



the p o r t h o l e



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CDR Vicky Jefferis

Happy New Year, GISPS Members!

I hope you all had a wonderful holiday season with friends and family and also



Chuck Boynton, P, Sandra Boynton, P, Lisa Noetzel, JN, Tim Lahrs, S, Skip Roeder, S, Jack Sterrett, SN, Larry Jefferis, AP, (kneeling), Teresa Wilsdorf, S, Vicky Jefferis, AP, Charles Wilsdorf, SN, and installing officer, D/Lt/C Andy Hyman, SN.

had time to find a quiet moment or two to reflect upon the more serious side of the various holidays we

celebrated over the past several weeks.

Although it seems like it's been forever since we've all been together,

in actuality it's only been a few weeks since our November Change of Watch and early

December Holiday Party. Thanks again to our COW Committee chaired by Teresa Wilsdorf, S, and ably assisted by Cheech Mameli and Skip, S, and Mary Roeder, S. Thanks again, too, to Joe Scirica, S, for hosting us at his home for our Holiday Party. Both events are without doubt highlights of the

GOLDEN ISLES SAIL AND POWER SQUADRON 2012/13 BRIDGE

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George Eshliman, P, receives the GISPS 2012 Member of the Year award from Cdr Vicky Jefferis, AP.

year – be sure to look for the great photos of both taken by Joe Scirica and Denise Schultze. Even though we didn't have a December Membership Meeting, your Executive Committee did meet in December to set 2013 Goals and conduct a planning session. More about that shortly.

Looking ahead, January and February are busy months for, National USPS, District 26, and the squadron **USPS will conduct the 2013 Annual Meeting at the Hyatt Hotel in downtown Jacksonville from January 13 – 20.** While there are a lot of activities that most of us aren't interested in, there are two in particular that you might like to attend since Jacksonville is close. First the Friday, Jan. 18 EXPO, that provides you an opportunity to visit a huge number of exhibits of all kinds. You can

learn all about the various things the power squadron does and all about member benefits available to you. On Saturday, Jan. 19, the annual meeting itself is conducted. The highlight for GISPS members will be seeing P/C Charles Wilsdorf, SN, honored as one of this year's Charles F. Chapman award winners. Check out USPS.org for complete schedule details

SEO Charles Wilsdorf and his instructor crew are offering **Weather and Advanced Piloting** starting in January. Don't forget our **squadron meeting on Jan. 26. We'll meet at Sonny's Bar-B-Q at 6 PM.** Sonny's is located in Brunswick just west of I-95 Exit 36. We'll have a regular dinner and business meeting. As you may recall, you'll be asked to vote to accept the updated GISPS ByLaws, so please take a look at the email I sent you on December 14. Let me know if you need it sent to you again.

In February, GISPS will offer our **ABC class** to the public on Saturday, **Feb. 9 and 16** at the UGA Marine Extension center in Brunswick. Be sure to tell everyone you know that this fantastic course will be available for all. **The District 26 Spring Conference is scheduled for Feb. 22-24 in Charleston, SC.** This is a great opportunity to learn more about USPS and meet people outside the squadron at a more local level. More details are on the District website. You may note that **Feb. 24 is our normal squadron**



Squadron Members enjoyed fun and great food at the December 1 Holiday Party held at the home of Joe Scirica, S.

meeting date and due to the conflict, the Executive Committee voted to cancel the February Membership Meeting. Don't forget to check the calendar for dates further into the year.

Now, back to my mention of 2013 Goals. Last year we set goals, and we did a darned good job meeting most of them, so the Executive Committee decided to set goals again this year. The following proposed goals take into consideration what our District Commander is focused on this year and what the Executive Committee wants to accomplish to meet the desires and expectations of you, the GISPS members. Please take a look at the proposed 2013 goals and give anyone on the Bridge your feedback so we can get them finalized by the end of January.

Golden Isles Sail and Power Squadron Proposed 2013 Goals

Membership - Retain current members – 4 or fewer non-renewals
Recruit at least 7 (10%) new members

Education – Offer 2 ABC classes for the public
Offer 4 classes for Squadron members
Offer 2 seminars for members and the public
Offer Operations Training to all members
Nominate instructor for Charles F. Chapman Award

Co-op Charting – Earn a Co-op Charting Honor Roll designation

Boating Activities – Conduct 2 Squadron Cruises

Vessel Safety Checks – Increase number of Squadron examiners and
complete an average of 12 checks per person



Squadron Members enjoyed fun and great food at the December 1 Holiday Party held at the home of Joe Scirica, S.



JANUARY BIRTHDAYS

2 – Larry Jefferis
12 – Susan Heath
13 – Steve Chambless
14 – Bob Butler
16 – Tom Eason
20 – Veronica Maguire
24 – Kurt Glass
Dorothy Jones
Lisa Noetzel

Golden Isles Sail and Power Squadron 2012 Activities Calendar

Date	Time	Function	Location
Jan 7	TBD	Weather Class Starts	UGA Marine Extension Ctr.
Jan 10	TBD	Advanced Piloting	Wilsdorf's Home
Jan 16-20		USPS Annual Mtg.	Jacksonville, FL
Jan 26	1645 1800	EXCOM Meeting Membership Mtg	Sonny's BBQ Brunswick
Feb 9 & 16	TBD	ABC	UGA Marine Extension Ctr.
Feb 22-24		D26 Spring Conf	Charleston, SC
Feb 23		Meeting CANCELLED due to conflict With D26 Spring Conference	
Mar 23	1645 1800	EXCOM Meeting Membership Mtg	TBD
Apr 27	1645 1800	EXCOM Meeting Membership Mtg	TBD
May 3-5		D26 Cruise & Rendezvous	Hilton Head, SC
May 18-24		Safe Boating Week	

Squadron Education Officer
Charles Wilsdorf, SN



Hope you all had a wonderful holiday season and the New Year will be a good one for you.

We are starting out with a busy busy 2013 winter education schedule. We have the largest ever elective class; Weather, with 16 students and many of these same students have also enrolled in an AP class with 8 students. Audie Holmes is offering a Piloting class for our Augusta members. These classes will be followed by an ABC class Feb 9 and 16. So, you can see we have started 2013 with a real bang.

Many of our members will also be attending the USPS National Conference in Jacksonville, Jan 14-19. I encourage all GISPS members to attend, especially Friday, Nov 18 which will be the Expo Day. You may get all info online at usps.org.

Do you sail or fish more than 3 miles offshore? If so, an EPRIB could become mandatory by the USCG. See: <http://www.soundingonline.com/features/technical/275492-should-rescue-beacons-be-mandatory>

As always, please let Jack Sterrett, or myself know of any courses or seminars you would like to see offered. I am looking forward to seeing you all at our Jan 26 membership meeting.

AO Report
Skip Roeder, S



Your Administrative Officer has been busy seeking new locations that can fulfill our requirements for meetings. There are lots of local restaurants that would be suitable for us, but many cannot meet all of our requirements. Some that would provide a free room will not do so on a Saturday evening. Others want either a set fee for the room or a guarantee as to the number of dinners. So far three new potential meeting locations have turned up- Bennie's Red Barn on St. Simons, Captain Joe's Seafood at Exit 36 on I-95, and the location of our January meeting, Sonny's BBQ, which is also at exit 36. If you should find a possible site (Free, holds 35 or more, private, and available Saturday evenings) please let me officer know.

Upon becoming a new Georgia citizen last year I knew I had to re-register my boat. I had purchased a Georgia fishing license at Wal-Mart, and picked up a set of fishing regulations. Among the information was a web site for registering boats in Georgia- Go Boat Georgia.com. After considerable searching I found the form I needed to register my boat, printed it, inserted my \$35 fee, and put it in the mail.

And waited. And waited.

Some six weeks later a missive from DNR in Atlanta arrived. They would be happy to process my application if I would send them an \$8 convenience fee. In my glee at finally finding the form on the DNR web site I had overlooked the convenience fee, although I must confess to feeling less than inconvenienced. This past summer I bought a new boat to replace my old one. I again stumbled through the DNR web site and found the form again. I knew I had to add the convenience fee this time, but there were a large number of different possible reasons why someone would need to register a boat in Georgia, and the State wanted to keep every possibility in a separate file.

Was the boat new? If so, was it purchased in Georgia or another State? Was it a used boat? If so, did you buy it from a dealer in Georgia or another State? Was it purchased from an individual or a relative? There had to be 15 options to choose from. When the boat was purchased from a Georgia dealer you are supposed to submit a notarized bill of sale and a "Manufacturers Statement of Origin" along with the application. And of course, the convenience fee. I had a few papers from the dealer that would pass most places as a bill of sale, but no statement of origin.

I didn't think that the State really needed all this information, other States are happy just to get the check. So I sent it off to Atlanta after making a copy to show that I had paid my dues should an agent flag me down for operating a boat with no registration numbers.

Again I waited. It only took DNR 5 ½ weeks to get back to me. They would be happy to process my application if I would send them a notarized bill of sale and a "Manufacturers Statement of Origin." My dealer sheepishly admitted that he should have given me the required forms when I picked up the boat, and I should have known that in any dealings with the State all of the required forms would need to be included. I read in that 2011 fishing regulation pamphlet that a person is required to report whenever a boat registered in the State of Georgia is destroyed or scrapped. Searching the DNR web site confirmed this information, but did not disclose how the notification was to be made.

I called the local DNR office for advice. They were unaware of the requirement, and suggested that when the renewal notice showed up to just ignore it. When I had all the required paperwork I sent it off with a note to my new pen pals at DNR. I related my conversations with the local DNR office and volunteered to instruct them on the proper method of reporting a boat scrapped if Atlanta would share the secret with me, for a small convenience fee, of course.

Treasurer's Report
Teresa Wilsdorf, S Treasurer



GISPS currently has \$6,592.85 in the bank as of 12/30/12.

Hope everyone had a Merry Christmas and a wonderful New Year. I think we will have a great year in the Golden Isles Sail and Power Squadron. Charles and Coy are starting Weather and Advanced Piloting classes this month. A few of us are going to the National Meeting in Jacksonville this month where Charles will receive the Charles F. Chapman award for his educational instruction.

This is a very prestigious award and I am very proud of him. I can't begin to tell you all the time and effort he puts into his classes. It is nice that more members are getting involved and helping him teach the classes. I look forward to seeing you all at our next meeting.

Secretary's Report
Sandra Boynton, P Secretary



Ahoy fellow USPS members! I am glad to be aboard the bridge for 2013! With Vicky at the helm and the other highly qualified crew, we are in good hands. I am looking forward to a great year of boating knowledge and fun with the squadron!

Putting on the secretary hat, we had our Change of Watch ceremony on November 17th with D/Lt/C Andy Hyman, SN, inducting the new Bridge members, congratulating us on our many accomplishments (way to go squadron!), and conveying our new District Commander's message to all District Squadrons.

D/C Kridler, SN, intends to focus on communications among all members and the public. We should use all means available - conversation, written notes, flyers, newspaper, tv, and radio to mention a few. In addition, he charged the squadrons to build a cadre of leaders, both for today and for the future. Other goals include increasing attendance at boating courses, increasing membership by a net of two percent, increase member involvement, and nominate a squadron instructor for the Charles F. Chapman award.

It's going to be a great year!



Beginning February, 2013, my next few articles in the Porthole will emphasize pertinent information related to the general operations of the USPS. This information will direct you to the USPS Operations Manual. I am hoping this introduction will whet your appetites to learn more about our prestigious organization.

Operations training (O.T.) is an important part of Power Squadron administration and education. Did you know that the squadron commander is an ex-officio member of all squadron committees but does not direct the actions of the nominations' committee, for example. Did you know that a provisional unit which does not have approved by-laws will not receive a charter to become a squadron?

Did you know that it is a breach of boating etiquette to board a boat until invited to do so? Of course, you know all of this, but some new USPS members may not.

Also, did you know that February 2, National Ground Hog Day, is also the ninety-ninth anniversary of the United States Power Squadrons, and all active USPS members are permitted to fly, hoist or hang the USPS National Ensign from our vessels, home sites, on flagpoles, porches, windows, etc.? Do remember that the field is to the upper left of the viewer when the Ensign is hung vertically as is the United States flag. This comes directly from the Operations manual. I hope you were reminded as you read this article of the importance of the Operations' Manual. Finally, I must say a formal congratulations to P/C Charles Wilsdorf, a great choice for national Chapman Award. We are all so proud of Charles!!

By the way, Happy New Year to all!

P/C Audie Holmes, SN
Founding Commander

XO Report

Lisa Noetzel, JN



Happy 2013 GISPS members! Starting off this new year is a major event close to us here in GA: the USPS Annual convention held in Jacksonville, FL from January 13-20. Commander Jefferis and I as well as several other members made the drive down last year to attend different courses. It was a dynamic event, filled with endless possibilities to make new friends and meet fellow boat enthusiasts. I encourage all of you to consider making the trip!

As for other future social events in 2013, I will be updating you as information comes to me. We will be doing some cooperative charting later this year, a critical and useful service our group has been doing for years. Please keep your calendars open for it this Spring and Summer.

Provo to Brunswick is a 3 part series the author, ASEO Jack Sterrett, SN, relates about the boating adventures of boat owners Ed and Deb Close, assisted by GISPS members and crew Jack Sterrett and Coy Hodges, SN."

The Preliminaries

Ed and Deb Close took their 37 foot Tayana "Ariel at Home" from coastal Georgia down to the Turks and Caicos in the British West Indies in 2010 with the idea of having more time to sail in the tropics. Twice they had headed out for the Virgins but ran out of time; they reasoned that if the boat was in the tropics they could fly in and enjoy a lot of sailing. During 2011 they were not able to make the trip, and they decided in 2012 to bring the boat back to southeast Georgia.

The Characters

Ed Close contacted Jack Sterrett by email from the Turks in mid-November, 2012 about being crew to bring the boat back to Georgia, roughly 1,000 nautical miles, and Jack readily agreed. During a Golden Isles Power Squadron meeting the next day he mentioned the trip to Coy Hodges who also agreed to make the trip. One of Coy's special interests is the weather, and he provided a lot of information and good advice on the weather during the trip.



Ed Close is Canadian, and he and Deb live in the small town of Picton outside of Toronto. He has sailed for years, and retired from a career in law enforcement and as the owner of a bakery. He had "Ariel" at the Brunswick Landing Marina in Brunswick for several years before



taking her to the Turks.

Coy and Jack have been active in the local Power Squadron for six years (both having



attained the rank of Senior Navigator) and felt the trip would be a good practice of the skills they had been studying. While both had done some long trips to the Bahamas and other places in their own boats, a trip of the magnitude Ed needed provided a special challenge. The past Commander of the local Power Squadron, Charles Wilsdorf, was extremely helpful in providing weather information via email for the longer passages.

Jack brought a foul-weather suit to have on board, an inflatable life jacket, an extra tether safety line, an extra hand-held GPS, and a Spot Messenger. The Spot sends a prerecorded message via satellite to ten people, giving them the exact latitude and longitude of the boat. The receiver of the Spot message can click on that information and see a Google Earth picture of the exact location of the boat, often within a few feet. In a marina, for example, the message receiver can see exactly in which slip the boat is located. A Spot message was sent everyday of the journey at 8:00am and 8:00pm to the three wives and seven others: Greg Phillips and George Bloodworth (experienced ocean travelers and good friends), Glen Walker (an insurance agent and good friend), Werner Oppen, the “engineer” and friend from Dock 5, John Wood and Darrel McCook (other great friends) and Ed’s son Wayne. Also included was Charles Wilsdorf, past Commander of the Golden Isles Power Squadron, and the instructor for most of the courses Jack and Coy

had taken. Charles is also one of only 5 in the country to receive the Charles Chapman Teaching Award. (A summary of the Spot messages follows this narrative.)



The Preparation

Jack and Coy were driven to the Jacksonville airport on November 27 by Lynda, Jack’s wife. They left St. Simons at 3:00pm and arrived at the Clarion

Hotel on the airport property at 4:30pm. Coy treated Jack and Lynda to a nice dinner at the Red Lobster restaurant with the idea that it might be the last really good meal they would have. (It was also Jack and Lynda’s 38th anniversary.) While underway it is often very difficult to prepare meals, especially hot meals when the boat is in rough seas. Both Coy and Jack were tired and were asleep by 8:00pm.

On Wednesday, November 28 the “crew” ate a full breakfast at the Clarion (including fish). The hotel valet took them to the airport and they were checked in and at the departure gate by 7:30am. The small American Airlines plane left on time (9:20am) to Miami, where they had lunch at Wendy’s and boarded a larger plane for Provinciales (called “Provo” by the locals). Jack’s airplane seating companion (Neil) owned a scuba-

diving business in New Jersey, and was taking 10 students down to Provo for the many excellent diving opportunities. It turns out Coy, seated several rows in front of Jack, sat next to one of the students. This woman owned a motorcycle dealership in New Jersey, and Jack changed seats with her in mid flight. (The teacher and student wanted to sit together.)

The flight arrived in Provo on time (2:25pm) but clearing Customs took almost two hours. At least two large planes landed at the same time, and there were probably 200 people to be processed. When Jack and Coy cleared (they were among the last), Ed was waiting for them. He had taken his son Wayne to the airport earlier in the day to fly back to Canada, and having the crew arrive the same day made the logistics easier. Jack and Coy chatted with a few people while waiting in the Customs line, and took a picture with a young lady who owned a horse farm in Kentucky.



Jack tried to call Lynda with his U.S. Verizon telephone, and also sent a Spot message. Lynda emailed him that Verizon charges for a foreign country were very high and that Jack had already been billed for \$50. Jack turned off the phone for the remainder of the trip.



The three sailors went to a small restaurant/bar on the water in Provo for dinner and beer. They sampled the Turks and Caicos local beer, and found it was good. (Turns out Ed had put four cases of the beer on the boat for the trip.) Ed had provisioned the boat for the trip with basics, but took Jack and Coy to a nice grocery store to buy particular things they liked (extra orange juice, peanuts, more lettuce, hot dogs and as variety of snacks) and then they all went back to the

boat. After stowing their gear (Coy was in the V-berth and Jack was in the enclosed cockpit or on the portside settee in the main cabin -he moved around- and Ed was in the starboard settee in the main cabin). They slept well and arose around 5:00am to prepare for leaving. The marina Ed had the boat in had shallow water, and the boat had to have

high tide to leave (high tide was at 9:20am). One of the chores to be done before leaving was to return the rental car Ed used to go to the airport (renting a car is much cheaper than taking a taxi). The rental place did not have numbers for the cars they rented (they said numbers were complicated to keep up with), but rather had names on the front of the car which was a pretty good idea. The car Ed had rented was named Prancer. In doing final checking on the boat it was discovered that the depth sounders did not work. In checking electrical connections the GPS quit. The GPS was restored but the depth sounders were not. Around 8:30am the Customs officer came to the boat and cleared the boat and crew to leave. There was one last review of the weather, and one last cup of hot coffee. The last thing the marina owner (Bob) told Ed was that if they needed anything in Mayaguana (the next destination) to call "Skully" on the VHF radio. He was the man to fix anything.



Leg One:

Provo to Mayaguana Thursday, November 29



Ariel pulled out of her slip at 9:00am sharp with calm weather and a prospect of good weather for the roughly 60 mile trip to Mayaguana. The boat bumped on the bottom when leaving the marina, but it was soft mud and created no serious problems. During the day the waves increased in height, and the ride became rougher. Seas probably built to the 8-10 foot range, and

half way to Mayaguana a rogue wave hit the boat on the portside which caused it to pitch violently. Jack and Coy were in the cockpit and Ed was down below (the turbulence had caused the television mount to break as well as a lot of items below to be displaced.) Ed had gone below to get an apple and to try to protect the television. As the boat healed over one way and then hard the next way, Coy was almost thrown overboard (he was at the helm) and Ed was thrown very hard against the port cabin wall. Jack was in the cockpit in front of



the wheel, and was able to hold on. Jack did see out of the corner of his eye Coy being thrown hard to port: the port support for the wind generator kept him from leaving the boat. Ed was thrown hard against the portside of the boat. Coy sustained a bad bruise on his hip (from the port cleat but surprisingly not any head injuries from hitting the wind generator support), but Ed was not so lucky. He got up and came to the companionway holding the back of his head. When he removed his hand it was covered in blood, and he was very disoriented. Jack got him to sit down in the cabin and cleaned the blood



from the one inch gash he had received. Fortunately the bleeding slowed down, and Neosporin and a band aid were applied. The cut was caused by blunt trauma and not by anything sharp, which was probably a blessing. It appeared to be about 1/8 inch deep, and could have required stitches. Turning back to Provo was not a good option (Coy and Jack were not familiar with the marina they had left and probably could not get the boat back in unless it was high tide). The gash on Ed's head seemed under control, but his mental faculties were confused. His eyes were not dilated and very fortunately he did not lose consciousness. He kept asking Coy and Jack where we were going (to Mayaguana) and where we had left from (Provo). He was not sure why he went below (originally it was to get apples-then he started looking after the television). Coy and Jack were concerned but decided to continue to Mayaguana. The seas were still very rough. Ed had not made a route on the GPS, and they were not exactly sure where Ed planned to anchor. The next couple of hours were unsettling.

Coy kept asking Ed questions to check his memory. It worried us that he did not remember his son's departure the day before or much about the trip. After two hours and a lot of prompting by Coy, Ed's memory started to return. The bleeding had stopped (the band aids would not stick but a lot of Neosporin helped to keep out any infection) and although still groggy, he seemed much better.

Ariel dropped her anchor at an anchorage in Horse Pond Bay outside of Mayaguana that Ed had used on the way down to the Turks and Caicos two years earlier. The boat was about 3 miles from the town of Abraham, which the crew planned to go to in the morning to clear Customs into the Bahamas. Ed was the chef for the trip (the galley was too small for more than one person) and for dinner they had chicken fingers, beans with onions, and boiled potatoes. They finished off a great meal with coconut/chocolate brownies. Also a new bottle of Bailey's Irish Crème appeared and was sampled.

They arose at 6:00am, and Ed made coffee and oatmeal (which became the normal routine). Jack put more Neosporin on Ed's cut. After several attempts, they were unable to free the Manson anchor (it was snagged under a large rock). Ed was not in favor of having Jack dive down to see if he could free it (Ed estimated the depth to be 18 feet), and he called "Skully" on the VHF radio. Skully answered as Bob had said he would, and replied he would call us back in 15 minutes. At 9:30am Ed called again and Skully said he had to put gas in the boat and was about to leave (we found out later he had to find a diver). At 10:30am we still had not heard from Skully and Ed and Jack went to the bow of the boat to cut the anchor chain (which would free the boat but leave a \$600 Manson anchor on the ocean floor). As Ed had the bolt cutters in his hands, Coy saw Skully coming toward Ariel in a very small pram. The boat was very hard to see with the waves and the shoreline, but he arrived and with the help of the diver they were able to free the anchor. Skully then agreed to lead them into town for clearing Customs. Ed asked what the charges would be, and they agreed to \$125 for freeing the anchor, taking them into town for Customs in his boat (saving the crew the trouble of launching Ariel's dingy), and bringing them back to the boat. (The harbor was too shallow for Ariel to go to the dock, and Ariel had to anchor out from town about a mile.) Skully mentioned that he worked at the local airport three days a week, and was finished for the day. He said that the crew of Ariel would be



his job for the rest of the day, and he and the diver stayed with the three sailors. Skully and the diver were given a couple of beers, which they seemed to appreciate.



Upon arriving in town Ed and Coy went to the Customs office and Jack went to the Batelco Telephone Company. Jack had an "unlocked" telephone that needed to be initialized. The phone was used in the Bahamas last year, and the Bahamas now

have a policy of canceling any numbers that are not used within 6 months. Laverne of

Batelco was nice enough to call Nassau and ask to have the old number reinstated. The only other option was to purchase a new “sim” card, which could not be done on this island. Coy used Skully’s phone to call Charles for an update on the weather, which was very helpful. Skully arranged for the group to have lunch at Reggie’s, where they had terrific grouper sandwiches. After lunch they stopped by the Batelco office again and used their computer to check the weather. To get the phone to work Jack needed some information about the old phone number which was on a card back on the boat. Skully gave him a ride back to the boat (Skully got more beer) and Laverne called Nassau again about the telephone. She said she expected it would take an hour or two if they could reinstate the number, otherwise we would need to buy a sim card when we reached Freeport. Jack purchased \$30 worth of minutes for the phone from Batelco in the hopes that it would work, and just as they were leaving the area it did. Everyone made calls home to assure them that we were safe.



Skully and the diver delivered Ed and his crew back to Ariel at 4:00pm (and got still more beer). The next destination was to be Long Key, which was approximately 134 miles north. The trip would be overnight, and they expected to arrive in the afternoon of Saturday, December 1. The watch schedule was set on a rotation of three hours, with at least two people “up” in the cockpit at night. Much of the time all of the crew was in the cockpit. Inflatable life vests and tethers to the jack line were required of anyone in the cockpit at night.

Leg Two: Mayaguana to Long Key Saturday, December 1



Ariel continued sailing all night, rotating the watch every three hours. The fuel filter clogged and the engine shut down at 1:00am, and the jib was unfurled rather than trying to replace the filter. (The seas still were not calm.) The boat, with a reefed jib, continued to make approximately 7 knots per hour, almost what it was doing with the engine running. Ariel was also saving some fuel. The boat had 4 fuel filters and they were a little worried that they might have a problem if filters only lasted a couple of hundred miles

each: the estimated total trip distance was a little over 900 nautical miles. Ariel traveled approximately 125 nautical miles from 4:00pm on Friday to noon on Saturday, and arrived at Clarence Town around noon. She was anchored a mile or two from the marina in order to change the fuel filter: Ed was worried about the engine stopping while maneuvering in strong winds within a marina. Bleeding the air from the lines was a big problem, and Ed finally diagnosed the problem to be the bleed pump button being stuck. He removed the pump head, and after an hour or so the engine was restarted. On pulling up the anchor the deck anchor switch on the port side jammed, which caused another slight delay. Ariel has two separate windlass switches and the one by the wheel worked.



The marina dockhand guided Ed into a slip at the Flying Fish Marina that was protected from the ocean by a large stone wall, but a slip in which it was going to be very difficult to back out of. The winds had picked up significantly and in docking the port navigation light was damaged. (It was the dockhand's (Marvin) first day on the job and he did not know how to handle lines.) Also, it turned out that the slip had no electricity, and the option was to either run the engine at idle or run the 2000 watt Honda generator Ed had on the boat. The dock manager (Jason) had promised to bring an extra power cord (we were not near a pedestal), which he apparently forgot about. When he did bring the extension a couple of hours later, the nearest electrical pedestal did not work. It was

ironic that Ariel was the only boat in the marina, and that the slip was well protected but probably the hardest to get out of and one of the few without electricity. The Tayana is a terrific boat, but with a full keel it does not back well at all. Ed made a decision in the future to not take the first slip the dockhands want to put you in: he should have refused that slip and opted for one not so restricted. The winds had now picked up and it was obvious that the boat was going to have to stay in the marina for at least two or three days, when weather predictions showed improved conditions.

Ed and the crew were able to all take hot showers for the first time in a couple of days, and it felt great



To be continued in the February Port Hole issue....