

AMERICA'S BOATING CLUB

Golden Isles



For Boaters, By Boaters™

A monthly publication of America's Boating Club Golden Isles

Upcoming Events

June

- 18 - Club fishing charter with Capt. Brooks at Hampton Marina
- 24 - Club Cruise to Zachry's Riverhouse Restaurant on Jekyll Island

July

- 12 - The Porthole distribution
- 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 from Darien

September

- 17 or 24 - Satilla River Cruise
- 20- Tour of Home Front Museum followed by dinner.

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Commander's Message



Cdr Jerry Lamb

I've been reading lately about worst case scenarios and Black Swan events. Black Swan events are so named because they are totally unexpected and go against the experience of all involved. Black Swans are so named because it was assumed for centuries that all swans are white. Then black swans were discovered in Australia. A hurricane directly hitting the St Simons area would not be a real Black Swan. However, we are generally spared and have grown so complacent that a direct hit would be at least a "gray swan." As boaters, we need to think worst



case and be prepared.

The 2022 hurricane season (June 1-November 30) is expected to be more active than normal, according to the National Oceanic and Atmospheric Agency. NOAA issued its hurricane season forecast with the Climate Prediction Center (CPC) predicting there will be 14 to 21 named storms, 6 to 10 hurricanes, and three to six major hurricanes to develop over the course of the season. In an average hurricane season (last 30 years), there are about 14 named storms, seven hurricanes, and three major hurricanes. La Nina is hanging around in the Pacific and this reduces wind shear in the Atlantic. Hurricanes develop better in low wind shear conditions.

Many of us remember Matthew and Irma (not direct hits), which did lots of damage to the islands and our region. But doing a few things now—while the weather's fair—can help you keep your boat from harm. Of course, the first step in hurricane preparedness is to keep you and your family safe.

Ideas to make sure your boat is hurricane-ready

These tips are mainly from the U.S. Coast Guard, Federal Emergency Management Administration and Progressive as well as my own fertile imagination. Ultimately, the best way to protect your vessel is to remove it from the water. This isn't always totally safe or feasible. My boat was out of the water on supports at our yacht club when a late season storm came close. BUT --- it was very close to the water's edge and a big storm surge was expected. Of course, I couldn't move the boat but did the next best thing, put out two anchors firmly embedded in the club's pristine grass.

Whether your boat is docked, anchored, or in dry storage:

- Have a storm strategy, whether hauling, running to a "Hurricane Hole" or other procedure. By the way, hoping the storm will change course is NOT a hurricane strategy. Be prepared to implement your strategy well before the hurricane hits.
- Remove non-secure items, electronics, and excess gear.
- Remove important documents and valuables.
- Make sure openings are watertight and remove or stow non-essential canvas. The wind can

Article continues on page 2.

Commander's Message Continued

find even the smallest opening and your sail or Bimini will soon be unfurled and shredded.

- Ensure that all self-bailing thru hull fittings are clear of debris. A friend got a great buy on a boat that didn't do this.
- Check that batteries are fully charged and that automatic bilge pump switches are operational.

If your boat is docked (most marinas will make you haul out or leave to avoid damage to their docks):

- Double-up on chafe protection. This probably won't work. **Do more.** The edge of a hurricane brushed Stonington Harbor where I lived, with winds no more than 40-50 knots. The head of the harbor was a curved railroad embankment (made famous for a stalled train during the 1938 hurricane). The morning after the storm, I counted over a dozen boats on the beach. All had chafed their mooring lines.
- Double all lines, attaching them from both sides of your boat to our (usually) floating docks to keep the boat away from the dock. If at a fixed dock, attach them high on pilings to allow for a storm surge. For fixed docks, the longer the dock lines, the better a boat will move with high and rough tides.

If your boat is anchored or on a mooring:

- Double-up on chafe protection. See above, in fact read it three times.
- Leave plenty of room between your boat and other boats.
- Be sure to use enough line to allow for a storm surge, if you have enough swinging room. The old adage of 10:1 scope for heavy weather does not apply here. Add some weight to your anchor line to help it stay down if you do not have room. Again, **do more.**
- If you are on a mooring, the line leads sharply up to your chock. It is unlikely that you will lift the concrete block or mushroom anchor embedded in the bottom, but the storm surge will put more strain by pulling the bow down. Consider putting a second, slightly longer line also attached to the mooring ring in case the first chafes through. Again, **do more.**
- Clear all self-bailing cockpit drains.
- Consider using several anchors. But do not use fore and aft anchoring, hurricane winds can change direction quickly.

If your boat is in dry storage (usually you don't have a choice of where your boat is placed, unless you trailer it):

- Place it in an area higher than the expected storm surge.
- Lash it to its cradle with heavy lines and consider adding water to the bilge to help hold it down.
- Never leave your boat on davits or on a hydro-lift.
- If your boat is on a trailer, take some air out of the tires and secure the wheels with blocks between the frame and the axles.
- Make sure all drains are free from debris and drain plugs are removed.

With any of these scenarios, if you're out of town, make sure you have an alter ego who can help out. Sure, you'll "owe them," but that favor could help prevent some very expensive damage.

Of course, the most important thing to remember is to protect yourself. Never put yourself in danger while trying to protect your boat. I remember walking out on the club dock in 50 kt winds to see how my boat was doing. The only way I could make any progress was to run from piling to piling during the lulls. Not the smartest thing I've ever done – nor the stupidest but that's another story.

Jerry

Swimming Safely Off Your Boat



XO Cynthia Lamb

It's getting to be that time of year when swimming off the back of your boat becomes very attractive. The sea temperature at St. Simons Island is up to 78 degrees and we've already had a couple 90-degree days. As simple as it might sound to just jump off the back of a boat and go for a dip, there really is a lot to it. Where should you swim? How should you position the boat and the outboard? What should you bring? What precautions can you take to prevent injuries or drownings? Thanks to an idea I got from Vicky Jefferis, this article will provide some of the answers.

Jerry and I just completed the Boat Handling class. It was taught by Charles Wilsdorf, Mike Moye, and Vicky Jefferis. It was excellent! It consisted of 6 seminars including "Confidence in Docking and Undocking" and "Anchoring with Assurance". Vicky Jefferis taught the seminar called "Emergencies on Board: Preparation for Handling Common Problems." She got to cover such 'fun' topics as losing an engine, falling overboard, being caught in a lightning storm, running aground, dealing with a fire, and capsizing. It was a great seminar. It was Vicky's discussion about risks to swimmers from propeller injuries and carbon monoxide poisoning that got me thinking about the safest way to swim around boats. By the way, Vicky also has the honor of teaching "Adverse Conditions and Emergencies" to our ABC Classes. She is our **maven of mayhem**. If you want to avoid mayhem, read on.

You start by understanding that not all water is good to swim in. Most marinas ban swimming for very good reasons (see list below). Swimming in any current should be discouraged. This can result in swimmers becoming separated from the boat and perhaps unable to make it back under their own power. Personally, I only swim near the ocean (the saltier the water the better), right off a beach, or in the middle of a wide river. I'd rather not have to worry about alligators. If you're really worried about what else might be in the water, they now sell portable swimming pools that attach to the back of boats. Seawater passes into the pool through filters that keep unwanted creatures out, such as jellyfish. The pool attaches to the stern and sides of the vessel at four points. Check out Magic Swim if you're interested.

Once you have selected a safe place to go for a swim, turn off the engine and take out the key. Never start the motor with people in the water. If you have 110V or 240V generator or inverter turn that off also before people get in, just in case there is an electrical fault you are unaware of. It's also a good idea to raise the outboard engine out of the water. If you do, try tying an extra life jacket on the propeller to keep people from hitting their head or body on one of the blades.

It's much easier to jump off a boat than get back on. Before flinging yourself over the side, make sure the swim ladder is out. I always swim with my water shoes on. It's easier on your feet getting up and down the swim ladder. The shoes also give you some peace of mind if you decide to go shallow and get onto a beach or sandbar. I don't want to step on anything yucky or sharp.

It's a good idea to wear a life jacket – even if you consider yourself a strong swimmer. You should also run a line off the back of your boat with a flotation device or inflatable attached. This offers swimmers extra assistance and instant contact with the boat if needed. This could be a throwable (cushion), a boat fender, an inflatable raft, or a boogie board. Connect the flotation devices to one of the boat's cleats using a cleat hitch (learned that in class).

Here are some additional tips from a Swimming Do's and Don'ts list on Quimby's Cruising Guide (<https://quimbyscruisingguide.com/safely-swimming-around-boats/>):

- DO have the swimmers don flotation devices and enter the water gradually, feet first, until the depth and bottom structure are determined.
- DON'T swim in the area of any boats spewing generator exhaust.
- DON'T ever swim in a marked channel, even if there are no boats around. You never know when a boat with limited maneuvering abilities will come along.
- DO make sure there's an easy way for swimmers to get back on the boat, and that everyone planning to go in for a swim is capable of using the ladder or ladder/platform combo to get back aboard.
- DON'T allow swimming under the boat. Attempting to surface under a hull that has shifted position or misjudged in

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Swimming Safely Off Your Boat Article Continued

size risks a head injury that can lead to drowning.

- DO post a designated observer to stay aboard and keep track of swimmers, preferably someone who can provide assistance, make certain the boat stays anchored, and operate the boat if needed.
- DON'T swim around docked boats or in marinas. In addition to the risk posed by boats coming and going in tight quarters, craft that are plugged into AC shore power can leak electricity into the water, either from the boat or from the marina's electrical systems. Electric boat lifts and underwater lighting of slips add to the very real threat of Electric Shock Drowning (ESD) for swimmers in marina areas.

Finally, have a stack of towels handy to greet the swimmers as they get back onboard as well as some water to drink. If your boat has a transom shower, then a rinse off is a great idea too.

There's nothing better than being out on the water or in the water. Get out there, have fun, and stay safe!

Cynthia

Upcoming Cruises



I have dates for the July and August cruises. We'll do the cruise to Plum Orchard on July 23. The Hampton River picnic cruise will be August 13.

For September we're thinking of a cruise up the Satilla River where we will dock at Woodbine Community Park and make a short walk to Captain Stan's Smokehouse. If anyone has done this trip before or has any opinions about the restaurant, etc. please let me know. This will be a Saturday cruise on either September 17 or 24. Let me know if you have a preference so we can select a date.

For October we want to do a cruise and rendezvous to Fernandina Harbor Marina with an overnight stay at the Hampton Inn which is directly across the street from the marina. This will be a midweek trip so as to greatly reduce the hotel cost. You have the option of meeting up with us via boat or car. The overnight stay is optional of course. We will plan to all get together for dinner that night at one of the great local restaurants.



That's all I have for now.

Cynthia Lamb, Executive Officer

Administrative Officer's Report - May



AO Eileen Berta

 *Summertime...and the livin' is easy...Fish are jumpin'...* 

We sure hope they are...as twelve of us head out for our Club fishing charter next week-end with Captain Brooks Good.

June Social/Cruise - Club Fishing Charter

When: Saturday, June 18, 10am - 12pm (Please arrive at least 10 minutes early)

Rain or Shine, the boat is a large covered pontoon

Where: Hampton Marina

1000 Hampton Marina Club Drive, St Simons Island

Cost: \$60pp, checks payable to Cynthia Lamb

What's included: Everything you need for two hours inshore and nearshore fishing - fishing poles and bait, water bottles. You may bring food and drinks if you like. Captain Brooks will also clean and filet any fish you catch.

Twelve members have already RSVP'd, filling the boat. Any more than twelve guests would have to share poles, as twelve is the usual capacity the trip is planned for. But there will still be an opportunity for those not fishing to join us for lunch and fish tales after at the King and Prince Golf Club, minutes from the marina. Let Cynthia or Eileen know if you plan to join us for lunch.

Questions: Cynthia Lamb, 860-908-5148

Many thanks to Ed Reynolds for taking the on-site lead at May's potluck social at Morningstar! The weather more than cooperated and a good time was enjoyed by all. More pictures on page 6.



We have some great social and educational opportunities planned for the next months -

July 19: Social at Silver Bluff Brewery, Downtown Brunswick. 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. We will post our signage to identify our group. The Berta's will be out of town, so I will need a volunteer to be on-site coordinator that evening.

August 16: Wine/nature two-hour boat tour leaving Darien and cruising either up the Altamaha or out to Sapelo light. Details to follow. Approximate cost no greater than \$68pp. ***This tour will require a minimum of 8 members in order to reserve the boat, so please let Eileen know of your interest ASAP. Maximum participants the boat can accommodate is 20.***

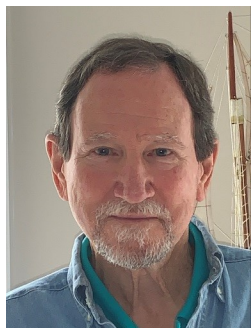
September 20: The group tour of the Home Front (WWII) Museum has been rescheduled to September 20. This is an afternoon event (3pm) with dinner to follow. The group rate is \$9 per person. ***The Museum requires a minimum of 10 attendees to conduct the tour.***

October 18 (Tentative): Allison Dupuis from Jekyll Mosaic will present on the millionaires' yachts.

Here's to a great, safe and fun summer of boating and social activities together!

Eileen

Club Education Officer Report



CEO Mike Moye,

The Boat Handling Course for 2022 has been completed but we're hoping that there will enough demand from our membership to warrant another one in 2023. If you took the ABC course, you will remember that you got your results within a few minutes after the course was over. Advanced courses are much different. After the exam we send the personalized answer sheet to the United States Power Squadron—America's Boating Club national headquarters and they grade and record the tests. When complete, they send the local Education Officer the critiques. As of this writing I have not heard the results, so I can't announce the names of the folks who achieved the grade of Seaman. Soon though!

Our next scheduled course is the October 8 ABC class to be held at the University of Georgia's Marine Extension facility in Brunswick. We'll post it when we get a little closer but it's never too early to tell folks about it.

Hurricane season is upon us and I'm certain all have seen the predictions of more than normal number of named storms. We all have our personal preparations that we make for our boats whether they reside at a marina, a dry storage, at home in the driveway, or snuggled in a garage. Even though we can see the storms coming from afar, it really pays to always be ready for their arrival.

Two things I'm seeing a lot written about during this early part of the boating season are cautions to check your fire extinguisher's manufactured date and to make sure you're wearing your kill switch (which is a new law). Concerning fire extinguishers, they should be replaced when they're more than 12 years old. You may recall from the ABC class the slide that said seven years. We'll change that. Expect vessel inspectors to look on the bottom of your extinguisher for the manufacture year stamped into the metal. If it's not there it may be printed on the label.

As we all know the kill switch will shut off your engine if the lanyard is stretched too far and the tab pops out of the ignition switch. Frankly, those things, while being life savers, can sometimes be a bit of a pain. But if you have a few extra boat bucks, invest in a wireless version. With it, if you fall overboard the wireless device automatically activates the kill switch and your boat is not left making circles around you.

Be safe out there, and I hope to see you on the water.

Mike Moye, SN
Education Officer

Pictures from club social at Morning Star Marina on May 17. From left, Pieter van Steen and Cathy Brewer-Moore. Center, Rick and Sharon Hindery. Right, Ed Reynolds and Cdr. Jerry Lamb.

All pictures taken by Cynthia Lamb or Cathy Stortz.



National News



For Immediate Release:
Ad Hoc Committee on
Reorganization

So, What's Going on with the Reorganization of USPS "America's Boating Club"?

The current reorganization efforts of the United States Power Squadrons/America's Boating Club are to focus on the needs of individual members and their local clubs.

After months of study and hearing concerns from USPS/ABC members nationwide, several recommendations were presented to the Chief Commander and the Board of Directors in January, according to Allan Bombard, a member of the reorganization committee. The recommendations are that USPS/ABC should:

- focus on serving the squadrons/clubs and members above all else.
- encourage clubs to critically assess the value that all aspects of the organization bring to their local operation, including the value of Districts.
- ensure clubs are given a voice (and more votes) in determining their future.

These recommendations are the result of reorganization discussions that began during the 2021 Virtual Annual Meeting, Bombard said. Later that year, the BOD asked V/C Craig Fraser, SN, the then National Executive Officer, to evaluate several trends negatively effecting the organization. V/C Fraser recruited a geographically diverse group of members to evaluate the creation of regions out of the current Districts.

This year, the original reorganization group was enlarged and re-designated the Ad Hoc Committee on Reorganization and placed under the leadership of Paul Mermelstein, SN, and Miles Gee, SN. The BOD also directed the national Planning Committee to further evaluate districts, he said.

Since its organization, the ad hoc committee has been working to supplement member input with two live virtual townhall meetings. Most of the national committees have been engaged in simplifying many of their chartered activities to improve and deliver services directly to the clubs and members, according to Bombard.

The committee has also identified areas to improve the organization's capacity to offer greater service to its members. The areas are: Communication, Marketing, Boating & Social, and Education. The committee is seeking member volunteers to assist with the simplification and updating of these endeavors. Anyone interested in helping should contact Myles Gee at MKGee@MSN.com.

For the latest up-to-date reorganization Town Hall presentation, it can be found at: <https://fccdl.in/mbPSDbNeav>

Terry Osman Continues Her Sailing Journey on *Willow*

May 13th Update

Hi! *Willow* is at Lignumvitae Key, a state botanical park just south of Key Largo. We will go for a tour this afternoon, then will sail south to Marathon in the Hawk Channel tomorrow. We'll hope for enough wind to sail - it has been too high or from the wrong direction way too much! Some say, "there's no wrong direction if it's a sailboat."... hm. Diana will be here 2 weeks now, having overlapped with Marianne for several days since Coconut Grove in Miami.

Willow's visit with the Coconut Grove Sailing Club was SO much fun. We first anchored in a popular anchorage at Dinner Key for one night and met some of their locals who helped us put out a second anchor, so we wouldn't drag. Enough of that, we said, and were able to get an extremely rare mooring ball at the Sailing Club nearby. No dinghies allowed there so we tied it up at the city dinghy dock for our stay. The Club had a ferry to shore which came on demand 24 hours a day - wonderfully convenient. Great social time - we met so many interesting Club members on the ferries back and forth. I also recognized Madeline, a member of our St Johns River sailing community, on the ferry - she is cruising on her new catamaran, what a surprise!

Marianne had a ball at the Clubs nautical flea market - ended up a volunteer worker! I and crew bought lots of stuff for *Willow*, and when Diana arrived she even bought a blow up kayak for playing with when she got home! A fun little Island with a dock in the Dinner Key area gave us a chance to test out the kayak and have sunset suppers. I also highly recommend tromping around Coconut Grove whenever you get a chance, the sidewalk cafes were our favorite (Greenstreet Cafe).

Sailing south in Biscayne Bay continued into the wind but we did start putting the sails up once in a while. We loved Boca Chita Key, an island previously owned by the founder of Honeywell (my dad's career) then dedicated to the park service. It gave us a parklike setting with sandy beach, palm trees and picnic tables. Sweetie has begun to quickly identify opportunities to swim and that was one of her favorites. Never too many people or boats around where we have stopped, nice.

I've come to appreciate the many benefactors who have donated or even sold their properties for public access like Boca Chita and Lignumvitae. It's as if they foresaw the sad growing capture of waterfront property for financial gain and wealth building. These properties through generous grants or purchases might be all our next generations will have. We've seen distressing garbage on beaches and picked up some as we can, kept an eye out for coral in the clear aquamarine waters seeing very little that was still alive, and battled gnats and mosquitos in the wild mangrove areas. (That's boat camping!)

Since then we celebrated arriving in the Upper Keys on Key Largo, Diana got 10 laps in a pool at one of our stops, we all bought new shoes when Marianne obtained her rental car, we have tolerated some heavy air either during the day or at night, varying widely from no wind to heavy wind. Diana and I swapped out the bilge pump and have been counting the shaft seal drips; the bilge is taking on water too quickly so that will have to be tracked down.

The Upper Keys Sailing Club allowed us to rent a slip last week for a few days - a GREAT Sailing Club with a small dock, a flying scot and dinghy racing club. The boats on their dock are almost all off the dock being used regularly, and they have high racing participation and a super clubhouse with members who socialize there often. Many came just to greet us, and we had the run of the place while we were there. We will go back to visit, and even consider joining the people were so friendly. There was even a southern rock jam session by member musicians one night which we were invited to in the clubhouse - we instantly became part of their gang! What a blast.

We are passing through many shallow banks watching depths carefully. Diana talked about how she used a lead line during her cruising days, so while I was out I picked up a lead sinker for her and it has been fun using that to sound physically accurate depths during cuts through the banks. One kindly Coast Guard Auxiliary patrol boat approached and hollered "we haven't seen anyone do that in a long time!" Just our version of fun!

Regarding depths, in the last several days we have passed through many "cuts" between "banks" on our course between the keys and the south Florida coast (banks are the shallows that may become sand flats at low tide). We are now in the area considered the Everglades National Park - many parks in this area are mostly water, not land, and this is one of them. At about average 5-6 foot depths, we must constantly check our positions and not stray off course. We heard today that the powerboats that ground out on the bottom and rip scars in the seagrass incur serious fines, around \$6000 on average. Pricey because the perpetrator must pay for (re)nourishment, which is a difficult endeavor. After seeing garbage after garbage on the seabed (the water is very clear for the most part) and along shorelines, and the absence of live coral, I can understand the reason for rules to try to inhibit destructive behavior.

Article continues on page 9.

Terry's Article Continued

This has truly been boat camping, with spit baths or mostly lukewarm showers, simple meals (or just snacks and cookies!), not much ice (if any), and erratic weather with frequent bugs but fun surprises come every day or two. Last night it was the stormy sky and sunset - wow. And NO the heavy work and chore effort has not ended but we have had more frequent breather-days and its balanced out by 360-degree beautiful blue and green colors sky, horizon and sea.

No change in schedule, heading south still a day at a time. What a great freedom I am so grateful for, and for the company of true friends! The target is still Tampa/St Pete by Jun 15th, looking now at the preference for cutting strait across Florida Bay, or heading up Yacht Channel and gunkholing through the Everglades National Park.

Look for another update in days to come - hope all well with you!

Terry

A few pictures of Terry's adventures are below.



America's Boating Club of Golden Isles Calendar JUNE - SEPT 2022

June

- 18 - Club fishing charter with Capt. Brooks at Hampton Marina
- 24 - Club Cruise to Zachry's Riverhouse Restaurant on Jekyll Island



July

- 5 - Content for *The Porthole* due
- 12 - *The Porthole* distribution
- 19 - Club social at Silver Bluff Brewery in Brunswick
- 23 - Club Cruise to Plum Orchard on Cumberland Island



2022 Club Cruise Dates

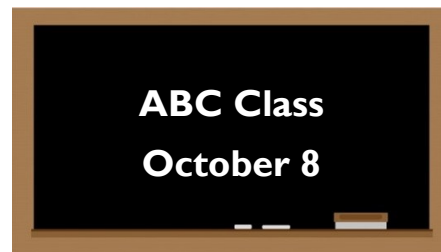
- June 24 Jekyll Island
- July 23 Plum Orchard
- Aug 13 Hampton River to Pelican Spit
- Sept 17 or 24 Satilla River
- Oct to Fernandina Harbor Marina

August

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

September

- 6 - Content for *The Porthole* due
- 13 - *The Porthole* distribution
- 17 or 24 - Club Satilla River Cruise
- 20 - Group tour of Home Front Museum at 3PM. Dinner will follow



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Happy Birthday

Happy Birthday in June to Club Member

Bob Morrison III

CONTRIBUTE TO OUR NEWSLETTER!

Please submit an article, picture, or even a link to a boating video that you feel other club members may enjoy. All newsletter content is due to Cathy Stortz cstortz777@yahoo.com by the first Tuesday of each month.



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.