

AMERICA'S BOATING CLUB

Golden Isles



The port hole

For Boaters, By Boaters™

A monthly publication of America's Boating Club Golden Isles

Upcoming Events

July

- 18 - Club Social
- 30 - Club Cruise

August

- 8 - EXCOM
- 18 - Club Social
- 26 - Club Cruise

September

- 12 - EXCOM
- 19 - Club Social
- 30 - Club Cruise

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Commander's Message



Cdr Jerry Lamb, P

Summertime and the Boating is Easy

It certainly has felt like true Georgia summertime lately with temps in the 90's for days in a row. The marshes are alive with wildlife, the fish are biting, the beaches are full. Time to get on the water and enjoy the one thing we all agree upon – Life is better on the water.

It's also time to think about what else summer brings besides heat and bugs. It brings boats, lots of boats. When we go out in the fall, winter, and spring, we are often the only boat out there except for the crab boats. In summer, everybody is out and most of them are not educated boaters. Pandemic boat buying brought a lot of new boaters to our marinas and launch ramps – and a lot more deaths (767 in 2020). This marks an increase for the first time in years according to the Coast Guard. And 77% of those were in boats where the operator had had no, nada, zilch, safety instruction. As on the highway, defensive driving is your best defense against ignorant and possibly alcohol impaired boaters.

Summer also brings sunshine, warming the cockles of our hearts and tanning our skin. We enjoy the sun, wind, and salt air. The days are longer, and we go further afield to try new restaurants or fishing holes. Those long hours are enjoyable but bring the risk of "boater fatigue." Yes, that's a real thing and it can manifest many of the symptoms of imbibing: slower reaction times, narrowed perception, and diminished critical thinking. Good hydration, swapping out the helm duties, and good preplanning for the day's cruise all help reduce the effects. But the best defense is to slow down and think things through twice before acting.

Speaking of swapping out the helm duties, it will make your boating time that much safer and fun if more than one person onboard is able to take the helm. Everyone, even guys, get tired and mistakes. I know that's hard to believe, but it's true. Read Mike Moye's education section about an upcoming class we are going to be offering specific to this very issue: Partner in Command. It will be taught by women from our club and will target mostly women.

The weather has been hot but not too humid with a couple of weeks of no thunderstorms, perfect boating weather. Unfortunately, *Dauphine* has been in the shed due to a family situation, so we didn't get to participate. That pattern will change, and our typical afternoon thunderstorms will start popping up. A radar app is a great thing to have on your phone, especially when it is generally cloudy, but nothing is a predictor of popup storms. *Eyes West, Young Man*. Keep looking that way and you can often see the buildup of the cumulus clouds

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Commander's Message (continued)

before the storm pops. Discretion is not only the better part of valor but is prudent when dealing with a real Georgia thunderstorm.

That's enough food for thought for now. Kudos to anyone who knows what the "cockles of your heart" are and a prize to anyone who can think of a hackneyed saying for the second paragraph; I couldn't come up with one unless you count "defensive driving".

Jerry

Executive Officer's Report



XO Cynthia Lamb, P

Sapelo Island, VSCs, and Co-op Charting

When you get out of your car at a marina on a beautiful Sunday morning and someone hands you a Bloody Mary garnished with the works you know you're going to have a fun day. Thank you to Bridgette Cuniff's friend Julie for the tasty drink. It should be noted that I only had a few sips and my friend Robin, who rode with us, drank most of it. Really.

So that's how the club cruise to Sapelo Island started. It only got better.

The sun was high, the sky was blue, temperature in the low 90s, the wind was around 5 knots, and the water had only a light chop. Perfect day for a cruise and a swim. Five boats and 16 people set out on June 25 to the southeastern end of Sapelo Island for a picnic on the beach.

This was the first club cruise (that I've been involved with anyway) that had all of us anchoring on purpose. Not only anchoring but anchoring on a beach. The anchoring part of the cruise was going to be the great unknown. For many of our cruisers, this was the first time they had tried this. Jerry and I had anchored before off Little Saint Simons, but not in our new boat. I knew this could be interesting. Our goal was to anchor with the stern facing the beach, then to use a second stern (or picnic) anchor that gets brought ashore and dug into the sand there. This will keep the boat from swinging around. The only way off our boat is from the stern unless I wanted to jump, and that wasn't happening.

First, we anchored out too far, so the water was over my head. Then we anchored too close, and we dragged the prop through the sand. Then the wind pushed us too close to other boats that were already anchored. We finally got in the right position, got the anchor to hold, and I was able to walk to the beach in about 3 feet of water. The water temperature was 79 degrees – perfect.

Everyone pitched in to help each other get anchored and to get their stuff onto the beach. The whole thing was a learning experience, not just in anchoring but in the whole picnicking on the beach thing. The beach on Sapelo Island was gorgeous. My friend, Robin, and I took a walk toward the ocean side of the beach and ended up, after a very short walk, on Nanny Goat Beach which was completely deserted.

I had a lot of fun, but must admit it was stressful trying to anchor correctly and making sure the other boats were successful as well. This was my big idea and I was worried that I might have gotten my fellow boaters and friends into something they weren't really comfortable doing. I felt much better though when I got a text the next day from Eileen Berta that said "That was the best cruise ever! Can't wait to see what we do next." Boy did that feel good to hear! I think we are all a little more confident anchoring now.

I will try and come up with another fun (and safe) adventure for us. This one might be hard to top though.

Vessel Safety Checks

Did you know that federal and state boating laws do not require a boat to have an anchor on board? Well, it's true. It may not be required by law, but we sure do encourage a boater to carry one. If you motor ever quits for some reason, you better

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Executive Officer's Report (cont'd)

be able to secure your boat before it drifts into who knows how much trouble. This is something that we talk about when we perform Vessel Safety Checks (VSCs).

One of the most important elements of safe boating is to ensure that your vessel has all the required safety equipment on board and that the equipment is in good working order. Having the required safety equipment can obviously save your life. I've had people tell me they don't need a VSC because they've been boating for years, and nothing has ever happened to them. I've had people tell me they don't want a VSC because their flares have expired; they know their boat won't pass so why bother. I tell them the importance of being able to signal for help in both day and nighttime conditions. You may not intend to be out in the dark, but it can happen. If you don't want to worry about your flares expiring, you can purchase an electronic beacon instead. These are Coast Guard approved for night signaling and they never expire. They cost about \$75 at West Marine.



Our club has 3 certified Vessel Safety Examiners: **Ed Reynolds**, **Mike Moya**, and **me**. Please contact one of us to have your boat examined. It's a good idea to have a vessel safety check every year.

The whole reason the United States Power Squadron exists is to promote safe, skilled, and fun boating. We do this through education, vessel safety checks, planned cruises, and something called **cooperative charting**. There is also a land-based component to cooperative charting called geodetic marker surveys. I know we haven't talked about these activities at all in the past few years, but that may soon be changing. The district is planning on holding a Zoom-based seminar on cooperative charting: what it is, the importance of it, and how to do it. Not only are we performing a valuable public service when we do these things, but they can be a lot of fun as well. I think that anything that gets us either out on the water or outside walking is a good thing. Please stay tuned.

Cynthia

Some Photos from the Sapelo Island Cruise



Squadron Education Officer Report



SEO Mike Moye, SN

Our **Advanced Navigation** class (Advanced Piloting) is winding down and the participants are getting ready for their final exam. I'm certain they would all agree that it is both a rigorous course and one that is chock full of very interesting and useful information. They should be finished with everything by the end of July.

The next course we're expecting is **Boat Handling** and that will occur in late summer/early fall. We'll give notice of it in an upcoming *Porthole*. The fall ABC class is scheduled for October 7 and we already have a couple of folks signed up. Please continue to help spread the word about this course.

In addition to the above, the course titled **Partner in Command** has generated some interest among our members. This course is for anyone who is typically not the "partner" in command of the boat. What would you do if the partner who is normally in charge is suddenly incapacitated? This course will provide some of the basics you would need to know in order to operate the boat and get back to the marina/boat ramp.

Hot Hot Hot

A few years back I spent a month down in the Caribbean as a goodwill ambassador for Rotary (tough job, but somebody had to do it). While there, I really got into the island music that was heard everywhere. Mainly the music was by Bob Marley and the Wailers or Ziggy Marley and the Melody Makers but there were others. One song I particularly enjoyed was by a Montserratian musician named Arrow. The song was called "Hot Hot Hot".

As I'm writing this article, it is July the fourth and instead of thinking of patriotic songs I'm humming that Arrow song. Note the accompanying photo that I took from our deck just a few minutes ago and you can see why.

See all the boats in the background? This hot weather seems not to be slowing anyone down here at Cherry Lake, Florida. But it can. It can turn a fun holiday into a medical emergency.

You already know about the dangers of heat stress, but please allow me to remind you of a few things of which we must all be watchful.

Most heat stress related maladies occur on land and are accompanied by high heat, high humidity, and physical exertion. On a boat, unless you have winch duty on a racing sail boat, you're typically seated, hopefully under a bimini, and in a breeze. Those three things make a world of difference. But what about open boats becalmed by a lack of wind and stuck in a blistering sun. What do you do? A little preparation for times like that will go a long way. Watch out for the folks who are most affected by extreme heat.



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Squadron Education Officer Report (cont'd)

They are typically older or very young or have a medical condition that makes them somewhat fragile. If you have crew mates that fit those categories, just be aware of what's going on. Along with watching for shallow water, watch for the big three kinds of heat related illnesses: heat cramps, heat exhaustion and heat stroke.

You'll know when heat cramps arrive. They come on quickly and are usually the result of dehydration. You'll feel the sharp muscle cramps and spasms—usually in the legs but they can also occur in the abdomen. So how do you know it's about to happen? I visited a fire college out in California a few years back and noticed a sign they had posted above the urinals in the men's restroom. They told me that the same sign was on the backs of doors in the lady's restroom (I didn't check). It was a color chart for urine. With the lighter colors they deemed your hydration level to be acceptable but reminded you to stay in that state. As the yellow color gets darker, you'll know that trouble is brewing and that you'd better get hydrated—quickly. This warning was for the men and women in turn-out gear who are fighting fires. We boaters need to be aware of those colors too.

When heat exhaustion arrives, you will have experienced heavy sweating, weakness, clammy skin, weak pulse, cramps, dizziness, nausea and even fainting. Heat exhaustion typically occurs during times of high temperatures and high humidity. So, what do you do when it occurs on a boat? Basically, you need to help the person cool off. Stop activities and move him or her to a shady spot. You may have to improvise shade with towels or whatever is available. Your goal is to get your victim out of the direct sun. Put cool wet cloths on the skin. Cool packs around the armpits or neck can also be helpful. Drink cool water—not alcohol. Part of your preparation for a hot day should be a cooler loaded with drinks containing electrolytes. Gatorade or other sports drinks are perfect.

When the body hits 104 degrees with a rapid pulse rate, heavy sweating, and cramps it's apparent that the condition is worsening. If confusion or agitation occurs, you need to seek medical help. Medical folks would tell you that if the condition were prolonged, it can lead to heat stroke which is the most serious form of heat injury.

So, how do you avoid being in this situation in the first place? Avoid being out in the sun during the hottest parts of the day. Wear light colored clothing. Wear wide brimmed hats. Use sunscreen lotion of at least 30 SPF. Wear sunglasses with UV protection. Drink lots of fluids. Avoid fluids containing alcohol and caffeine. Get acclimated—if you spend your life in an air-conditioned environment, don't jump into activities that take place in full sun, high heat times. And, if all else fails remember you're on a boat—go swimming.

Mike Moyer, SN
Club Education Officer



Administrative Officer's Report



AO Eileen Berta

Thanks to all who joined us at 1800 Mexican Restaurant for our June Social. We learned so much from Abby Sterling, Ph.D., Director, Georgia Bight Shorebird Conservation Initiative with Manomet, about our coastal shorebirds, their migration and nesting habits, and how we as boaters can help to ensure them a safe habitat.



For July, we will revisit Barrier Island Brewing on SSI for a casual social, either outside in their beer garden, weather permitting, or inside in the brewery.

July Social

Date: Tuesday, July 18

Time: 6:00 p.m.

Place: Barrier Island Brewing

1226 Ocean Boulevard

Saint Simons Island

912-268-2774

bibssi.com

Questions: eileenberta@gmail.com



Note this change and mark your calendars! The weekend of August 18-20, the Squadron from Tybee Light will be cruising to St. Simons and staying at Morningstar Marina. Instead of our usual Tuesday evening social in August, we will plan a joint social event with the Tybee group that weekend. Details to follow.

The Bertas have moved! The *Caroline Em* can now be found at Jekyll Harbor Marina. We were excited when we got the call that a spot had opened. The wonderful staff there were so welcoming. The first time we pulled in, a dock hand was right there to grab our ropes and said "Y'all go ahead in, I'll lower that bimini for you". Wow! I think we'll be very happy here!



BOAT SNACKS

I hope to make this a regular column. I'm looking for easy-to-make dishes, snacks, and lunches that are perfect for a day on the boat. This first recipe is for something called:

Cheater's Deviled Eggs

This recipe is from Martha Stewart. According to Martha, "It's everything you love about deviled eggs but deconstructed into an easier-to-make bite! Spread crackers with mayo and mustard, then top with a slice of hard-boiled egg and smoked sweet paprika." Click on the blue link above to get the complete recipe.

THIS IS FOR ALL YOU BOAT NERDS...

QUIZ TIME

Q: If you are heading on a course of 285 and the current is flowing in the same direction as the ships heading, what is your course made good?

Send me your answer. A winner will be selected randomly from the correct answers and will win a prize at one of our next socials.

More Photos from the Sapelo Cruise



(Photos: S. Krause Jones, C. Simpson, J. Lamb)

Photos from our Last Social



(Photos: C. Lamb)

The Cruise Scene

The July 30 (yes, another Sunday) cruise is going to take place in my neck of the woods - the beautiful **Hampton River and Village Creek**. On this cruise, we're going to meet up at the Hampton River Marina at 10:00 am. We will proceed down the Hampton toward Sea Island, then take a side trip up Village Creek. We routinely see dolphins on this route and it's fun to gawk at the Sea Island houses. We will then proceed toward the mouth of the Hampton River, just west of Pelican Spit where we will raft up to have lunch. For this cruise, our boat will serve as the anchor boat. The other boats will just need to raft up to us on both sides. I've been inspired by all the raft ups I've been hearing about from our sister clubs across the district. It should be lots of fun. If it's hot, and you decide to take a dip in the Hampton, please be sure to wear a life jacket and have a throwable (Type IV PFD) attached to floatable polypropylene line ready. I've gone for dips before there and there's always some current.

Let me know if you will be joining us.

Cynthia Lamb, XO/Cruise Director

SOME CAUTIONARY TALES

Last month I asked some of our most experienced boating members for their "most memorable boating misadventure." I shared several of their stories with you. Well, Mike Moyer wins the award for most "most-memorable-boating-misadventures." I am sharing his second story with you this month. Maybe this should just become a regular column for Mike.

There I was, stuck on Blackbeard Island *supposedly* on a deer hunting trip.

It was a below-freezing late December day and a gale was blowing over my frazzled head. No food, no phone, no boat, no nothing but a wet sleeping bag and a half bottle of Drambuie.

I was invited not for my hunting skill, but because I had a boat. It was going to take two trips to cross Sapelo Sound. I dumped the first guy and some camping "stuff" and went back for the others. When I emerged from the creek, I was facing huge waves from the ocean and spotted dorsal fins of what I swore were sharks. I turned around.

Since I couldn't go back for the other guys, we thought it would be ok for me to look around the island for deer. While I was in the woods my friend took my boat and decided he could make it back across the sound. He didn't come back.

My night in the cold, wet sleeping bag was miserable. I woke to the sound of a Coast Guard helicopter crossing the island. I knew exactly what happened. They were looking for my friends and my missing boat.

With great trepidation I gathered my belongings and the empty bottle and went to the DNR dock to try to get back to the mainland. At the dock, much to my surprise my boat was floating nicely and properly secured. My buddy had gotten lost, run out of gas, and had to paddle part of the way back and didn't make it until it was too late to return.

That was 48 years ago. I haven't been deer hunting since--especially not on a boat!

Mike Moyer



(This is why our club teaches Tides & Currents)

Here's a cautionary tale from one of our favorite shallow transit areas. You guessed it! Jekyll Creek. This photo was taken just about a month ago and posted on a cruisers' group.

Go to tidesandcurrents.noaa.gov to get tide predictions for any date or time you will be transiting these notorious shallow spots like Jekyll Creek and the Little Mud River.

Today's Tides (LST/LDT)		
next tide at		
	7:27 PM	
12:42 AM	high	7.83 ft.
7:14 AM	low	-0.61 ft.
1:09 PM	high	6.91 ft.
7:27 PM	low	-0.30 ft.



Click on the graphic above to access tide and current predictions anywhere in the US

America's Boating Club of Golden Isles Calendar JUL - SEP 2023

July

July 18 - Club social at Barrier Island Brewing
 July 30 - Club Cruise Hampton River

August

August 1 - Content for The Porthole due
 August 8 - The Porthole distribution & EXCOM meeting
 August 18 - Club social with members of the Tybee Light (Savannah) club - Morningstar Marina pavilion
 August 26 - Club cruise (TBD)

September

September 5 - Content for The Porthole due
 September 12 - The Porthole distribution & EXCOM meeting
 September 19 - Club social
 September 30 - Club cruise (TBD)



Upcoming Club Cruises

July 30 - Hampton River
 August 26 - TBD

Advanced Piloting
 June 12 - July 10

ABC October 7

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What was your first boat?

Ed Reynolds' first boat was a sunfish

Pete McLain's was a 1966 16-foot Larson with a 40 HP Evinrude (Vroom!)

Jerry Lamb had a 16-foot O'Day Day Sailer with no motor (no Vroom)

Alice Vaughan's first was a Stratos Fish & Ski that was probably 10 or more years old when they bought it. "It was 19 feet long, with a bright blue glittery paint job, and a 175 hp Johnson 2-stroke that guzzled gas. Dave and I were the third owners. We realized after owning it a while that we'd be better off getting a newer boat & motor. We had to fill the tank for nearly every outing!"

John and Daria Lijoi's current boat— a 21-foot Nauticstar - is their first boat. (Livin' the dream!)

Cathy Stortz owned a small sailboat about 12 -15 feet long. "I can't remember the name of the boat, but the main sail went over the mast and had a daggerboard. That is how I learned to sail."

Mike Moyer: Well, my VERY first boat was a little plastic ship that a mean cousin lifted from my toy box. Though I spotted it in his toy box, I never got it back. My first boat that I actually paid for was a 1971 Lott Craft Tri-Hull with an open bow. It had an 80 h.p. Mercury and traveled fresh water and salt water in Georgia and Florida.

Teresa Wilsdorf's first boat was a MacGregor 25 sailboat

Bridgette Cunniff's first was a Larson 226 LXI (down there in Louisiana! Kyoo!)

Mark Crawford: My dad had a circa 1973 Deck Boat with a 50hp Evinrude. I learned to ski on that boat. My first power boat was a 28-ft Four Winns with a 8 liter monstrosity of an engine that caught fire.

Rick Hindery's first boat was a Hobie 16 catamaran (Cowabunga!)



CONTRIBUTE TO OUR NEWSLETTER!

Please submit an article, picture, or even a link to a boating story or video that you feel other club members may enjoy. All newsletter content is due to Cynthia Lamb 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.