

COMMODORE, Dawson Long

Thank you to all the Geechees who attended the Change of Watch. Thanks to the volunteers who helped put it together. The evening was enjoyable in the quaint Sail Loft at the Savannah Yacht Club.

We shared some of the history of the Geechee Sailing Club and the personalities like Johnny Baker who built the legacy of sailing in Savannah. I shared my affection for teamwork in racing, sailing, and cruising. The most memorable times that teamwork counts are when a friend on another boat lends you a tow rope.

Chic Meyer towed me through Blackbeard Creek after my sailboat overheated from a broken impeller. Memories are made on the water, but trust is galvanized on the water when a friend helps another.

In the last year, I hope that in spite of our distancing from each other that we take every opportunity to grow in fellowship together. My good friend Larry Sprague will take the wheel as Commodore to lead the Geechees in 2022. It will be smooth sailing.

The Awards given at the Change of Watch were::

Chic Meyer Spirit of Geechees = Mark Wilman

Most Improved Sailor = Angela's Crew

Sailor of the Year = Angela Margolit

Donna Payne Cruiser of the Year Award = Scott & Becky Hoover

High on the Sandbar Award = Dawson Long

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
EMAIL ADDRESS:
geecheesailingclub@hotmail.com
FACEBOOK:
 Geechee Sailing Club

GEECHEE SAILING CLUB'S
UPCOMING CRUISES & PARTIES

Socials:

12/13 - Christmas Party/Meeting Marsh Harbor Clubhouse



THE MEETING THIS MONTH
WILL BE THE CHRISTMAS PARTY
MONDAY, DECEMBER 13
AT THE MARSH HARBOR
CLUBHOUSE

Please bring a covered dish and one wrapped gift per person in the \$20 range. We will have the traditional Night Before Christmas reading while in a circle - passing the gifts to the right and left on cue.
(SEE INVITATION ON PAGE 2)



**Geechee Sailing Club
CHRISTMAS GIFT EXCHANGE**

*Marsh Harbor Clubhouse
(for GPS, use 14 Marsh Harbor Cove)
Monday, December 13
6:00 p.m.*

(Enter Marsh Harbor gate, then turn right, left, left)

*The Club will furnish drinks, turkey, & ham.
Please bring an hors d'oeuvre, side dish, or dessert.
If you plan to receive a gift, you need to bring a wrapped
gift which has a value of around \$20.*

ALWAYS AVAILABLE

Need an idea for Christmas presents? Here they are! 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.



VICE COMMODORE, Mary Ellen Sprague

On February 17, 2010, the *SV Concordia*, a tall ship, carrying 48 students, 8 teachers, and 8 crew members sank 300 miles off the coast of Brazil. The ship went down so quickly that no distress call was made. The ship's bosun retrieved the ship's EPIRB which transmitted a position to the Geostationary Operational Environmental Satellite at 1525. When the Brazilian authorities tried to track down the source of the EPIRB signal, they were given only one telephone number. That number had not been in service since 2004. Precious time was wasted as the Brazilian authorities tried to ascertain the source of the distress call. All passengers were eventually rescued from 4 life rafts 41 hours later.

On October 1, 2015, the merchant ship *El Faro* disappeared off the coast of the Bahamas after losing power in a hurricane. All 33 crew members perished. The EPIRB was old, had no GPS, and malfunctioned before the NOAA satellites could triangulate the *El Faro's* position.

The two disasters signify both the benefits and limitations of the EPIRB. The EPIRB's were not the cause of either disaster.

In the case of the *El Faro*, even if the EPIRB had worked properly, it is unlikely from the evidence that it would have saved any of the crew.

In the case of the *SV Concordia*, the proper registration would have led to a faster rescue and less stress for both those in the life rafts and the families waiting ashore for word of their loved ones. Even though the rescue was delayed, however, the important point is that the distress signal was sent and all passengers and crew were rescued. The EPIRB did not cause the disaster but it did prevent the possible loss of life at sea.

EPIRB is an acronym meaning "Emergency Position Indicating Radio Beacon". It is a safety device carried by a vessel to alert search and rescue services, allowing them to quickly locate a vessel in the event of an emergency. The most common type sends a signal using both 406.025 and 121.5 MHz bands that cover all sea areas around the globe. Most EPIRB's are now also equipped with a GPS as well.

The 406 MHz relays off satellites to ground stations giving the beacon identification number and GPS location. The ground stations relay the information to the appropriate agency for search and rescue. The 121.5 MHz band is used by the avionics on rescue helicopters to hone in on the

EPIRB signal location with GPS helping as well. Using these devices, search and rescue can get within 330 feet of the initial signal. EPIRB signals last a minimum of 48 hours.

EPIRB units are expensive, running from over \$300 to almost \$1,000. Ideally, they should be taken with you when abandoning ship and kept safe and within the line of sight of the sky to facilitate the best possible signal. The EPIRB should be permanently mounted onboard in a clear space with no overhead obstructions and where it can float free should the vessel sink.

Battery life can be from 5 to 10 years. Whenever an EPIRB changes ownership or the pertinent information changes, NOAA should be notified. Registration is free and can be done online, at

www.beaconregistration.noaa.gov.

Other safety devices to be considered are Personal Locator Beacons (PLB's) and AIS transmitters. They are placed on life jackets and must be manually activated and can be invaluable in locating individuals in the water. PLB signals last 24 hours.

Winter is a great time to assess your safety devices and get ready for the coming of warmer weather. Safe boating!

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 10%.

We are current on our expenses and activity relative to the Change of Watch in December.



Luke Skywalker

CRUISE CHAIR, Larry Sprague

We participated in the Boat Parade of Lights, which was held on Saturday following Thanksgiving. Prior to leaving, I had to wash the boat down twice to get rid of the mold and green grunge that had built up in the last six weeks due to lack of care when we were on our Mediterranean trip. It amazes me how quickly a boat sitting in the water can get dirty so quickly. As the water has cooled way below my comfort level, I paid a diver to clean my boat's bottom. I own a wet suit which I frequently use, but my problem with diving in cooler water is the word "wet" in wetsuit.

We left the dock around 11:00 on Saturday morning with the incoming tide. The morning was clear but with only a little breeze, so there would be no sailing. Crewing with me were Dawson and my son, Larry.

I always like to look at the boats at Thunderbolt Marine as I go past. They have real yachts, and I always feel like such a pretender with my 32-foot boat. While I am very happy with my boat, I have a hard time calling it a "yacht".

While Dawson took the helm, Larry and I started working on the lights for the parade. The previous day I had installed some white icicle lights along the lifelines. We now pulled out the other lights from the bag and tested each string to make sure that they worked. Larry then took over the helm and Dawson and I stretched the string of lights that were to be hung from the mast along the deck to get an idea of the approximate length needed. We taped the sockets together both to waterproof the connections and to keep them from separating. In the final step we hauled the lights aloft,

with a string of green lights on the starboard side and multicolored lights on the port side. Next, all of the strings were plugged into a strip and the strip was plugged into my 12-volt socket on the wheel pedestal. Nothing. Not a flicker. Darkness had fallen over Christmas!

We began to troubleshoot the problem. I plugged in individual strings and they lit up brightly...plugged in the ensemble and got nothing. Rinse and repeat. By this time we were approaching the Eastern Warf, and it was time to dock. Finders were put out and lines prepared for a docking on starboard side. Captain Lisa and her team handled the lines as we docked the boat. Mary Ellen met us at the dock and picked up Larry and took him to the Hyatt where he, Adeline, and her cousin, Kate, would be staying. Now back to the problem of the lights.

We decided that the problem was not one of connections, but one of power. The outlets on the boat did not have enough juice to light up the whole display. Dawson then kindly volunteered his small portable generator. He called Grace and asked her to put it in their car and deliver it to us. Grace was willing, but it was too heavy for her to pick up and load into the car. Mary Ellen then agreed to drive back to Dawson's house with the kids, pick up the generator, and deliver it to us. As the sun was setting, the cavalry arrived with a generator in tow. The gas was old but the spark was still there, and Dawson was able to bring the generator to life. The gap between the plug of the strip with all of the light strings attached and the gen-

erator was closed, and the world around our boat lit up the gathering darkness of night. We would now be able to participate in the Boat Parade of Lights with more than our navigation lights!

Mary Ellen brought out our dinner of turkey teriyaki and rolls, which was excellent and was eaten on the boat. Meanwhile, Grace had picked up Dawson to go to another party with family members. The crew for the parade would be Mary Ellen and Larry, while the two girls wanted to watch from the shore.

The parade started after seven in the darkness with no moon. Captain Lisa and her crew untied the participating boats starting at the eastern end of the wharf and we formed a line heading downriver. We then swung around to the far shore heading upriver. The first hotel that we passed was the Weston, and the bank was lined with cheering spectators. We proceeded westward under the Talmadge Bridge and looped around to the south shore. As we passed in review, the packed crowds along River Street cheered and called out. We waved back and Mary Ellen shouted "Merry Christmas". She fell easily back into her political days of riding in the St. Patrick's Day parade. The turnout was impressive, and the cheering from the crowds, sometimes approaching a roar, really made the whole effort worthwhile.

We made the second circuit at a faster clip. The crowd had thinned some but was still substantial. After docking, we secured the boat and went to Joe's Crab Shack and joined the rest of the participants. Captain Lisa awarded various prizes, but none to us. We had played the role of the Washington Generals that night, an important role for sure, but one devoid of honor and glory.

CRUISE CHAIR (Continued)

While the kids stayed at the Hyatt, Mary Ellen had made reservations at the new Marriott, the "Power Plant Hotel", developed by Kessler. It is a very interesting hotel, as it was once a Savannah Electric power plant built in 1912 with much of its energy going to power the electric trolley cars. We had an interior room overlooking the "Beethoven Room", an open area between the floors above the lobby. An iron girder ran from the floor through the ceiling in our room. The lobby is filled with dinosaurs, huge crystal rock formations, gigantic copper nuggets, and fossilized, prehistoric marine life.

The following morning we picked up the kids from the Hyatt and returned to our hotel where we played tourist along River street. In addition to the displays in the lobby, there are various shops and galleries in the Marriott development. Some of the art is quite good, although generally above my price range. One area that I particularly enjoyed was a large hallway filled with pictures of pirates along with a history of each. There were also displays of model ships, two of which my daughter Anna has crewed on. Following a late lunch, we returned to the boat as the tide had turned and it would give us an added assist down the river. Larry and Kate helped crew the boat for its homeward journey, while Mary Ellen and Adeline took the car home.

Our departure was assisted by Mary Ellen and Adeline, and as we gained separation from the dock, the strong downriver current of the Savannah River pushed us faster and faster. With the engine, our speed topped out at 7.3 knots, not bad for the boat we call "Mrs.

Piggy". With the overcast sky and breeze, the return trip was cooler than on the previous day. I turned the helm over to Larry, and Kate sat on the starboard wing seat while I gave commentary as we passed the businesses and port facilities along the river. She took pictures of the pelicans and dolphins, which she had not seen in Germany. We are used to the magnificent views of the rivers and marshes that surround Savannah and tend to forget that there are few places in the world that can match the beauty of the environment that we take for granted.

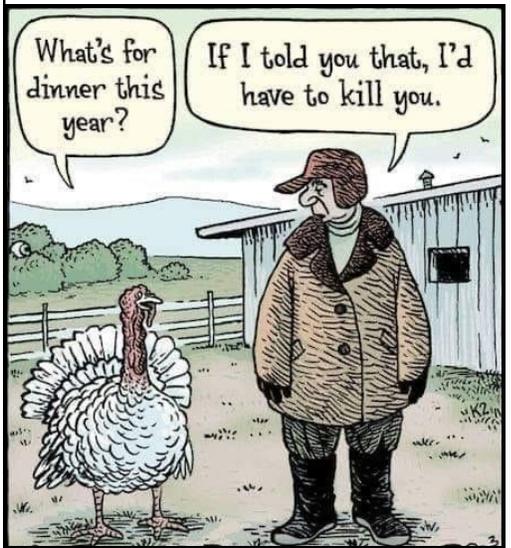
Kate Wedewer is a lovely 29 year old cousin of Mary Ellen's, whose maiden name was also Wedewer. She and her boyfriend were on an extended trip around the world when Covid hit, and they returned to Germany. Now that the restrictions have been lifted, she returned to reclaim her van and resume, at least for a time, her journey in the United States. The boyfriend is history. It was a pleasure to be able to show her the Savannah area from the water, as this gives one a completely different view and impression than one can get from a car.

It is ironic, and a tragedy, that some 80 years ago Mary Ellen's father was severely wounded at the age of nineteen fighting against his cousin's country in the Hurtgen Forest. In America, being a nation of immigrants, we have citizens from every nation in the world, and many of us have friends who did not grow up in the United States. I have friends and relatives that have adopted children from the countries of former enemies, such as Russia, China, and Vietnam. As we move into the season of Advent, perhaps the fact that the United States has

been fairly successful in integrating people from throughout the world into a population that lives side by side in peace will serve as a vision for the rest of the world.

Participating in the Boat Parade of Lights was well worth the time it took. It was good to be out on *Second Wind* again, sharing the experience with my son, wife and Kate. This was the first event of the Christmas season, and the cheering crowds at the Weston and along River Street let us know the show was much appreciated. We were doing our part to bring light into a world of darkness, even if it was temporary.

For us, this was the last cruise of the year. As the shorter days and winter weather with its biting winds start to blow, we look forward to the time next year when we will once again gather on our boats to enjoy the comradeship of sailors and the unique waters of our region.



SECRETARY, Kim Breland

The North Atlantic right whale is Georgia's official state marine mammal. They are the rarest of all the great whales with less than 400 in their current population. The southeast coast from South Carolina to north Florida is the only place where they regularly give birth and nurse their young. During their calving season from December to April, researchers from the Clearwater Marine Aquarium fly daily aerial surveys and report current right whale locations to mariners in order to prevent collisions.

When boating during December to April, be on the lookout for right whales. They appear as black objects in the water and may barely clear the surface. Look for a "V" shaped spout that appears when the whale breathes. Adult right whales are 45 to 55 feet long and can weigh about 70 tons! These

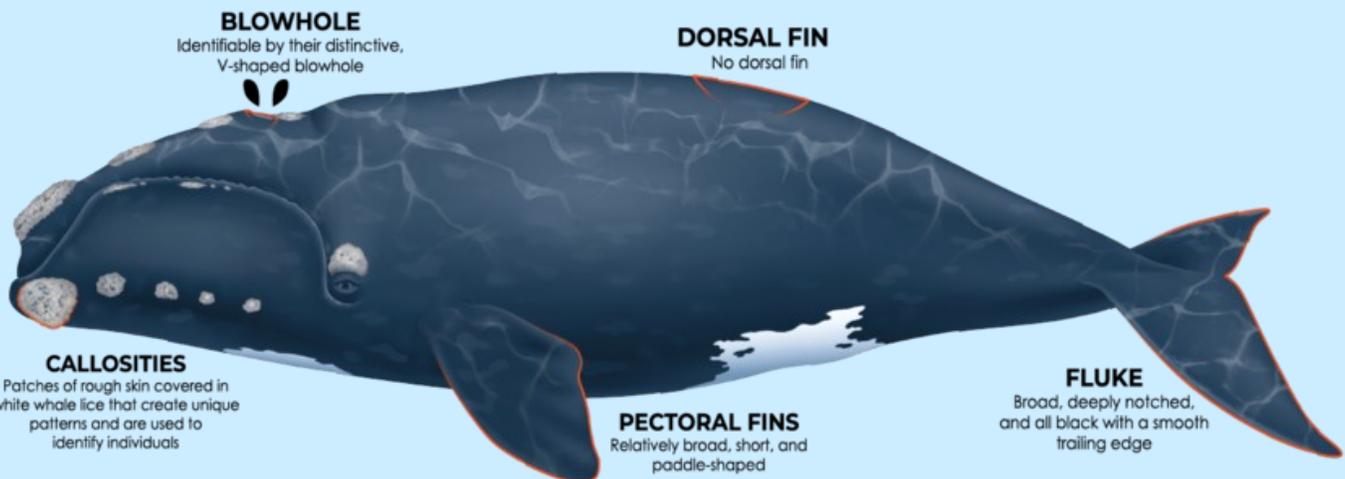
enormous animals have a tendency to swim close to the shoreline.

JD and Mabel Grafton spotted the first calf of the season on November 10. They were sailing north of Charleston inlet, just 3-4 miles out in 25-30 feet of water. JD spotted a large piece of floating debris on the horizon. While keeping his eyes trained on the object, he observed a large black curved shape briefly appear then disappear. It appeared again, this time spouting water as it exhaled. JD hollered, "It's a whale!" to Mabel. She thought he was joking, then realized he was serious as he continued to point and brought out the binoculars.

Their excitement escalated when two spouts were seen and they realized it was a mother whale and her baby calf! Mabel recorded a short video of the sighting before the whales swam away. Afterwards, JD reported the sighting and a Whale

Alert was immediately issued to all vessels.

If you encounter a right whale, take measures to avoid the whale. Slow down and post a lookout. If you are under sail, lower your sails and use your auxiliary motor. Move in a direction that is parallel to the whale's course. Don't approach or cut off the whale's path. If the whale moves away, don't chase it. Federal law requires all vessels to stay at least 500 yards (five football fields) away from right whales. If you are within 500 yards, you must move away from the whale at a slow, safe speed. Record the location of the whale using GPS coordinates or buoys and the direction the whale is traveling. Notify authorities and other boats in the area. In Georgia, call 800-272-8363 (1-800-2-SAVE-ME). In Florida call 888-404-3922 (1-888-404-FWCC). For more information on the North Atlantic right whale, please visit georgiawildlife.com and us.whales.org.



COMMUNICATIONS CHAIR, Linda Howard

It looks like my articles are turning into "The Travels of The Howards and the Grissettes!" This time I'm sharing our latest cruise on the Emerald Princess to the Panama Canal, et al, Nov. 5-16.

Being able to go was a struggle. First, they cancelled Tim & Judy's reservation (that I made last year) because of a misunderstanding. We ended up calling their home office and finally got it reinstated.

Then we saw that Tommy's passport had expired. That was the beginning of August. By October we still didn't have it! Panic! I filled out some forms and sent them to Rep. Buddy Carter's office. We received his passport two days before we left!!!

Then there was the Covid! We were told that we had to have a PCR test within 3 days of our cruise. We were leaving to drive to Ft. Lauderdale on a Friday, so that was workable. However, at the last minute the CDC changed it to a two-day Rapid Covid test that I found was only being given at the Candler/St. Joe's Urgent Care on Eisenhower. We all got into one car that Thursday, drove there, stuck our noses out the window, and got tested. After receiving our "negatives," we were then finally full steam ahead.

We left Friday and drove to Ft. Lauderdale, staying the night before embarking the next morning. Because of Covid, they had changed our itinerary and our first stop was Nassau. We didn't get off the ship, so that gave us 3 days "at sea", which was just what we needed to unwind. We both had mini-suites and I am now spoiled. It's so great to have a little "living room." The

four of us would play cards there at night after the shows. With the new Medallion Class on all their ships (you need to look that up), we wear medallions that tell the crew where we are, so we can order drinks and/or snacks and some food items to be delivered wherever we are. So, whether we're sitting in our room or playing cards in one of the lounges, they bring it to us.

Next was Cartagena, Colombia, where we went on a short tour into the city to watch a folk dance group and tour the old city. Tours are pretty limited these days with the Covid rules for each country.

Next stop: The Panama Canal. We went through the 3 new locks, then anchored in Gatun Lake. Tommy and I had done this cruise 20 years ago, but never went all the way to the Pacific since the ship anchors in Gatun Lake half-way through. This time, though, we bought a tour to board a smaller boat to go through the Miraflores Locks to the Pacific, tour Panama City, and then return by bus.

HOWEVER, They put us on a bus and drove us to Miraflores Locks! We were late leaving the ship because of the ship traffic through the locks, so we got there late. Then we had to stand in line for over an hour because they were only letting 25 people enter the museum every 10 minutes! They rushed us through the museum and we only had a few minutes before we were back on the bus.

By then it was 4:30 and we hadn't had any lunch or even water! They drove us by their tour company's office and two girls jumped onto

the bus to pass out small sandwiches and bottles of water.

Because the tour guide was required to go to Panama City, we went, although we all told her we wanted to go back to the ship. By then the sun was setting and we were tired, hungry, and grouchy. The four of us opted to stay at the park where the bus stopped to wait for the others to return from their walking tour. (They had gone since we were going to be there anyway, although they said we didn't miss anything.)

When we got back to the ship, we had caused it to be leaving 4 hours late. By then it was tied up at Cristobal, Panama. Therefore, they had to cancel several tours the next morning that would have included lunch. I felt sorry for those people who were looking forward to those tours.

We, however, were able to go on ours during that next stop (Limon, Costa Rica). It was a hike (uphill!) in a park/rain forest. Thank goodness I had my cane! The highlight was seeing a sloth up close. (Twenty years ago when I went to Cartagena, I was able to hold 2 sloths.) We then went on a small jungle canal cruise looking for monkeys and other flora and fauna. We did see some spider monkeys, heard some howler monkeys, and saw a cayman, a crocodile, and a basilisk - as well as the ever-present iguanas, although I was looking forward to seeing parrots, parakeets, and toucans like we did last time Tommy and I were in Costa Rica.

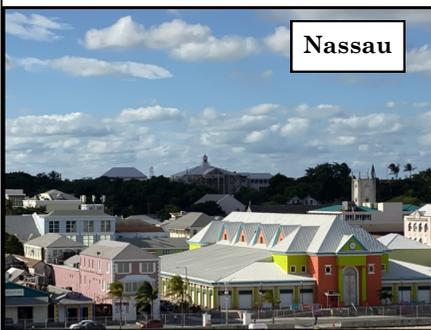
After another day at sea, we reached Falmouth, Jamaica. I couldn't get over the changes! The last time we were there, it was very run down and primitive. Now they have a wonderful park where we watched the people climb Dunn's River Falls. After spending the morning cheering them on (including a

LINDA HOWARD, Communications Chair (continued)

threesome from Dubai that we had met), we were taken to Bamboo Beach where they fed us a meal of local dishes while we lounged on the beach.

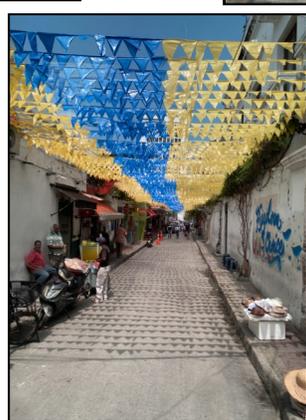
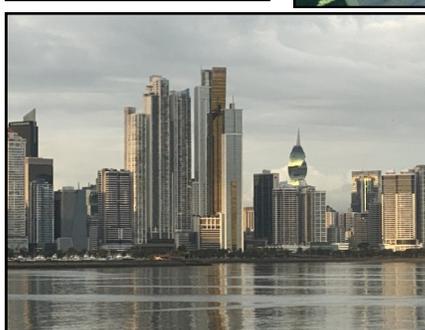
After another day at sea, we arrived back at Ft. Lauderdale refreshed by a change of pace - and quite a bit heavier. Needless to say, the food was exceptional! I also have to mention the entertainment. Their singers and dancers were definitely Broadway worthy! The Princess

line is our favorite! We have used several different cruise lines, but we always go back to Princess. The quality is a step above. By the way, we are now Platinum level working on Elite. Just 5 more cruises! Bucket list!!!

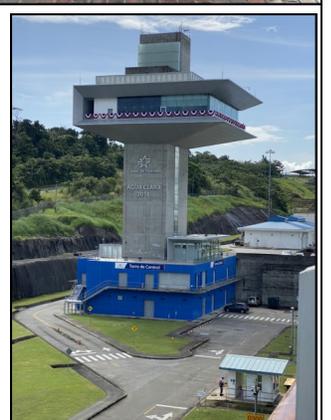


Nassau

Cartagena



Panama Canal



COMMUNICATIONS CHAIR, Linda Howard (continued)



Limon, Costa



Falmouth, Jamaica



RACE CHAIR, Angela Margolit

Dates for the Frostbite Series this winter are:

December 18
January 8, 22
February 5, 19
March 5

They will start at noon each day. Since there is no charge, a Google form is sent out a week before each race to anyone who has raced in the past. Please let me know if you want to sign up!

The US Sailing National Symposium will be here in Savannah Jan. 27-29 at the DeSoto Hotel. Yours truly will be involved with two workshops (along with our PRO Joleen Rasmussen). For more information and to register, please visit: <https://nsps.ussailing.org/>

The keynote speakers in particular look very interesting:

Nicole M. LaVoi, PhD: Creating a Culture that Values & Supports Everyone.

Larry Ledgerwood: Bodies in Motion: Moving Toward or Moving Away From; People, Ideas and Conversations.

Dr. Tim Herzog: Between the Ears and the Heart: Mental Health and Mental Performance for Sailors, Coaches and Leaders.

Plans are underway for our 43rd St. Patrick's Regatta. Let me know if you can help in any way!



MEMBER AT LARGE, David Breland



Located some 160 odd miles off the coast of South Carolina lay the remains of the *Steam Ship Central America*. Sunk during a hurricane in September of 1857, where 425 people lost their lives, it was deemed the worst of any American maritime disaster to date. The story has many facets including heroic rescue attempts that did indeed prove somewhat successful. The brig *Marine* was able to rescue 153 women and children that were set over the side in lifeboats. A Norwegian bark was able to pull an

additional 50 survivors from the sea. Three more survivors were found adrift in a lifeboat a week after the disaster.

The other part of this story is that the *S.S. Central America* was a gold ship. Prior to the completion of the transcontinental railroad, the *S.S. Central America* was responsible for transporting California gold from Panama to New York. When the ship went down, it was carrying the 2021 equivalent of \$765 million in gold. The monetary loss was so bad many credit this maritime disaster with setting off the Panic of 1857, leading to a severe recession.

The *S. S. Central America* sat undisturbed until the late 1980's and early 1990's when modern technology was used to locate the wreckage, and remotely operated vehicles were able to recover about \$50 million in gold from the 8,000-foot-deep wreck before legal issues shut down that operation.

Modern insurance companies making claims against the 1850's wreck and modern investors all wanted a part of the recovery. The research scientist who led the expedition that located and brought up the gold is today sitting in federal prison for failure to cooperate with authorities about the location of some \$12 million worth of coins recovered from the wreck. The expedition leader is accused of failing to pay his investors and had fled to Florida where he lived incognito until arrested in 2015.

In 2014 a second archeology and recovery operation was commissioned and has successfully brought up additional gold and artifacts. This fascinating story continues to evolve to this day.

MEMBERSHIP CHAIR, Linda Meyer

2021 has been another challenging year. I can't believe we have gotten to December already in our 50th year. The Geechee Sailing Club has been around a long time. The words that are found on our website state this: "The club was founded in 1971 and our goal is to promote sailing and the enjoyment thereof through safety education, fellowship and cooperation with related organizations. GSC is a member of the South Atlantic Yacht Racing Association."

Even though this has been another challenging year, we have kept to those words. Even though the words state that we "promote sailing and the enjoyment thereof" we have changed that part a little and not only promote sailing, but also boating in general. We have a lot of power boats and/or trawlers in our midst. We have gotten out on the water through cruises thanks to our Cruise Chairman, Larry Sprague. Through these cruises we have enjoyed our club members' friendships, and learned about boating while keeping safe. We know that if

any situation arises, we can always be assured that one of our members will help out.

We have had speakers this year helping us to become educated about other places where we can enjoy boating and organizations that are promoting boating. We were glad to have those speakers thanks to our Commodore, Dawson, and Vice Commodore, Mary Ellen.

"Thank You's" need to go out to Angela Margolit for keeping us in the loop about racing. She always informed us about the latest race and encouraged us to come out and sail in those races. It was always wonderful to hear how she and her all-girls' race team, Dawson or Rich, and Mark Willman did in those races.

We didn't actually have a Social Chairman and our socials were not as many as usual, but thanks to the Social Committee of Linda Moore, Jan Vach, and many Geechee members, we were able to have the Fiesta Party in June at Marsh Harbor Clubhouse and a great

Change of Watch at Savannah Yacht Club. We are also about to have a great Christmas Party on Monday, December 13th- I hope to see you all there!

Even though membership has gone down this year I am looking forward to a better year in 2022. Because of Covid, we have backed away from a lot of our groups, including the Geechee Sailing Club. As we approach 2022 we need to get back to things that we love: more meetings and speakers and more boating and social events. You will be getting your renewal forms very soon and we hope that you will renew your membership and bring a lot of people into our club. Let's get back to great times with the Geechees in the upcoming year!!

Remember:

**MAKE GEECHEE
GREAT AGAIN!**

**(An addendum from the Editor:
Many thanks to Linda Meyer
for her work keeping "all
things social" operating!)**

**As the year comes
to an end, I urge
you to take care of
yourself and avoid
accidents because
spare parts for old
models like you are
no longer in stock.**



Things I'm Super Good At

1. Forgetting someone's name 10 seconds after they tell me.
2. Buying produce...and throwing it away two weeks later.
3. Digging through the trash for the food box I just tossed, because I already forgot the directions. 🤔
4. Making plans. And then immediately regretting making plans.
5. Leaving laundry in the dryer until it wrinkles. Then turning on the dryer to dewrinkle. Then forgetting it again.
6. Calculating how much sleep I'll get if I can just "fall asleep right now".



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:

K A M E R T _ _ _ _ _

O S E R H

T I F H A

S H F T I

Answers to November's Scramble: S P R A G U E

TRACTOR

GLOVE

PUPPY

SPARE

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: Ongoing chemo.
- Linda Howard: Major back surgery December 8.

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)