

AMERICA'S BOATING CLUB

Golden Isles



The port hole

For Boaters, By Boaters™

A monthly publication of America's Boating Club Golden Isles

Upcoming Events

July

- 19 Social at Silver Bluff Brewery in Brunswick
- 23 - Club Cruise to Plum Orchard

August

- 13 - Club Hampton River cruise
- 16 - Wine/nature boat tour to Sapelo light from Darien

September

- 6 - Litter Pick up at Liberty Ship Park begins at 8AM
- 20- Tour of Home Front Museum followed by dinner.
- 24 - Satilla River to Woodbine Cruise

October

- TBD Club Cruise to Fernandina Harbor
- 18 - "Millionaires' Yachts" presentation by Allison Dupuis from Jekyll Mosaic

Inside this issue:

Executive Officer Report	2
Admin Officer Report	3
Educational Officer Report	4
Club Cruise Information	5
Club Fishing Pictures	6
Terry's Cruise on Willow	7-8
Calendar and Contacts	9
Litter Pick Up, Membership & Birthday	10

Commander's Message



Cdr Jerry Lamb, S

We are in the heart of our boating season and halfway through the year. It is a good time to take stock of our boating and our Club, to see where we are and where we might be going.

Boating in our area seems sporadic to me. We are out often and rarely seeing another boat except those transiting the ICW. And the transiting boats are a problem. Needing to keep a schedule, they power on, heedless of their wake's effects and, by following Bob's Tracks (a favorite of many on the ICW), they manage to stay in the exact center of the channel. Following an ICW group on Facebook, I now know that two spots bother them on traveling through south-eastern Georgia. St Andrews Sound is on the list of the top rough water spots on the entire ICW – and rightfully so. One Towboat US operator told me that it

even bothers him, an experienced operator, especially an easterly wind against an outgoing tide. The other is the Little Mud River entrance from the Altamaha River. On our club cruise to Spartina Grill last year, we churned up a lot of mud (no pun intended) there. It has been dredged since and, on several trips northbound this year, it is easier to traverse but still needs respect and careful navigation.

There is still an obvious need for our educational programs. The XO will talk about the deadly collisions in Savannah this spring. Closer to home, we had to help dock a boat last week. It was coming in down tide and downwind with kids – not in life jackets – reaching over the gunnels to fend off the pier. After spinning around in the slip, I helped dock the boat and asked the woman helming why she did it that way. "Because we had trouble backing out the other day and want to be positioned to get away." She didn't realize that the tide changed every six hours and that she would still be backing out against the current next time.

We have been doing our bit. The ABC classes this year have graduated 28 people so far and the Boat Handling course had 4. Thanks to all the instructors, Vicky, Ed, and Cynthia and very special thanks to Mike and Charles for all the planning, execution, and teaching.

Club members are less active on the water so far this year; cruise numbers are down, although those going have had great comradery. We did a pop-up cruise, moving the Jekyll lunch cruise to a weekday to avoid some weekend weather. It was a great trip. In addition to the planned cruises, we will try some more pop-ups with a two- or three-day email notice. In the meantime, please let me or the XO know of your cruise preferences – lunch, exploring, rafting up for a picnic, whatever. We would like to see more club boats on the cruises. If you don't have a boat, members are always willing to take others – just ask.

Socials have been great fun. Eileen has done a superb job of finding venues and themes. I'm looking forward to the Silver Bluff Brewing Company social this month. See the list at left for upcoming events.

The Club has welcomed several new members this year. George and Mike Carellas were introduced at the COW last year and Cathy Brewer-Moore and Pieter van Stein at the Saint Patty's Day social. More recent new members include Mark Crawford, Shawn and Bridgette Cunniff, Kevin and Lynn Michael and Bruce and Kay Miles (from the Cyber Squadron). *The Porthole* will tell you more about them in upcoming issues. We heartily welcome them on board and ask all members to help make them part of our Club.

Jerry

A Perfect Storm?



XO Cynthia Lamb, S

I'm sitting in my office on July 4 writing an article for our club newsletter rather than being out on the boat. What's wrong with this picture? Is it the weather? No. It's been a very beautiful day so far with blue skies and lots of low altitude puffy (cumulus) clouds. It is also 91 degrees with humidity levels over 60%. Is that a good reason to stay in today? C'mon, it's South Georgia! The reason I'm sitting here in the air conditioning pounding on the keyboard is a) I have a deadline to meet (I'm really procrastinating this month) and b) too many "Bubbas" (my friend Pete's name for all those novice boaters that boat on holidays and summer weekends and fill up their powerboats with friends and beer).

According to the United States Coast Guard (USCG) 2021 Recreational Boating Statistics, most boating accidents occur in June and July, on the weekends, between 12:30 p.m. and 4:30 p.m., in good visibility, light wind, and calm water. No surprise there. The more boaters out there, the more accidents occur.

It's not that I have anything against people wanting to get out on the water to have some fun, it's the fact that inexperienced, distracted, and rule-ignorant boaters are DANGEROUS! If there's a reason America's Boating Club exists it's to help these people learn to be safe and respectful of others when they're boating.

The USCG reported that collisions were the number one accident type in 2021 and that the top 2 reasons for boating accidents were "operator inattention and operator inexperience." In addition, 84% of those involved in accidents had not taken a USCG Auxiliary, Power Squadron, or state course. Those are national statistics mind you, but things aren't much different here in our own area. According to Georgia DNR, "almost half of the boating accidents in Georgia are caused by a collision with another boat or an object. Practically all boating accidents occur because of carelessness, inexperience, or ignorance of safe boating practices." Now couple this with record sales of recreational boats during the pandemic (new powerboat sales exceeded 300,000 units in 2021) and you have the proverbial 'Perfect Storm' of lots of boats and lots of inexperienced boaters...especially during the summer.

If you hang out at all with the guys who work at marinas, you really hear some unbelievable boater stories. Just the other day, Jerry and I set up a little recruiting table at our marina. I brought along one of the club's knot tying stations (which I'm never giving back, by the way). When one of the marina workers, Danny, saw it he begged us to teach people the proper way to tie up at the dock. He said so many people do not know how to tie a cleat hitch. He described the different (wrong) ways people tie up including one way that included 6+ half hitches that took him minutes to untie. He described people showing up at the marina with a new boat but no fenders or dock lines. Not only did they not have fenders, Danny said, but they didn't know there was such a thing as a fender.

These stories are trivial though compared to some of the accidents that have occurred in our area recently. On May 5, a man was killed when the boat he was on struck an unlit channel marker near the Savannah Yacht Club. Just this past Memorial Day weekend, 5 people died, and 4 others injured in a boat collision on the Wilmington River. The two boats were traveling in opposite directions and collided. The following weekend, 2 teenagers were badly injured when their small powerboat collided with a bridge pylon beneath the U.S. 80 bridge in Turners Creek, again near Savannah.

Everyone needs to know the rules of the road. The principle of "stand-on vessel" and "give-way vessel" is very important. If 2 boats are heading directly at each other, both boats are the "give-way vessel." If you seem headed for a possible collision, make an obvious and significant course change to the starboard, if possible. Remember, there is not an absolute "Right-of-Way" on the water like there is on land. Never assume you have the right-of-way. Do things like post a lookout, maintain a safe speed, and do whatever it takes to avoid a collision even if it means departing from the rules. Assume the other boater has not had any boater education and probably does not know the rules. Have a defensive mindset.

Our organization has a very important mission: make boating safer and more enjoyable through education and increased awareness. We need everyone in the club to help with this. If you see a novice boater struggling to dock or undock, lend them a hand and offer them some advice; if you see young children on board a vessel with no life jacket, say something. Help us recruit for our classes, for vessel safety checks, and for membership. The more people we can reach, the safer our local waters will be for everyone.

Our next ABC Class will be held October 8. Let's fill it up!

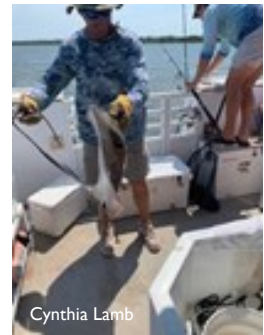
Cynthia

Administrative Officer's Report - July



AO Eileen Berta

Well, we didn't catch dinner....but a great time together was enjoyed by those on the Club fishing charter last month! The weather cooperated, and Captain Brooks took us to a great little spot out of Hampton Marina. The biggest catch, one massive sting ray, was pulled in by the littlest participant, the Carella's grandson! See the picture on right of Captain Brooks holding the ray. We all had great fun catching a bunch of croakers and spots. The highlight for me was "the one that got away". Something huge - I'm sure - nearly pulled the pole out of my hands and then dove under the boat, breaking the line. Next time.... Check out more fishing pictures on page 6.



Thanks Cynthia Lamb for the great idea of a weekday "pop-up cruise", taking advantage of some good midweek weather. Seven of us retired folks were able to run over to Jekyll Marina and enjoy lunch at Zachry's together. Let's do it again!

The summer months seem to be flying by, hard to believe we're already looking forward to our July and August get-togethers.

July Social - Silver Bluff Brewing Company

When: Tuesday, July 19, 6pm

Where: Silver Bluff Brewing Company

1325 Newcastle St., Brunswick

www.silverbluff.com

912-275-7024

Details: The brewery will have tables reserved for us outdoors in their beer garden. Casual dinner will be available for purchase from one of their resident food trucks there that night. The Berta's will be out of town, and Vicky Jefferis has graciously agreed to be on-site coordinator that evening. Vicky will post our signage to identify the tables set aside for our group.

And coming up in August -

August 16: Wine/nature two-hour boat tour leaving Darien and cruising out to Sapelo light. Details to follow. Approximate cost \$62pp. ***This tour will require a minimum of 8 members in order to reserve the boat, and we have more than that indicating their interest at this time. Please let Eileen know of your interest ASAP. Maximum participants the boat can accommodate is 20.***

This Fall -

September 20: The group tour of the Home Front (WWII) Museum has been rescheduled to September 20. This is an afternoon event (3pm) with dinner to follow. The group rate is \$9 per person. ***The Museum requires a minimum of 10 attendees to conduct the tour.***

October 18: Allison Dupuis from Jekyll Mosaic has confirmed that she will be available to present on the millionaires' yachts. She's excited to do the research in preparing this talk and to join us in person this time. Location TBD.

Eileen

Club Education Officer Report



CEO Mike Moye,

We have a tradition in the United States Power Squadron/America's Boating Club that goes back scores of years. As individuals take and pass our advanced courses, they attain what we refer to as a "grade." That grade is not a numerical value like you would receive upon taking an exam at the end of a course. Instead, the grade one receives is an indication that he or she has attained a significant level of education. Most folks begin their education journey with our basic course which we call ABC (America's Boating Course). After that there are five advanced courses and many seminars and on-the-water certifications. The first of our advanced courses is Seamanship which is a heritage course replaced by Boat Handling—however, when a person completes it, they are awarded the grade of "S" (Seaman). We are very pleased to announce that two of our members, Jerry and Cynthia Lamb, have attained that level. Also, attaining that level is Jon Hipp, a USPS University member (a non-club member who takes various courses and seminars and whose accomplishments are maintained on a transcript by national). Congratulations to all of them!

When I joined the USPS on July 14, 1988 I immediately started receiving newsletters from my local squadron. One of the things I first noticed were the letters before and after member's names. Since we didn't have web sites to consult it took me forever to figure out what all the letters meant. Because the world wide web rolled out 30 something years ago, you don't have to wait. Our national organization has an excellent web site that I encourage you to peruse. One section of the web site that will explain all the "letters" is www.usps.org/info/definitions.html. So, as the lady who lives in my phone says—"check it out!"

I'm writing this while occasionally gazing at our national ensign flying out on the deck. It happens to be Independence Day and the significance of the flag and the Fourth of July holiday has reminded me of a flag mishap from my past.

Many of us fly the U.S. flag on Independence Day. It's a special day in the history of our country and we show our pride by flying the national colors. In my opinion we should always show the colors when we're on the water. In addition to being a patriotic thing to do, flags on a boat just look cool. Another thing that a flag does, and this is the most important thing, it displays to all your country of origin. Once upon a time as I was passing by the submarine base at St. Mary's about to deliver my boat to the capable folks at the St. Mary's Boat Yard, I received a challenge as to where we were from. At the southern end of the base as the Cumberland River converges with the St. Mary's River, the U.S. Coast Guard fell in behind our boat and began tracking us as we turned toward St. Mary's. They first checked us out from the stern, then moved up the starboard side—I guess looking for numbers. I'm federally documented so I don't display numbers. Next, they fell back and pulled up beam to beam on my port side. I knew what was about to happen—they were going to board me and that's the last thing on earth I wanted—not that I had contraband or faulty equipment or any kind of impairment—it just makes me nervous to have folks come aboard wearing firearms and taking charge of my vessel—unless I'm sinking.

Well, they didn't board. They simply called out "what is your country of origin?" My traveling companion (not Sharon) had his head out over the gunwale and replied (before I could get to the window) "we're rednecks from South Georgia!" I'm thinking to myself, no—you didn't just say that to the Coast Guard...now I'm in big trouble—they probably think we're making fun of them. By then I'm at the window to find out their instructions and they asked first "where's your flag?" and second "do you have your paperwork?" My first lame comment was the explanation that I was headed to the boatyard and took the flag down and the second was that the paperwork was downstairs, and I'd be happy to get it. By then we were getting a little too close to skinny water and all of mother nature's glory and I could see them having a quick conversation with everyone aboard shaking their heads. Those shaking heads gave me some indication that they were going to give the "rednecks" a pass. The Coastie helmsman kicked up a little mud as she pulled away and they gave me a slight wave as they went on to search for bigger fish—perhaps some whose necks were not quite as red.

Fly your flag. Not just because you're supposed to or that it looks cool. Fly it because you're proud.

Our newsletter often admonishes us to be prepared for hurricanes in the summer and early fall months. Fortunately, the weather services can let us know of their arrival days or even a week or so in advance. The weather services also will let us know about local bad weather—if we're paying attention. However, the excitement of being on the water with activities like fishing, snorkeling, kayaking, sailing, or just getting from point A to point B distract us from what's happening with the weather.

Mike Moye, SN

Education Officer

Upcoming Cruises



On June 18, Eileen and I combined our efforts to put together a fun-filled two-hour fishing trip on the beautiful Hampton River followed by lunch at 100 Tabbystone at the King & Prince Golf Course. We had a full contingent with 12 club members attending. Everyone had a great time! For those who like competition, let me tell you who our 'winners' were. I believe that I caught the most "things". None were worth keeping, but I saw a lot of action. Russ Wright won the prize for best fish that could be eaten. George Carellas' grandson, Gavin, caught the biggest thing – a very large stingray. Eileen Berta got the prize for biggest fish that got away. This thing almost took the pole out of her hand. We have no idea what she hooked, but everyone agreed it was huge! I'm thinking sturgeon, but what do I know.

We also did a small, rather impromptu, cruise to Zachry's Riverhouse at Jekyll Island Marina on June 23. We originally planned on going on the 24th, but the weather forecast was better for the 23rd. It was very hot (near 99 degrees), but the water was calm, and the wind was perfect. We had 7 members join us that day. We will be doing more of these "pop-up cruises" this summer so stay tuned. If the weather looks really good and you want to go cruising with someone, just let me know!

By the way, after our fishing trip excursion and lunch at the golf course, I suggested to the restaurant manager that they offer free golf cart pick-ups and drop-offs to and from Hampton River Marina to the restaurant. They've agreed! The restaurant will provide the marina with a phone number if you want a ride. Make the call, wait about 10 minutes, and a 6-passenger golf cart will arrive to bring you to lunch. So all you non-Hampton-River-Marina boaters now have an additional place to dock and dine. Make sure to tell all your friends. We are big fans of the restaurant and really want to see them be successful.

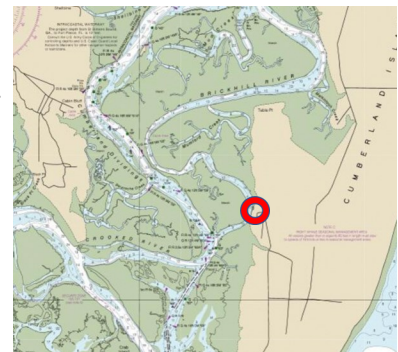
Upcoming Plum Orchard Cruise

The next scheduled cruise is a good one! On July 23, we are planning to cruise to Plum Orchard on Cumberland Island. According to the National Park Service website, the Plum Orchard dock is the northern most public dock available on Cumberland Island. It is a small dock, and boats are welcome to park where they find space. It is a short walk along the road to the Plum Orchard Mansion. The dock is shown at right.



It is a roughly 2-mile hike to the beach from Plum Orchard. There is treated water available at the Plum Orchard Mansion and can be accessed through hose spigots along the side of the house. Bathrooms facilities are available at the rear of the house. There is a self-pay station for visitors to pay the \$10 park entrance fee.

The dock is located on the Brickhill River (see chart on right). The best entry point for this dock is to take the ICW down to the southern end of the Brickhill River. An OpenCPN track will be provided. More details on this cruise will be forthcoming soon.



Other Dates

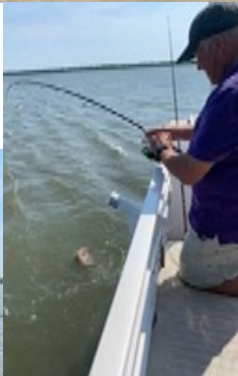
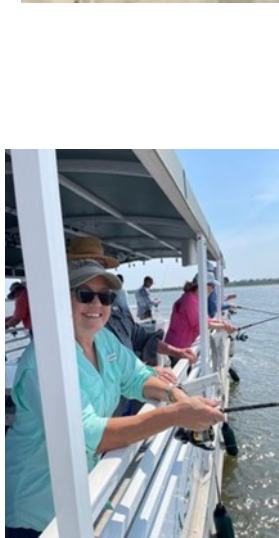
The date for the Woodbine cruise will be September 24.

The cruise and rendezvous to Fernandina will be held midweek in October. The date is TBD. This should be a fun opportunity for fast and slow boat owners to participate. Please let me know ASAP if you have any interest in participating – either by boat or by car or as a passenger in either. There will be lots of coordinating to do and I need some idea on how many people and boats.

That's all for now!

Cynthia Lamb, Executive Officer

Club Fishing Trip with Captain Brooks on June 23, 2022



Eileen imagines what the "one that got away might have been."

Unless noted, all pictures provided by Cynthia Lamb.

Terry Osman Continues Her Sailing Journey on *Willow*

Willow Update Day 72

June 12, 2022

It has been awhile! But we made it to the other side of Florida! Now in a narrow waterway ("ditch") south of Venice heading north towards Sarasota.

When I wrote last, we were thrilled to be entering the Upper Keys where Diana and I enjoyed a lonely anchor at Lignumvitae Key Park and thoroughly absorbed the nature of the Everglades National Park Waters there. Barracuda under our boat in the morning hiding out in the shade.

A little offshore sailing to Marathon led to a few more engine difficulties, but not serious. With *Willow* hanging on a mooring ball in the popular Boot Key Harbor, I took a few days off and recuperated at home in Jacksonville. Marianne then returned to *Willow* for a second leg; and Linda drove us back to Marathon for a 3-day girls vacation weekend for which we decided to get a hotel room, such a luxury!!

It was starting to get pretty hot a couple weeks ago, so I decided to leave Sweetie at Helen & Phil's, waahh... her cuteness has been totally missed, but honestly not the effort of tending to her and worrying over her condition. She was a bit seasick on and off and I was not sure the medication relieved her nausea. By the time she left, she had begun to jump into the dinghy from *Willow* (with Diana's encouragement!) and figured out how to stare at it intently to tell us it was time to go....

Since then continuing to head south along the shallow inside of the Keys, I faced the need to choose to spend my remaining month continuing west and north along the SW coast of Florida or turn back toward Jacksonville for hurricane season (Summer & Fall). My intent was to complete the cruise by June 15th. It seemed the motivation to return to Jax or St Simons was lacking, so the choice was rather natural: carry on to Tampa for big inland Bay sailing, fun barrier islands, and bluer water of the Gulf. Plus, if I choose to continue cruising next season I'll be well-positioned to head to Pensacola if I desire.

I would do the shallow inside of the Keys again! Calm, beautiful horizon sunsets, interesting canals and tiny mangrove oases, along with spotty islands and mostly good holding for the anchor. Most say it's too shallow, but *Willows* 5' draft was never a problem when you pay attention.

A short stay at Safe Harbor Marina in Marathon turned into a couple weeks when 2 things happened - well, three actually. First, the tropical storm lumbering toward us from the Yucatan - decided to wait it out over Memorial Day weekend. Rain and humidity were inconvenient, but the second factor in staying longer were the people at Safe Harbor - happy hours every afternoon in the pool with very cool cruisers on vacation visits like us were so much fun - it was enough to hang around for the camaraderie! A new friend who was a retired exec from a famous distillery hosted a potluck and rum tasting night - loved it! Thirdly, Marianne and I did take off for north (Marco Island) on *Willow* but had another mechanical adventure and got towed back to Marathon.... 2nd tow of *Willows* trip. Sad. Good thing we liked where we were.

I can sum up *Willows* overheating problem for you techie types: heat exchanger needed flushing, impeller belt loosened too easily, and a primary factor: the raw water intake for engine and AC cooling is shared with a Y valve to separate the flow. With an 8' run to the AC pump, and the valves both always open, under power both systems suffered not enough flow. Without the diligent persistence of an experienced mechanic, a bucket and a hose to test the flow, I may never have figured it out. The end of the story: *Willow's* Universal 3-cylinder is, and was, in super shape especially now after all this attention and expense. Even so, I will never BE a diesel mechanic. I just need to know some good ones ;).

However, *Willow* had not seen the last of the TowBoat US escapades. When Marianne and I took off for our 3-day run expecting spotty to no cell signal from Marathon to Marco Island, our first leg was a beautiful day heading straight north to a remote anchorage at the mouth of the Shark River. Our second day became a hard sailing day - 13 hours dodging thunderstorms and slogging slowly through very steep heavy waves only to return to sheltered waters a few miles from where we started the day. Completely spent. We were prepared for the unsettled weather and pop-up thunderstorms typical of this area. But ours started forming a couple hours after we lifted anchor and slowly grew to cover the entirety of our waters off Cape Sable. And sat there. Steep waves kept us offshore of ducking in anywhere for protection - all too shallow - so we got soaked and changed clothes a couple times to retain warmth... By the time the sun set, the waves and wind receded, and we found a friendly protected bay with advice from the Coast Guard. Guess what: our destination was just around the corner from the anchorage we had left early that morning 13 hours earlier. Physically and mentally spent, we were not equipped to face the same situation the next day, so TowBoat US showed up the next morning and 9 hours later we arrived on our scheduled evening at Marco Island. Not without drama! Three tows for an almost 3-month cruise; not bad insurance I'd say. The hardest thing to accept for Marianne and I was this: that 3rd tow day was a beautiful day for offshore sailing, finally, and we were under tow instead. Things just felt upside down.

Since arriving there, lots of the usual work - laundry, decompressing, inventorying and refueling for the next (and last) leg, Tom Davis showed up and Marianne said goodbye. It's a lot different having male rather than female crew aboard! I can't really put a finger on how, but it is. Tom and I got some great offshore sailing in on a long sunny day from Marco to the inlet at Sanibel Island, Big Carlos Pass. It's the Inlet leading to Ft Myers and the Okeechobee Waterway. Inside behind Sanibel was a beautiful area of sounds, lush islands and passes

Article continues on page 8.

Terry's Article Continued

with a few protected anchorages to pick from. We've had two quiet nights with just enough breeze with fans to be comfortable, and wine for after dinner drinks and early to bed. Last night we stopped in at a dock at Cabbage Key (look it up) for dinner and set off to anchor for the night. Each day has its own adventures!

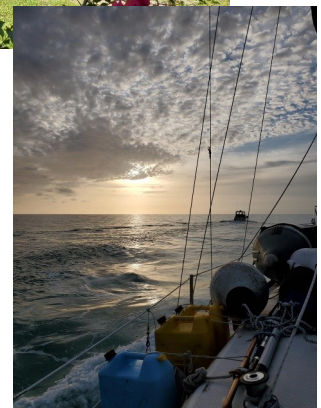
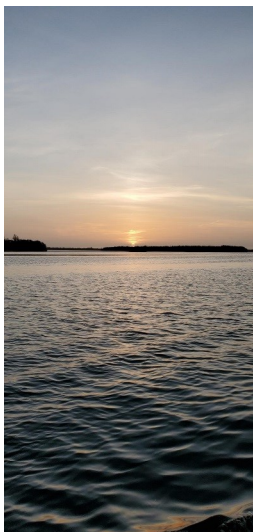
Now underway for a long motoring day and the same routine for a few more days until we reach Sarasota and St Pete where Willow will find a home safe from hurricanes, and so will Terry for a little while! I'm working on getting a slip at Gulfport Municipal Marina to settle her into as home for a while.

It will be a sad day to leave the boat. Hopefully I'll be able to get another note off to you all before then.

With love from

Terry

S/V Willow



America's Boating Club of Golden Isles Calendar JULY - OCT 2022

July

- 19 - Club social at Silver Bluff Brewery in Brunswick
- 23 - Club Cruise to Plum Orchard on Cumberland Island



August

- 2 - Content for *The Porthole* due
- 9 - *The Porthole* distribution
- 13 - Club Hampton River Picnic Cruise
- 16 - Club social on wine/boat tour to Sapelo light



2022 Club Cruise Dates

- July 23 Plum Orchard
- Aug 13 Hampton River to Pelican Spit
- Sept 24 Satilla River to Woodbine
- Oct to Fernandina Harbor Marina

September

- 6 - Litter Pick up at Liberty Ship Park 8AM
- 6 - Content for *The Porthole* due
- 13 - *The Porthole* distribution
- 20 - Group tour of Home Front Museum at 3PM. Dinner will follow
- 24 - Club Satilla River to Woodbine Cruise

October

- 4 - Content for *The Porthole* due
- 11 - *The Porthole* distribution
- TBD - Fernandina Harbor Marina Cruise
- 18 - "Millionaires' Yachts" presentation by Allison Dupuis from Jekyll Mosaic

ABC Class
October 8

America's Boating Club Golden Isles 2021-2022 Bridge Contact Information

Commander	Jerry Lamb, S	860 908-4678	lambo50@icloud.com
Executive Officer	Cynthia Lamb, S	860-908-5148	cynthia.l.lamb48@gmail.com
Administrative Officer	Eileen Berta	912 602-9500	eileenberta@gmail.com
Club Education Officer	Mike Moye, SN	229-454-6791	mmoye@surfsouth.com
Secretary	Whit Wright	404-697-7452	whitpw@aol.com
Treasurer	Teresa Wilsdorf, S	912-265-9550	tmwilsdorf@aol.com
Asst. Education Officer	Charles Wilsdorf, SN-ON	912-265-9550	chaswi30@gmail.com
Member at Large	Vicky Jefferis, JN	912-264-1352	vickyjefferis@bellsouth.net
Member at Large	David Jones	912 580-1041	david.earl.jones@gmail.com
Member at Large	Sharon Hindery, AP	630-323-1206	sharona53@comcast.net
Porthole Editor	Cathy Stortz, AP	912-222-1038	cstortz777@yahoo.com
Website & Publicity	Sharon Hindery, AP	630-323-1206	sharona53@comcast.net



**Happy Birthday in July to
Cdr Jerry Lamb**

LITTER PICK UP AT LIBERTY SHIP PARK!

For those who hate litter, especially litter that makes it to the waterways around our beautiful Golden Isles... I am scheduling our 3rd quarter Pick Up at Liberty Ship Park for **Tuesday Sept 6 at 8 am** that would be the day after Labor Day- and early enough to beat the heat. We will have bags, gloves, some picker upper thingies, water and lovely views under the Sidney Lanier Bridge to enjoy as we get a bit of exercise with a purpose! Mark your calendar & Hope to see you then! - Sharon Hindery



The Porthole is the official publication of America's Boating Club® Golden Isles sponsored by the United States Power Squadrons®. The National website is www.americasboatingclub.org. Our Club website is www.gisps.org. You may also follow us on Facebook at <https://www.facebook.com/GISPS/>.



Our Club is part of the world's largest recreational boating organization with more than 20,000 members. We learn together, boat together, and help each other and other boaters on the water and on land.

Consider joining our Club to:

LEARN boating skills

ENGAGE with boating friends

CONNECT with the boating community

The only requirements for membership are a keen interest in boating-related activities and an eagerness to meet like-minded people whether power, or sail, or paddle boaters; however, **you don't need a boat to join**. Contact us through our website or Facebook page if you would like more information.