta. With short notice, Angela couldn't make it since she was in Pooler, so Tim Grissette and I were interviewed, and it was aired several times the next day.

Also, for the April edition of the *Connect Savannah* magazine, they interviewed Judy Grissette, Angela Margolit, and me and the write-up appeared in the April edition (pages 20-21).

Our *Geechee Bylaws* were also updated and revised. Addendums were done in 2014, but they never replaced the old wording in the Bylaws. Instead of just "plugging them in," I decided we needed to update everything. So with the help of the Board, I republished the Bylaws which were

voted into existence Monday, September 9. Larry Sprague will have them recorded. We had stopped putting a copy in new member's packets since the Bylaws were outdated, but we will be doing that from now on.

Please be sure to thank our 2024 Board for all the hard work that was accomplished this year. In our October 14 meeting, we elected our 2025 Board. Be sure to thank and support them as well!

ALSO:

The note that came with your emailed Change of Watch invitation stated that your ticket cost this year will only be \$25/per person! The Board wants to "give back" to the members by subsidizing the tickets approximately 75% this year. Enjoy!!

Also, note the addendum at the bottom of the invitation on page 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:**
- Saturday, November 16 - Change of Watch - Savannah Country Club*
 - Monday, December 9, Christmas Party/Members' Meeting at Marsh Harbor Clubhouse*

SATURDAY, NOVEMBER 16:
CHANGE OF WATCH
Savannah Country Club

MONDAY, DECEMBER 9:
GEECHEE CHRISTMAS PARTY
Marsh Harbor Clubhouse

Geechee Sailing Club
Change of Watch

Savannah Country Club
(501 Wilmington Island Rd.)

Saturday, November 16

Two Thousand Twenty-Four

Cocktails at 6:00 p.m.

Dinner at 7:00 p.m.

Dressy, Black Tie Optional

\$25 per person

Reservations to Judy Grisette by November 8

912/355-7588 or 912/897-7127

*(Mail check to Judy Grisette, 27 Shipwatch Rd. 31410
made out to The Geechee Sailing Club)*

CASH BAR ONLY

A slight change to this invitation is that you can also text Judy at 912/355-7588 or email her at judy.bmsaccounting@att.net to RSVP. If you don't want to mail a check, you may go to your bank account online, choose "Zelle," and send the money to "dawson@fivepointsrealty.com".

VICE COMMODORE, Kathleen Buckley-Warshaw

SEPTEMBER SPEAKER

Nora Fleming Lee, Chief Executive Officer of the Coastal Heritage Society, gave a wonderful and informative presentation overview about the Coastal Heritage Society as they are preparing to celebrate their 50th anniversary next year. She also told us about the six unique museums they operate in Savannah, as well as what their current initiatives are for the coming years.



OCTOBER SPEAKER

Dr. Marc Frischer, a Biological Oceanographer at the University of Georgia's Skidaway Institute of Oceanography, gave a very in-depth presentation on the warming of the seas and the impact it is having on the decline of shrimp in Georgia and all along the coastline. It seems that the shrimp are migrating farther north. It had been presumed to be caused only by the "black gill" disease.



NOVEMBER PROGRAM

CHANGE OF WATCH
Saturday, November 16

(see invitation on pg. 2)

DECEMBER PROGRAM

CHRISTMAS PARTY/GIFT EXCHANGE

Monday, December 9
Marsh Harbor Clubhouse

6:00 -



BEST KNOCK KNOCK JOKE EVER...

Three brothers age 92, 94 and 96 live in a house together.

One night the 96 year old draws a bath, puts his foot in and pauses. He yells down the stairs, "Was I getting in or out of the bath?"

The 94 year old yells back, "I don't know, I'll come up and see." He starts up the stairs and pauses, then he yells, "Was I going up the stairs or coming down?"

The 92 year old was sitting at the kitchen table having coffee listening to his brothers. He shakes his head and says, "I sure hope I never get that forgetful." He knocks on wood for good luck. He then yells, "I'll come up and help both of you as soon as I see who's at the door."

CRUISE CHAIR, Larry Sprague

The last cruise of the season was from Friday, October 11th, to Sunday, October 13th, for the Bluffton Arts and Seafood Festival. Mary Ellen and I were the sole voyagers, as all of the normal participants were either out of town or had a conflict. That is a shame, as this was one of the better cruises, weather-wise.

Preparations for our cruise started several days before, when I moved *Second Wind* from the north side to the south side of the dock in anticipation of strong winds from the north as hurricane Milton moved out to sea after crossing Florida. After casting off lines, I put the engine in reverse to back out of the slip. The engine revved up but there was barely any movement in the water. An increase to three-quarter power produced only a slight increase in motion. Once out of the slip, I brought the boat around to the other side of the dock with the engine racing but with a bare minimum of forward speed and control.

My suspicions of the cause of the problem were confirmed when I dove on the boat to clean the bottom the day before embarking. The propeller was fully incrustated in barnacles; not just small barnacles, but monster ones. The boat had been cleaned a little over a month ago, but the warm September waters had been ideal for growing these mountains of calcium. Speed-robbing plant growth had also been busy growing, using my hull as a nursery.

Preparing *Second Wind* for departure on Friday took longer than I expected. I had removed the mainsail and jib in early September to have them repaired. My daughter Adeline and I spent a good hour trying to get the mainsail fully up the track of the in-mast furler. I finally gave up and

turned my attention to bending the jib onto the forestay. This went smoothly, but the boat also needed cleaning, and then brought over to the gas dock for fuel and pumping out. Thus, it was not until 2:15 PM that we started our trip down the ICW towards Thunderbolt and Bluffton.

The day was an ideal Fall afternoon, with a crispness in the air, temperature in the mid-seventies, clear skies, and a light northeast breeze. *Second Wind* broke through the water at over seven knots with help from the incoming tide. We turned on Pandora and listened to some tunes (Mark Knopfer and Emmylou Harris) as we settled into our journey.

It was just after 5:00 PM as we neared Bull Creek, just past the Freeport Marina on Daufuskie. The decision to be made was to either anchor in Bull Creek or push on to Bluffton and get there after nightfall. We decided to push on, now against the outgoing tide, into Calibogue Sound and several miles later into the May River.

When we made the westward turn into the May River, the sun was three fingers (45 minutes) from setting. The breeze had picked up some, giving the air enough chill that I donned a fleece, and not too long later my raincoat to act as a windbreaker. The back of the summer heat had been broken, and we now slipped through the waves of a Fall evening. I went ahead and turned on the running lights and steaming light. Forty minutes from our anchorage, the sun slid below the horizon and now the half moon was rapidly becoming our primary source of light as darkness spread over the waters.

We used all sources of navigation to bring us safely to the Bluffton anchorage. I had my GPS chart plotter and

radar on, and Mary Ellen used her maps app on the telephone as a backup. We motored past the dark, unlit docks lining the river, some with boats tied to them and others with boats on lifts out of the water. Finally, we reached our anchorage just past the public dock at the foot of Calhoun Street at about 7:20 PM. Mary Ellen took the helm while I released the anchor and then sent a gallon tea jug filled with sand down the anchor rode to keep the rode from entangling the keel when the boat shifted positions as the tide changed. The boat was squared away for the evening and we went below for drinks, dinner, and bed.

A heavy dew was left on *Second Wind* Saturday morning. I fixed the conjugal coffee and then went back to my bed to read the *Wall Street Journal* while Mary Ellen read one of the Hornblower books. About nine, we bestirred ourselves to seize the day. While Mary Ellen fixed breakfast, I went topside and lowered the dinghy. Next, I brought out the two parts of the electric motor: the battery pack and power unit with the propeller attached. Each piece weighs just under 25 pounds, which makes wrangling them onto the dinghy much easier than mounting the five horsepower gas engine. After breakfast, we headed ashore to explore Bluffton.

On shore in Bluffton we walked up Calhoun Street, stopping into the various art galleries. The festival's events this first weekend appeared to be limited to a dinner party on Calhoun Street for about 100 people. Cloth-covered tables along with chairs were set up in the middle of the street. The

CRUISE CHAIR, Larry Sprague (continued)

weather was going to be perfect for the party.

Following a light lunch at Agave we went next door to the Red Piano Art Gallery. Outside of the Gallery there is a wonderful bronze sculpture entitled "The Family Tree" done by Jane DeDecker. The bronze is a tree branch with several children either on top or hanging off, with a dog trying to join the fun.

The gallery has several paintings which are excellent, including several by West Fraiser. West was a classmate of mine at Savannah Country Day and is now a nationally recognized landscape painter, especially of low country scenes. He works primarily in oils now, but in his earlier years was one of the best water color artists around. I once asked him why he had switched mediums, and he said that he made his living painting, and one slip on a watercolor could destroy a week's worth of work.

After one or two additional galleries, it was time for a nap, so it was back down to the landing and a quiet electric ride to the boat.

My twin sister, Courtney, and her husband, Phil, live about twenty minutes from Bluffton, so we made arrangements for them to pick us up and eat at Pour Richards. The food and service were excellent, and we had a wonderful time. The trip back to the landing used less gas due to our lighter wallets.

We were up by 7:00 AM on Sunday morning in order to catch the outgoing tide, which was to reach its ebb a little after 11:00 AM, and then ride the incoming tide up the Savannah River. As we sat down to breakfast, we heard the bell at the Church of the

Cross ring for the 8:00AM service. An hour later the engine was running and I was giving hand signals from the bow to Mary Ellen at the helm as we weighed anchor.

The morning was cool and bright as we headed down the May River at 7.5 knots, helped along by the current flowing back towards the ocean. When we made the eastward turn towards Calibogue Sound, the sun was directly in our face. The water sparkled as if the surface was composed of billions of diamonds, and the reflected light shimmered up and down our stanchions. The sky was cloudless, dark blue above becoming nearly white at the horizon. The water's surface was smooth, disturbed by only a few puffs of air.

A southwesterly wind picked up after we started down Calibogue Sound; enough so that we unfurled the jib and motor-sailed on a close haul. We made it to the Savannah River channel on one tack, at which point the jib was furled and we motored up the river. There was no ship traffic; only a handful of small boats fishing along the rocks lining the channel. In turn, we passed Cockspur Island with its lighthouse, Fort Pulaski, and then the Coast Guard station. Several miles further up the river the low water revealed rocks about thirty yards from the north shore, waiting patiently for the unwary boater.

Mary Ellen prepared sandwiches for lunch shortly before we reached the Elba Island cut. From that point on it was the familiar journey home down the ICW. By 2:30 PM we were back at the Savannah Yacht Club, a little over five hours since our departure from Bluffton. It had been a wonderful cruise and a great ending to the 2024 cruising schedule.



Jane DeDecker - "Family Tree"



Second Wind at anchor



West Fraiser - "Sailboat Going Down the ICW"



COMMUNICATIONS CHAIR/EDITOR, Linda Howard

I always grab the *BoatUS* magazine as soon as it is delivered. After all these years of boating, I like to relate to others' stories and keep up-to-date with the latest technology. Here are a few items I thought were good to explore.

1. **Savvy Nabby** - An app for your phone that has updated charts, route planning, live GPS tracking, weather overlays, tidal data, and more. It is very user-friendly. They say it's like Google Maps for boats. The thing that makes this app stand out from others is the partnerships it has with marine conservation organizations including ProtectedSeas, Clean Sailors, and The Ocean Conservation Trust. These partnerships allow the app to show boaters key environmental information such as the locations of sensitive seabeds, marine protected

areas, and other regulated zones - helping you know where you can and can't enter, anchor, exceed certain speeds, or get on-shore. The app and charts are free; access to the rest of the features with a Premium subscription costs \$99/year.

2. **Ditch** - Unlike Bob423 and his famous magenta line through the ICW, Ditch is an AI-powered navigation aid app that shows boaters the real tracks of previous boaters and color-codes them by verified "Local Knowledge" paths or "other" boats, in addition to using those previous tracks to synthesize one recommended "Smart Path." You can see dozens or even hundreds of paths. You can save routes, customize the data you're interested in, and explore how others in

some parts of the ICW are navigating shifting shoals, outdated aids to navigation, and tricky inlets. It is \$30/year.

3. **Siren Marine** - If you are thinking about getting this setup, the only thing I will say about it is that you have to buy equipment for around \$800 and pay \$225 a year for a basic subscription. It is a way to connect all the real-time information on your boat to your phone (battery, bilge, shore power, high water, temperature, etc.). I guess it's only worth it if you're not checking on your boat regularly and in person! If you aren't, then you'd better get a different past-time!



TREASURER, Dawson Long

One of our own members, Capt. Dana Rutland, expanded his successful GA/SC TowBoatUS business by going inland. He added TowBoatUS Clarks Hill Lake, Georgia, to provide on-water towing services for boaters in need <https://bit.ly/3q3Y5QE> #towboatUS #clarkshilllake #redisready #boattow #marinetowing #boattowing

If you have not signed up for TowBoatUS, just as I held back, here is a little advertisement that you might need to see about TowBoatUS:

Boat Owners Association of The United States (BoatUS) is the nation's leading advocacy, services,

and safety group for recreational boaters. We are the Boat Owners Auto Club™ and provide our more than 800,000 members with a wide array of helpful services, including 24-hour on-water towing that gets you safely home when your boat won't, and gives jump-starts, fuel delivery, and soft un-groundings.

The TowBoatUS towing fleet has North America's largest network of towing ports with more than 300 locations and over 600 red towing assistance vessels, responding to more than 90,000 requests for assistance each year. The BoatUS App makes it easy to summon water and road assistance 24/7 and can speed response times (BoatUS.com/App). For more information go to BoatUS.com/Towing.

It is good to have friends who help you and your boat off of the high places underwater.



A CEO put the "think" sign up for his employees. Someone added the other.

Always for sale!



\$12/mug

\$10/water bottle

SOCIAL CHAIR, Judy Grissette, by Linda Howard

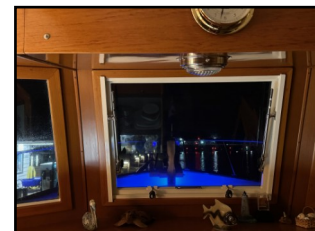
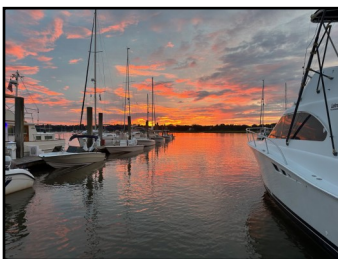
September 6-8 several people went on the "After Labor Day Cruise" to Safe Harbor in Beaufort, SC. Tommy and I were the only ones who went by boat, but several others drove over. Again, it was a little iffy with the weather. However, it turned out great and it only rained once while we were eating brunch in the pavilion Sunday morning.

Those who came were Audrey & Dave Debien, Gray & Deborah Marshall,

Scott Lawson, Larry & Mary Ellen Sprague, Steve & Pam Allen, and us.

Some came over Friday, but we didn't gather until Saturday afternoon for lunch at Panini's on the water. That night we ate under the pavilion, and gathered again on Sunday for brunch there. Audrey & Dave and Scott rode their bikes on the trail. I keep saying, "Next year I will."

Short and sweet. We always have fun as Geechees!

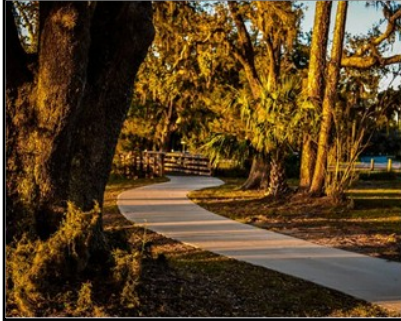


SECRETARY/MEMBERSHIP/AUDITOR, Audrey Debien

Dave and I just returned from the Shrimp & Grits festival on Jekyll Island. This was the third year that we've attended and we plan to go again next year.

Jekyll Island is a special place! Here are some of my favorite things about Jekyll Island!

Bike paths!



There are more than 20 miles of bike trails on the island. They are well maintained and go around and across the island. We don't need our car when we stay there. Many of the trails have beautiful views! There are also signs along the way at historic sites. They provide information about the history of Jekyll Island.

Driftwood Beach!



Over the course of time, the ocean and winds have eroded the northern end of the island. Great trees that grew there fell and decayed. These trees form beautiful formations on the beach. This must be one of the most photographed places in Georgia!

The Shrimp & Grits Festival!

We will continue to attend this festival every year! The food, music, vendors, and fireworks make it a very special weekend! The Festival is in the Jekyll Island Resort on the west side of the island.

The Historic District!

We have spent hours exploring the Mosaic Museum in the Historic District. The history of Jekyll Island and the Jekyll Island Club is interesting. The island was colonized by the British and had several owners until it was sold to a group of wealthy investors in 1889. The very exclusive Jekyll Island club was established on the Island and flourished until WWII. Many old buildings remain in the Historic District. During and after the war, the Club was virtually abandoned and eventually sold to the State of Georgia. The Historic District surrounds and includes the active Jekyll Island Resort.



Other attractions include beaches, horseback riding, Christmas lights and the Georgia Sea Turtle Center.



RACE CHAIR/WEBSITE MGR, Angela Margolit

Upcoming Regattas

November 16-17: SYC - McIntosh Cup, Wilmington River - Register at <https://www.regattanetwork.com/event/28611>
Entry fee per boat is \$100, which includes two days of racing, coffee & pastries Saturday and Sunday, two dinner tickets and complimentary beer on Saturday, and awards ceremony with beer and heavy hors-d'oeuvres on Sunday.

Note that this was originally scheduled for October 12-13. Since November 16th was already designated for the first Frostbite Series Race, one of the races completed on Day 1 of the McIntosh Cup would count towards the Frostbite Series! (It will probably be the one which starts around noon, which is when the Frostbite races usually start.)

The hope is that those who planned on doing just the Frostbite will sign up for the entire weekend of McIntosh Cup racing.

I hope to see some Geechee boats out there (even though our Change of Watch is Saturday evening)!

And here are a few photos from my cruise to Sardinia in September:



My boat was a 52' Dufour



We had five boats in our flotilla. We all got together two nights. One was a "wear white" party. This was everyone on my boat. Yes, just one guy, Tobin, who was one of my First Mates.



A fun sight at one of the marinas!



Tobin is also a Zumba instructor. I asked him to hold a class out on the docks one morning – and other boaters not part of our flotilla joined in!



Whenever we were anchored near each other, we'd either swim or dinghy over to the other boats.



A view from the rooftop of our hotel in Olbia.



One of the many massive islands with anchorages surrounding the mainland. See the boats on the left.



FLOTSAM AND JETSAM

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

W R A D _ _ _ _ _

Z Z I Y D

G H L I H Y

V R N E E

Answer to September/October Scramble: BOLLARD

LIBRARY

DOLLY

RAISIN

DRAIN

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.

- Even with all that Ken went through with his back operation, he only has one more major hurdle. (His posture has improved as well as his voice.) However, they are still working on his vocal cords so that he can swallow. Right now he still has his feeding tube. They think it may take a year, but we will believe for more. We had a great conversation. Feel free to call him. 443/994-0420
- Continue to remember Dave & Audrey as they research treatments for Dave.

(Although we don't have a For Sale section of the Rhumb Line anymore, I am adding long-time members' (Janet & Joe Lane) request to advertise their boat for sale. It is a 45' Morgan Nelson Marek SV ("Memories"). The engine does not work. They are asking \$25,000. Contact Janet Lane at 912/657-5270.

2024 OFFICERS

Commodore Linda Howard
Vice Commodore Kathleen Buckley-Warshaw
Secretary Audrey Debien
Treasurer Dawson Long
Past Commodore Linda Howard
Social Chair Judy Grissette
Cruise Chair Larry Sprague
Race Chair Angela Margolit
Membership Chair Audrey Debien
Communications Chair/Editor Linda Howard
Member-At-Large David Debien

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