

## COMMODORE, Dawson Long



Geechees Gather! Please use caution, however, in a sailboat ocean race. I experienced my fifth or so Hook Race in 2021 with a fabulous crew (clockwise Eric, Mike, and Heather).

You may ask why the name Hook? We started near G7 Calibogue Sound while honoring Calibogue Sound Channel Markers.

We headed to marker R2 to Port Calibogue Sound. We headed to marker G5 to Starboard Tybee Roads. Thankfully, the Tybee Roads Channel Markers did not need to be honored to avoid the shipping traffic. Fortunately, there was only one we had to avoid. Then, we headed to marker R2W to starboard Wassaw Sound while honoring the ocean, Wassaw Sound, & Wilmington River Channel Markers. We finished at the north end of the Landings Harbor Pier and an inflatable mark.

Many are thinking that just from the results it is a large fleet of racers. Imagine trying to start with the rapid outgoing tide and the wind pushing you over the line. Fortunately, grace by the director allowed the cruising and non-spinnaker classes to start where we were and get out of the way of the J Boats.

The day was memorable - charged by light and moderate winds. Notice the finish time where Andiamo edged out Shazam by 25 seconds in five-and-

**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.geecheesailingclub.org](http://www.geecheesailingclub.org)  
**EMAIL ADDRESS:**  
[geecheesailingclub@hotmail.com](mailto:geecheesailingclub@hotmail.com)  
**FACEBOOK:**  
Geechee Sailing Club

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

### **Socials:**

11/5 - Change of Watch  
12/13 - Christmas  
Party/Meeting  
Marsh Harbor  
Clubhouse

### **Cruises:**

10/22-24 - Bluffton



### **MEETING THIS MONTH** **HILLIARD'S -** **MONDAY, OCTOBER 11**

**THE PROGRAM THIS MONTH WILL BE OUR VERY OWN ANGELA MARGOLIT, RACE CHAIR**

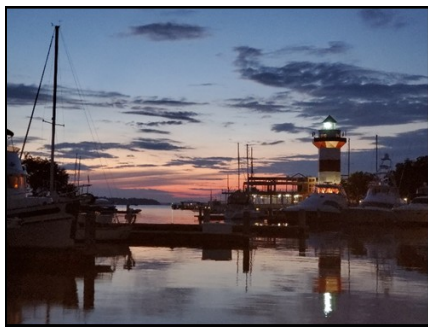
She will speak about and have photos of her latest sail to Palma, Spain, in the Mediterranean on a Hydra 42' Monohull - having just returned on the 25th.



## COMMODORE, Dawson Long (continued)

a-quarter hours of racing.

Whether it is racing or cruising, you can see how successful events like the Hook Race and the St. Patrick's Regatta require volunteers. Please take time to consider being part of the Geechee Sailing Club's team of volunteers.



Pos	Sail	Boat	Rating	Skipper	Yacht Club	Corrected		<u>1</u>		Total	Pos
1	44	An-diamo	222	John Long	Geechee Sailing Club	05:16:31		1		1	1
2	177	Sha-zam	198	Rj Moore	Geechee	05:16:56		2		2	2
3	NONE	SOLITUDE	207	John Singleton	YCHHI	05:39:35		3		3	3
4	819	If Knot Now	159	Jared Boarman Jared Boarman	Chat-ham Sailing Club	06:25:42		4		4	4
5	000	Second Wind	165	Larry Sprague	Gechee Sailing Club	NO TIME		6/DNC		6	5

## VICE COMMODORE, Mary Ellen Sprague

NO ARTICLE THIS MONTH

## SECRETARY, Kim Breland

*Following Seas* is a documentary on Amazon Prime and YouTube showcasing the remarkable adventures of Dr. Robert "Bob" Griffith and his wife Nancy aboard their 53-foot sailboat *Awanhee*. The film is narrated by Nancy and features vintage footage from their time aboard their sailboat during the 1960's and 1970's.

Bob was a veterinarian who, fearing the pace of his current lifestyle would end in a heart attack, decided to take to the sea. Nancy was divorced and a mother to a young boy. The two had a chance meeting at a marina in Hawaii and their life of sailing adventures began.

Some of the highlights include when the family of three were shipwrecked and lived on an otherwise uninhabited coral island in French Polynesia

for over sixty days. During this time, they salvaged as much equipment as possible from the first *Awanhee*. The salvaged equipment was used on her successor, *Awanhee II*. This second vessel was built by them to rec-



reate the original in its dimensions, but was made using a Ferro-Cement technique that was experimental at that time.

There is plenty of interesting footage showing the different stages of the construction that

was mostly carried out by the family. Once built, they set sail for the South Pole and became the first Americans to cruise Antarctica.

Another exciting experience was an occasion when Nancy was thrown overboard into the Indian Ocean without a life vest. While never doubting Bob would eventually rescue her, the fact that it was conducted by a vessel under sail in high seas was quite miraculous!

The film gives an inside look to the growing family's life as they circumnavigate the world three times and sail an incredible 170,000 miles. My only complaint is that the documentary, a little under 90 minutes in length, is far too short. There is a fascinating story and a film that I will watch again and again!



**Geechee Sailing Club  
Change of Watch**

*Savannah Yacht Club*

*Sail Loft*

*Friday, November Fifth*

*Two Thousand Twenty-One*

*Cocktails at 6:00 p.m.*

*Buffet Dinner at 7:00 p.m.*

*Dressy Casual*

*\$50 per person*

*Reservations & Cancellations by Oct. 26*

*(Mail check to Linda Moore at 6 Windwalk Lane 31411*

*made out to The Geechee Sailing Club)*

*CASH BAR ONLY*

(Dressy Casual = Dressing for dinner at a nice restaurant. No jeans or t-shirts. Ties are optional. Men can look dressy casual in blazer or sweater, slacks, and collared shirt.)

## MEMBERSHIP CHAIR, Linda Meyer

Thank you to Linda Howard who took over my Membership Chairman duties for the meeting in September. I was unable to attend the last meeting because I was on Cape Cod for 2 1/2 weeks. Those of you who know me, know that that is where I am from. I spent every Summer of my childhood on Cape Cod. Now I try to go every year.

While on the Cape, I saw a lot of sailboats out on the water. One regatta was nothing but Beetle Cat Sailboats. I love cat boats. This made me do a little more research about them. This is what I found out on The Center For Wooden Boats website (cwb.org):

Most anyone with an interest in wooden boats is familiar with the roomy, easy-sailing Beetle Cat, beloved in sailing liveries throughout North America. The name comes from the boatbuilding family who designed the boat in 1921 in New Bedford, Massachusetts. Around that time, John H.

Beetle and his family built what was then known as the "Beetle Whale Boat," a 20'-30' open double-ender. The Beetle Cat bears more resemblance to the shallow center-board cat boats used for fishing along Cape Cod. This form had evolved along the coast in the mid-1800's, and its characteristics are the large shallow rudder, cat rig, and ample cargo room. John designed the 12' 4" boat for pleasure day-sailing and for sailing instruction.

The Beetle family built these boats in New Bedford, Mass., until WWII, when production was suspended. After the war, the business was bought by the famed Concordia Company of South Dartmouth, MA, which produced the boats for many years after. It is arguable that the true refinement of the Beetle Cat took place under Leo Telesmanick at Concordia where production of the boats was streamlined. In 1968, Dick

Wagner purchased two new Beetle Cats from the Concordia Company for the fleet of the Old Boat House, the informal livery operated out of Dick's home in north Lake Union that would one day become CWB. In making that purchase, Dick struck up a warm correspondence with Waldo Howland who ran Concordia until the late 1960's and was an important figure in the early days of wooden boat preservation.

Both of these boats have been actively used and maintained by CWB ever since. They are uniquely suited to livery use because of their ease of handling. The boats are wide at 6', making them very stable. The gaff rig set way forward means that the boat will always 'come up' and face the wind if the tiller is released, so the boat will stop rather than sailing uncontrolled.

Beetle Cats are still traditionally built, now by the Beetle Cat Company located in Wareham, MA.



## ALWAYS AVAILABLE

If you don't have any already, you will definitely want them! I will be bringing some of each to our meetings. If you want to give me an idea in advance of how many, you can call or text me (Linda Howard, 658-7398). Everyone loves them, so you won't be disappointed. The bottles are \$10/each and the mugs are \$12.

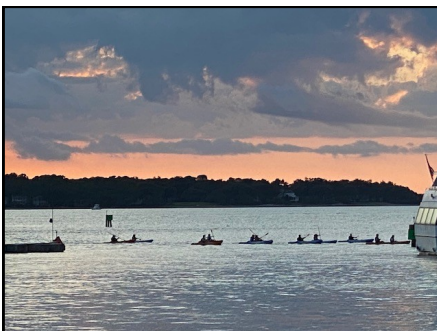


## COMMUNICATIONS CHAIR, Linda Howard

First, I wanted to share some photos from our cruise to Harbour Town. Ten of us went with 4 riding bikes to South Beach and 4 riding the trolley. We almost arrived at the same time!

Four of us went over Friday night and the rest went Saturday. Saturday evening was finger foods on the dock. We enjoyed it in the shadow of *Wait for Me* while being blessed with a nice breeze. Sunday's brunch was under the big oak tree where there are now nice tables and chairs. They belong to LowCo Taco, but they said we could use them until they opened at 11:00.

Here are a few photos. By the way, the new Quarterdeck restaurant will be open in April.



## COMMUNICATIONS CHAIR, Linda Howard (continued)

### UPDATE ON THE GOLDEN RAY

The Savannah Morning News reported on September 10 that only Sections 7 & 8 of the *Golden Ray* remained in the water, and the final cut to separate them happened that weekend. They continued to pluck cars and SUV's out of the interior to lighten its load before putting it onto a barge.

The final cleanup will take several more months, however. They still need to recover cars and other debris that fell into the water, remove metal shipping containers and rock placed around the partly submerged wreck to stabilize it, and take down the giant mesh barrier installed around the site to contain debris.

Meanwhile, in the paper on September 16, it reported that the U.S. National Transportation Safety Board issued a 57-page report stating that the *Golden Ray* didn't have enough water in its ballast tanks used to add weight at the bottom of

the vessel to offset the weight of the vehicles in its cargo decks above. That left the ship's center of gravity too high.

The instability then caused it to lean sharply during a starboard turn soon after the ship left the Port of Brunswick. A pilot's door that had been left open on a lower deck also allowed seawater to flood the ship, cutting off the escape route for some crew members who were later rescued.

The report stated that the accident was likely caused by the ship's

Chief Officer not being properly trained to use the ship's computer that uses loading data to calculate its stability. "The chief officer made errors with the ballast tank level data entry into the shipboard stability calculation computer." As a result, the *Golden Ray* left the Port of Brunswick lacking 1,492 metric tons (or about 1,645 tons = 3,290,000 pounds) of ballast that it needed for stability.

Needless to say, G-Marine Service Co. who operates the ships for Hyundai Glovis has increased training for its officers on calculating ship stability. Also, it may go on record as THE most expensive ship salvage operation in history at about 1 billion dollars.

You may go to:

[Georgia ship salvage may have undermined disaster response laws | firstcoastnews.com](https://www.firstcoastnews.com) for a news video by WJXX-2, Anne Schindler.

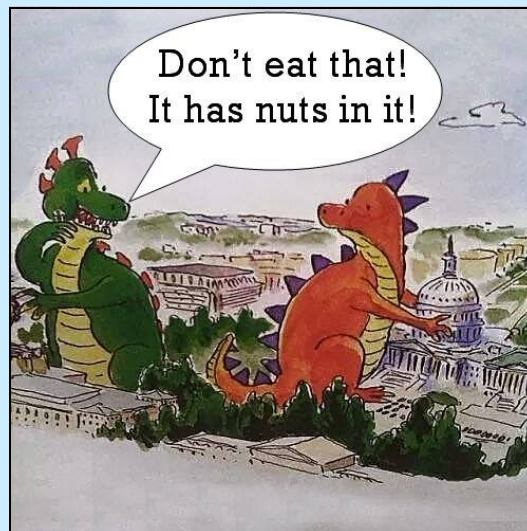


## TREASURER, Pat Howard

### \$\$ 2021 Financial Results \$\$

The financial results for the Geechee Sailing Club are favorable to plan year-to-date. Expenses remain on plan while the Vanguard investment has grown 7.2% (down \$250).

Please let me know if you have any questions.



## RACE CHAIR, Angela Margolit

There were **two** annual regional regattas in September!

First was the *Hook Race*, sponsored by the Skidaway Island Boat Club and the Yacht Club of Hilton Head Island on Saturday the 18th. The course started in Calibogue Sound off Hilton Head Island, headed south past Tybee Island, and then headed up Wassaw Sound to end at Landings Marina on Skidaway Island.

Per the PRO, Joleen Rasmussen, there were 18 registered, but only 16 raced. The start was brutal: favorable current, but too favorable, so over half the boats were over the start line early! Only one boat was able to get back to the line, as he was only three feet over - and that took him two minutes. The others could not get back to the line so, thankfully, Joleen invoked the ten-minute RC absent SI rule and released the non-starters to sail their race! Only one boat retired during the race. The ad hoc social on Friday evening was very nice.

The cruisers were first – which made the boat finish times much more reasonable. Unfortunately, only one boat from Hilton Head participated.

Results are as follows, with members highlighted in yellow:

### Spinnaker Class:

1. *Vortex*, Wyatt Norman, SCYC, J/70
2. *Entropy*, Mark Lamas, CSC, J/100
3. *Blu J*, Paul Reddick, SIBC, J/100

### Non-Spinnaker Class:

1. *Grand Cru*, Todd Williams, TLSC, C&C 33
2. *Merlin*, Leo Peloquin, CSC, Pearson Coaster
3. *Peregrine*, Ed Owens, CSC, Sabre 30-III

### Cruising Class:

1. *Andiamo*, Dawson Long, GSC, Contest 30
2. *Shazam*, Rich Moore, GSC, Beneteau 28.5 First
3. *Solitude*, John Singleton, YCHHI, Catalina 28 MKII

### J/24 Class:

1. *Bonnie Blue*, Doug Powelson, TLSC, J/24
2. *Gone With The Wind*, Ryan Doyle, TLSC, J/24
3. *Fortitude*, Izzy Thurlow, SCYC, J/24

### Overall PFRF Winner (4:30:06 corrected time):

1. *Vortex*, Wyatt Norman, SCYC, J/70

Second was the **Oktoberfest Regatta**, sponsored by the Chatham Sailing Club, over the weekend of the 25<sup>th</sup> and 26<sup>th</sup>. Congrats to member **Rich Moore** who took first place in his class. Below are all the results per the Regatta Network site.

On another topic: My sailing club up in New Jersey, SEAS Morris, ran a **Bareboat Skipper and First Mate Course** from August 24-29. SEAS is the Society for Education of American Sailors. Their curriculum is what I have been using as the basis for the Basic Sailing classes I've been teaching in Savannah.

We filled up three boats with students, and yours truly was one of the captains. (All instructors were USCG Captains.) Students had to submit a sailing resume to include: experience on boats, size/type, motor/sail, courses taken, skipper/mate experience, and any engine/boat repair skills.

The curriculum was meant to cover everything to manage a bareboat charter and navigate back to port. Both ASA and US Sailing have a course for these, but we wanted to run our own.

Topics included: motor parts and basic issues, water system, electrical systems, refrigeration, docking, mooring, MOB, anchoring, sailing, provisioning, charting, navigation, coordinate crew during maneuvers (anchoring/docking/sailing), safety, weather, tides and currents, and sailing apps.

Students were to target either First Mate or Skipper. Skipper candidates were expected to plan an itinerary, pick anchorages, and manage crew. Passing the Skipper portion will mean that students can plan and manage a bareboat charter with an able crew. Passing the First Mate portion will mean that students can bring a boat back to port if something happens to the Skipper.

We hope to offer this course every other year, so the next one will be in 2023.

Boat	Sail#	Class	PHRF	Race1	Race2	Race3	Race4	Total	Place
C Student	51242	A	93	1	1	2	1	5	1
High Viz	228	A	87	2	2	1	2	7	2
Shazam		B	189	1	1	2	1	5	1
Peregrine	150	B	186	2	4	1	2	9	2
Kestral		B	192	3	4	4	4	15	3
Merlin	88	C	222	2	1	1	2	6	1
Sweet Caroline	899	C	296	1	3	2	1	7	2

## RACE CHAIR, Angela Margolit (continued)



## TRIP TO SPAIN:



## CRUISE CHAIR, Larry Sprague

The next cruise will be to Bluffton for the Arts and Seafood Festival on the weekend of Friday, October 22<sup>nd</sup> through Sunday, October 24th. Mary Ellen and I will not be able to make this cruise as we will be on a longer cruise in the Mediterranean. Nevertheless, I am sure the cruise to Bluffton will be fun.

In the past, Mary Ellen and I have left Friday afternoon for the Bluffton cruise and stopped for the night at the Freeport Marina. There is no power at the docks, and they were very hesitant to even let us stay. When we told them that we were leaving in the morning, they were more willing to give us a berth for the night. Another option for Friday night is to anchor in Bull Creek, just before the Calibogue Sound.

The Geechees had our traditional trip over to Harbour Town for the Labor Day weekend. I went on *Second Wind* with my son and Dawson as crew members. We departed the Savannah Yacht Club Saturday afternoon and proceeded northbound down the ICW. As we neared Thunderbolt, we were chased down by Scott and Becky Hoover on *Belle Soirée*. They had an extra half knot on us and were about 300 yards ahead as we passed under the Causton Bluff bridge. What wind there was was caused mostly by our forward motion and was insufficient for us to bother with adding any sail. When we crossed Calibogue Sound, the wind picked up, but we decided to motor in.

The Dock Master of the Harbour Town Marina put three of us at the end of one of the piers, probably so we would not disturb anyone. As we came in, we could see *Obedience* and *Wait for Me* on outside berths. The Howard's and Grissette's helped us with docking *Second Wind* on the inside. *Belle Soirée* was banished from the other Geechees and was given a berth near the sea wall. In spite of this, Scott and Becky joined us for cocktails and heavy hors d'oeuvres on *Wait for Me* and the adjacent dock. The super-

structure of *Wait for Me* blocked out the rays from the setting sun. When night descended on us, the group broke up and repaired to their vessels for the night.

The three of us from *Second Wind* gathered up a fresh change of clothes and went to look for the showers in the Harbour Town Marina. When we arrived where the showers were last year next to the lighthouse, there was nothing but steel studs and a concrete floor. The whole lower portion of the building had been torn out for the renovations and additions. We returned to the boat no cleaner than when we left, but we were not to be denied our shower. There was a hose with a nozzle on the dock next to our boat that could serve as a showerhead. The night was dark and the crowd far away and otherwise occupied with the concert, so we stripped down, soaped up, and enjoyed the refreshing feeling of the water running over our bodies stripping away the salt and suntan oil.

Sunday dawned a beautiful morning, with a blue sky, scattered clouds, and mild temperatures. Scott arrived from Savannah with Krispy Kreme donuts! At 10:00AM we gathered under the oaks for a brunch. Everyone ate their fill as the conversation rolled along. The bike ride to South Beach began at noon, or would have if I had known the combination to the lock for the rental bikes. After much calling and internet searching, I discovered that the rental bike shop had used the last four digits of my telephone number for the combination.

As the bikers finally departed Harbour Town, the others boarded a trolley car for the beach. Dawson led our small pack of bicycles down the trail, across roads, and past alligator-filled ponds to our destination. I arrived at South Beach out of breath as I was trying to catch up with the ambulance that passed us shortly before our arrival at our destination. Our group found a table and we settled in for additional conversation and various liquid (non alcoholic) refreshments. After an hour or so, everyone returned to Harbour Town by their various conveyances. The crew of *Second Wind* had ham and cheese sandwiches for lunch and then settled in for a siesta.

As the sun approached the western horizon, the Geechee Club members gathered on the upper deck of *Obedience* for cocktails and hors d'oeuvres. A light breeze cooled the air and kept the sand gnats at bay. From our perch we could see a group of kayakers paddling by the harbor entrance, backlit by the sun setting behind the clouds whose bottoms were highlighted with red and orange streaks. As the cloak of evening settled over us, we said our goodbyes for the evening and returned to our floating homes for the night.

Labor Day was a holiday for the crew of the *Second Wind* and *Belle Soirée* and another Monday for *Obedience* and *Wait for Me*. The crew of *Second Wind* had lunch with a cousin of Dawson's and his family who Dawson had not seen in many years but who had recently moved to Hilton Head. The wife is from Argentina and they have two adorable small children. After lunch we gave the children a tour of the Geechee boats, which they loved.

We departed Harbour Town shortly after 2:00PM in order to catch the last part of the outgoing tide emptying through the south end of Calibogue Sound, and then to catch the incoming tide to ride up the Savannah River. The trip down Calibogue Sound was done under engine power as the wind was just off the port bow, but as we turned westward to follow the Savannah River inland, we were able to set the jib and main and sheet them in for a broad reach. I kept the engine running at a low RPM because the Savannah River can be a dangerous place where things happen suddenly and quickly. With the wind and tide we averaged six knots.

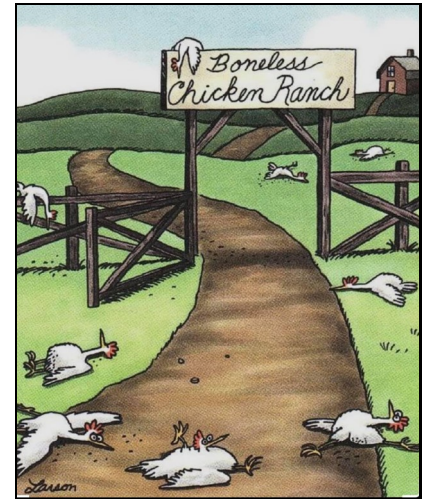
A small bulk carrier with dolphins riding the bow wave caught up and then passed us shortly after we passed the headlands. We slipped along, passing the low silhouette of Fort Pulaski, and then passed the pilot station and Coast Guard station. As we neared the Elba Island Cut, we

## CRUISE CHAIR, Larry Sprague (continued)

had to maneuver around a dredge and its length of pipe snaking across portions of the river. Two small tugs were slowly repositioning the dredge on the river. Upon reaching the Elba Island Cut, we turned southward into the wind, and we had to bring in the sails and once again rely on our engine for the rest of the trip home. An hour and a half later we were back at the Yacht Club dock.

Another Labor Day cruise was now behind us as well as an unusual Summer where we danced with the resurgent Covid virus and managed to enjoy the water and each other's company without that particular illness striking any of our

members. For some, the boating season was now over, but for many of us, the best part is just beginning.



## MEMBER AT LARGE, David Breland

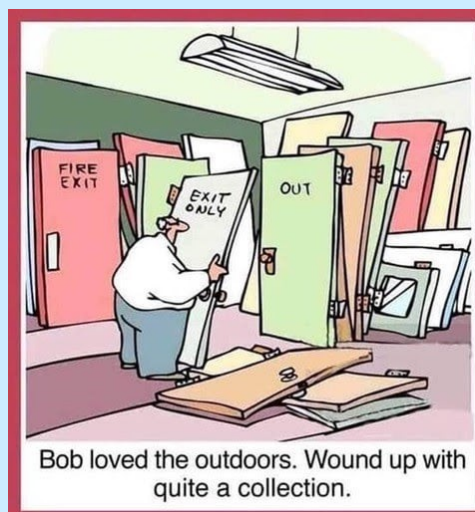
While perusing something to watch, Kim and I came across an unexpectedly great nautically themed find. Made in 1958, the movie *The Gun Runners* starring Audie Murphy, Eddie Albert, and Jack Elam, is set in Key West during the early days of the Cuban revolution. It did not take long for us to realize this was another screen version of Ernest Hemingway's book *To Have and Have Not*.

Audie Murphy is an honest charter boat captain who finds himself deep in debt and then ensnared into a scheme devised by bad guy Eddie Albert. The basic outline of the

story is very similar to the book and, in fact, several of the lines in the movie come straight out of the book.

Audie Murphy's character, named Sam Martin, is a much more relatable version of Hemingway's Harry Morgan. While Harry Morgan is a prohibition smuggler, Sam Martin's series of bad luck creates a desperate situation for himself. My favorite scene from the book is the high seas shootout aboard Harry's sport fisherman where his "Thompson Gun" rattled out shells as its big flame lit up the deck. The same scene was justly done in *The Gun Runners* but this time with an M1 carbine. It's a great movie and with a better

ending than the book. Humphrey Bogart's 1944 version of *To Have and Have Not* is a very good movie as well, but it is only very loosely based on the book. Several of the characters are named the same, but Bogart's version is set during WWII in Martinique and his Harry Morgan must transport a French Resistance leader and wife while avoiding Nazis. Great movie as well since it has Bogie, Bacall, Walter Brennan, and is set in the Caribbean.



I asked my daughter to give me  
the phone book. She laughed  
at me, called me a dinosaur and  
lent me her iPhone.  
So the spider is dead, the iPhone  
is broken and my daughter  
is furious!

## FLOTSAM AND JETSAM

Unscramble each word, then take the letters that are underlined and unscramble them to come up with the last name of one of our members:

R Z Q A R

— — — — —

Y R H A P E T

C I V E O

R T T E A

Answers to September's Scramble: R O B I N S O N

BORN  
SANDY  
MINTY  
SORRY

Answers to September's Puns: A Buoy Named Sue, A Toe Truck, and Putin on the Ritz

## SUPPORT FOR OUR MEMBERS

This column is for club members to support other members "in need" (phone calls, visits, prayers, meals, etc.). Let me know of anyone you want to add. I won't go into a lot of detail on each here, but you can call them. I will also get approval before entering any names into this column. Please text me at 658-7398.

- Linda Meyer: Chemo beginning.

## 2021 OFFICERS

Commodore..... Dawson Long  
Vice Commodore..... Mary Ellen Sprague  
Secretary..... Kim Breland  
Treasurer..... Pat Howard  
Social Chair ..... (Open)  
Cruise Chair ..... Larry Sprague  
Race Chair ..... Angela Margolit  
Membership Chair..... Linda Meyer  
Communications Chair/Editor..... Linda Howard  
Member at Large..... David Breland

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