

AMERICA'S BOATING CLUB

Golden Isles



For Boaters, By Boaters™

A monthly publication of America's Boating Club Golden Isles

**Upcoming Events
September**

- 20- Tour of Home Front Museum followed by dinner
 - 24 - Satilla River to Woodbine Cruise
- October**
- 1 - CoastFest
 - 8 - ABC Class
 - TBD Club Cruise to Fernandina Harbor
 - 21-22-D26 Fall Conference
 - 25 - "Millionaires' Yachts" presentation by Allison Dupuis from Jekyll Mosaic

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Commander's Message



Cdr Jerry Lamb, S

Keep Your Mind in the Boat

As a Coast Guard Academy cadet, we rowed 26-foot lifeboats, often across the river and back for exercise before breakfast. Last boat in had clean-up detail. We were constantly admonished to "keep your eyes in the boat," meaning look straight ahead (aft when rowing) and focus on your rowing. I have had to coin a new phrase for myself, namely "Keep Your Mind in The Boat."

This was occasioned by the results of my failure to do so one August Sunday. We had cancelled the cruise down the Hampton River due to, as usual, the inclement weather. We decided to replicate the cruise the next day and invited friends to join us. The weather cooperated, and we set out. The trip through Mosquito Creek was normal, with the low water alarm going off twice even though it was just past high tide.

We proceeded to the mouth of the Hampton. It has been shoaling outward from the north bank of the river over the last couple of years, enough so that I had marked waypoints last year where the water depth was about 5 feet at low tide. I had just pointed out these to my friend because we were close to one waypoint. Cynthia pointed out a drifting fender about 20 yards away, I turned to retrieve it. And immediately ran aground. Fortunately, with raising the motor and enough power, we got free, though the depth sounder read 1.9 feet at one point. Acting without thinking, even knowing the boat was at my personally marked low spot, was a complete loss of situational awareness on my part. Keep Your Mind in The Boat!

When my heartrate went down, we proceeded to the area off the northern tip of Sea Island to anchor for lunch. Dropping the anchor and letting out "enough" scope, I noticed that the anchor was not holding. Rather than pulling it up, I let out more scope until it finally grabbed. Surveying the situation, I found out that we were now only about 100 yards off Pelican Spit, so we decided to pull up the anchor and move into Village Creek for lunch and a swim. It took two of us to pull it in; we discovered that a large conch shell had jammed the flukes of my Danforth anchor; it only held when enough scope buried it so deep that it caught. Even noticing that something wasn't right the first time, I just went ahead with my plan. Keep Your Mind in The Boat!

We motored to Village Creek and got a good anchor set for lunch. After eating, Cynthia wanted to go for a swim. Looking at the current (maybe 2 kts), I tried to dissuade her -- no joy. We did the right things for a swim at least. Put out the throwable on a long polyester floating line and had a boogie board for her to hang on to in the water. She got in, grabbed the board; it looked like she was being towed by the boat underway. We pulled her in right away and all was well. Given the environment, it was not a good decision on my part to go ahead with the swim. Keep Your Mind in The Boat!

Deciding to head home, we got to the dock and found all the berths facing the current taken with

Continues on next page.

Commander's Message Continued

the ebb in full flow. Having wanted to try downstream docking, I convinced Cynthia to try it. After two failed attempts, she was ready to head for our long dock where we could face the current. Frustrated by now, I wanted to try it myself, despite the fact that Cynthia always docks the boat. We got ready and were going to use a docking line that we just loop over the cleat and then swing the stern in by going forward. I missed and went to back out, forgetting that the motor was not turned the right way for backing. Of course, I hit the boat in the adjacent slip, cracking my motor cowling and putting a small crack in his deck fiberglass. Knowing that the better docker had said it was too hard, that the current was too swift for just practice, and that discretion would have been the better part of valor, I persisted. Keep Your Mind in The Boat!

A comedy of errors? Maybe. More to the point is that all these incidents happened in one day and, except for the wayward conch, could have been avoided. We are often "lucky" when our inattention, assumptions, and hubris get in the way. Except for the last one, the no harm, no foul of the others might not have caused me to think about how you need to be constantly thinking "what if," despite spending a lot of career time investigating real mishaps of big things like submarines.

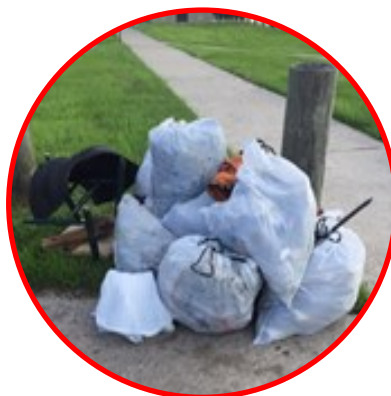
KEEP YOUR MIND IN THE BOAT!

Jerry

Liberty Ship Park Litter Pick-Up

Thank you so much to Jerry & Cynthia Lamb & Cathy Stortz for joining Mr. Rick & I this morning. They gave an hour & half of sweat equity to benefit the community! I do believe the term sweat was definitely the operative word this morning even at 8am! This mighty crew of 5 removed over 9 trash bags of trash left on the ground, among the bushes, and under the bridge by those who should know better! In doing a bit of post-holiday park cleanup, this beautiful community park is a bit closer to pristine. Thank you again!

Sharon Hindery



On left: Jerry and Cynthia Lamb, Cathy Stortz, Rick and Sharon Hindery

Center: Our haul for the day

On right: Rick, Cathy, Cynthia and Jerry

All pictures provided by Sharon Hindery

Administrative Officer's Report - September



AO Eileen Berta

Caroline and Emily enjoyed their first cruise on their namesake "Caroline Em" this month. The whole family enjoyed a break in our recent questionable weather for a beautiful, smooth sailing day on the water! Notice those yellow PFDs on the kiddos? Did you know that Sea Tow will loan you PFDs for your visiting children and adult guests? We were surprised and pleased to get clean, brand new - tags still on them! - jackets for our granddaughters. You need only provide the child's age, height and weight. A great benefit to keep in mind for those who have infrequent visitors, especially children who will require a PFD not normally found on your boat.



Caroline & Em on the "Caroline Em" with proud Grandparents



What a beautiful night and fun evening was enjoyed on the wine cruise with Georgia Tidewater Outfitters! A fortunate break in the weather for our Club (we must finally be doing something right!) led to a pleasant evening cruise and magnificent sunset! So glad we decided to go ahead despite the forecast earlier that day and opted for the 6-8pm time for maximum sunset viewing! More pictures are on page 10.

September Social Event:

As you have seen in previous *Portholes* and my recent email, we have booked a group tour at the Home Front (WWII) Museum on SSI for our September get together. Thank you to those who have already RSVP'd - we have met the minimum for the group tour and rate. You may still RSVP for either the tour and dinner after or to just join us for dinner. Please join us for this informative experience around our coastal area's role in WWII!

Date: Tuesday, September 20

Time: 3:00PM

Meeting place: "Boathouse" entrance to the Home Front Museum (old Coast Guard Station) on SSI. There will be an overview and brief film there, followed by the self-directed tour. Docents will be available for questions throughout the tour.

Dinner: Immediately following tour, Barrier Island Brewing, 1226 Ocean Blvd., SSI, outdoors on their covered patio.

Upcoming:

October 25 - Allison Dupuis from Jekyll Mosaic will present on the Millionaire's yachts, location TBD.

November - **No Social** to allow Members to enjoy the RSM and Thanksgiving.

December 9 - **Mark your calendars!** We have reserved the Riverhouse at Sanctuary Cove, site of last year's COW, for our annual Club Christmas Party potluck and wacky gift exchange.

Eileen

Boating Mnemonics That Work...for Me



XO Cynthia Lamb, S

When one is first learning boating, there are lots of terms, concepts, and rules to remember. Many boaters end up using different memory tools to learn and to recall it all.

Mnemonics are a great way to remember something. To this day, I still know the names of all the great lakes because of the **HOMES** mnemonic. I took piano lessons when I was about 8 years old and can still recall the order of the notes on the lines of the Treble Clef from the bottom to the top (E, G, B, D, F) because of the mnemonic **“Every good boy deserves fudge.”** Today kids are probably taught “Every good boy deserves fruit” because it’s healthier.

I don’t know why, but I got to wondering about the most useful mnemonics for boating. Read on if you want to hear about some of my favorites, including some that I made up.

“Red sky at night, sailors delight. Red sky in the morning, sailors take warning” is a very old mariner rhyme that we probably have all heard. My mother used to say it all the time, and she wasn’t even a sailor. Supposedly, the concept of a red sky at night predicting fair weather for the next day is over two thousand years old and is even cited in the New Testament. According to the National Oceanic and Atmospheric Administration, this old saying does have a scientific explanation and is correct in most cases (e.g., it works in the mid-latitudes in the Northern Hemisphere).

“Red, right, returning” might be the most well-known and useful boating mnemonic (again, even my mother knows this one). This is a way for boaters to remember on which side of the marker buoy they should pass. When coming from the open sea or proceeding upstream, a boater must keep the red Aids to Navigation (ATONs) on the right (starboard) side. When proceeding toward open water (seaward), navigate so that the green ATONs are to the boat’s starboard.

Many people remember which side is **“port”** and which side is **“starboard”** by remembering that the words “left” and “port” have the same number of letters. They also remember that the red navigation light is located on the port side of a boat because Port is a red-colored wine.

After boating a few years in this area, I’ve learned some new mnemonics that have proven to be quite useful. My goals are to be safe, have fun, and be comfortable. This not only means the obvious things like no running aground and not getting caught in bad weather, but also having the smoothest ride possible.

“The bend is your friend.” I heard this one from a random guy at our marina last year. I love it. This mnemonic helps keep you from running aground. In a meandering river or creek, water flows fastest along the outside of the bend, and slowest on the inside. The fast-running water scours the bottom, making the outer part of the bend the deepest part. In straight rivers or creeks, the fastest flow tends to be in the middle. This mnemonic could use a little enhancement though. You don’t want to go too far to the edge of the bend; about $\frac{3}{4}$ of the way is about right. My contribution to this phrase would be: “The bend is your friend, but not to the end.”

“If birds soar, boat some more.” I’ve been working on my weather forecasting skills using both technology and natural methods. There are various weather forecasting methods that rely on birds. For example, if you want to know the wind direction, find some birds and see which way they are pointing. Birds like to face into the wind. Also, if you’re at the beach and all the seagulls fly inland, head for the car.

This particular mnemonic looks at birds in flight. Generally, high-flying birds indicate fair weather and low-flying birds are a sign of rain. Most researchers say that it’s all about birds sensing the changes in atmospheric pressure. Birds find it uncomfortable to fly high in low atmospheric pressure. I’m not sure this concept is totally reliable, but it does have a lot of merit based on what I’ve been reading.

“45 degrees is a breeze.” To safely cross the wake from another boat, slow down and approach the wake at a 45-degree angle. It’s not only safer, but it makes the ride much more comfortable for your passengers. We teach this concept in our ABC class, I just came up with the phrase.

“If you tack, it will save your back.” This one expands on the one above. The 45-degree angle concept is not just for crossing wakes but can be used to take on head seas as well. I usually sit up front in our open bow boat, so hitting waves head on is not very comfortable. Remember, a straight line may be the shortest distance to where you want to go, but it’s not always the safest, or most comfortable route. If you find yourself in rough conditions, take the seas ahead at a 45-

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Boating Mnemonics That Work...for Me *Continued*

degree angle; first to one side then the other. Allowing equal time for each tack will maintain the same average heading. I thought tacking was only for sailboats until I took our boat handling class. Brilliant.

“GRN: Green, right, north.” My husband and I spend a lot of time going in and out of the intracoastal waterway (ICW). We all know “red, right, returning” but when you’re in the ICW here, the open sea is to our north. It can get confusing. So, when you’re going north on the ICW, just remember GRN. Keep those green ATONs on your right.

“Bow down or I’ll frown.” When we get into any sort of chop and my ride is starting to get uncomfortable, Jerry uses the trim tabs to get the bow down. This cuts the chop and gives us a smoother ride. If you do this, your passengers will thank you.

If you have any additional mnemonics of your own, please let me know.

Stay safe and have fun out there.

Cynthia



Happy Birthday in August

to

George Carellas

Keenen Krause

Stephanie Krause-Jones

Mike Moye

Dee Morrison

Russ Wright

Club Education Officer Report



CEO Mike Moye,

This article is supposed to be about the educational activities of our organization. But sometimes I get sidetracked in a different direction hoping there will be at least some educational content bubbling up as I meander through a story. Also, I've promised myself that I would steer clear of mentions of weather and particularly hurricanes. However, it is September and that's the month that historically spawns more hurricanes than any other month. And so, I couldn't help getting caught up in thinking about one of the worst September hurricane seasons I've ever experienced. I guess the thing that really triggered my thoughts is the fact that a hurricane with the recycled name of Earl is currently churning in the Atlantic.

September 1998 gave birth to an earlier version of Earl. Earl was not a "super bad" hurricane like some of the better-known storms. My boat, "Spirit," had survived with very little damage the major storm Opal which hit Destin in 1995. Opal was a killer and I had seen firsthand what could happen with a major storm. However, the winds from Earl barely exceeded 100 mph when it reached landfall east of Panama City, Florida. But what caused me problems was the storm surge and flooding at the boatyard in Alligator Point where my boat

was located. Alligator Point is much farther east than Earl's point of impact, so the wind was not so bad. And, so, this is where, when telling that story, I usually say something like "did I ever tell you about the time my boat sank in a parking lot?"

I'm getting a little bit ahead of myself and probably need to mention why I was at a boatyard in the first place. A couple of weeks earlier, with no thought of tropical storms brewing off Mexico, I made the discovery of "Oh Sh*t Rock." My rock is not on a chart, but I certainly gave it a name and made sure to share its position with everyone at my local Yacht Club. Maybe it will make it to a chart someday. If you find yourself scalloping in the Big Bend area out from St. Marks take heed. Be especially careful if you navigate between Peter's Rock and Grey Mare Rock (30/03'56 N; 84/04'24 W) or you too will find yourself naming a rock using very expressive language. The picture of a mangled prop came off the port side of Spirit. The rock also destroyed a rudder, a 1 1/2" shaft, and a strut.



Mangled Prop

And so, getting back to Hurricane Earl, the truth is, the boat didn't actually sink, it just "settled." The mechanic working on my rock discovery damage always had an eye out for bad weather. About halfway through with the project, we had predictions about an approaching storm. He knew what would happen if a flood from rain and a tidal surge hit at the same time. To make the repair on Spirit he had already removed all the running gear from the port side. This left two big



Check out the anchor rode wrapped around the pole.

holes in the bottom of the hull from the shaft and rudder as well as a dozen bolt holes for the strut. Sure enough, his prediction was dead on and during the storm the rising tide lifted the 35' boat off the stands and it floated out into the dirt parking lot. As the tide receded, the boat settled on its port side where the prop and rudder had been removed and that allowed the starboard side running gear to settle barely touching the parking lot. I always keep cone shaped wooden plugs on board for emergencies. Not only did my guy have the foresight to put the wooden plugs in all the holes in the bottom he took the anchor and rode and wrapped it around a telephone pole—see the picture. Without that, my boat would have been a permanent fixture in a marsh somewhere. He saved the day and not only earned a big tip from me but lots of new customers for his mobile repair business.

We stress hurricane preparedness but how can you prepare for something as strange as my "sinking in the parking lot" story? I guess sometimes it just takes someone with experi-

Continues on next page.

Club Education Officer Report Continues

ence, boat knowledge, and a keen weather eye (my mechanic); and, for my part, blind luck.

I should point out that for boats that live in the water full time, pulling them out and storing “on the hard” at a boat yard during hurricanes is a very good practice. And, many insurance companies will assist with the cost of that practice. Wandering around Brunswick Landing Boat Yard recently, I noticed their recent installation of concrete pads with steel eyes in their boat storage area. The eyes are the key element there. A boat is placed on stands, which are properly chained together and then it is strapped down to the eyes anchored in the concrete. The thought there is that the heavy winds will not blow it away due to the straps and depending on where the yard is located, it might help keep it from floating away.

COURSE AND SEMINAR SURVEY

Within the next week or so our club will be conducting a survey of our membership to determine your recommendations/requests for courses and seminars during 2023. It has been a few years since our last survey, and we have welcomed many new members who didn't get to participate in the previous questionnaire. We'll survey general categories for courses and hopefully that will allow us to narrow the selections down to a few that might appeal to you.

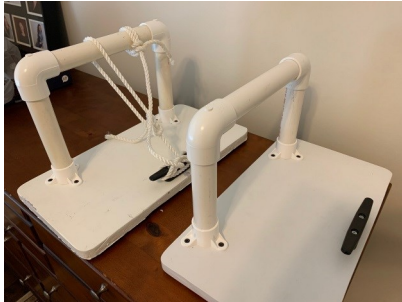
In addition to the survey, if you have specific requests for a course or if you have interest in teaching a particular course or seminar, please let us know.

Mike Moye, SN
Education Officer

America's Boating Club Golden Isles at CoastFest 2022

Our club is going to be an exhibitor this year at CoastFest. CoastFest will be held on Saturday, October 1, 2022, from 10 a.m. to 4 p.m. at Mary Ross Waterfront Park in Brunswick. CoastFest is the largest outreach event hosted by the Coastal Resources Division of the Georgia Department of Natural Resources. We've been told that there could be up to 10,000 people attending this event. Here is a link to the event if you would like more information: <https://coastalgadnr.org/CoastFest>

Our table will provide visitors with an interactive, hands-on learning environment focused on boating skills and boating safety. The primary audience for this event is school age children. We want the kids that visit our table to learn something practical, to walk away with something that they had a hand in creating, and to get the chance to win a fun prize. We will give kids the chance to learn something about knot-tying, distress signaling, and the use and meaning of nautical flags.



Our exhibit will include 2 knot-tying stations (see photo at left). These stations were designed and built by Charles Wilsdorf and Mike Moye for our boat handling class.

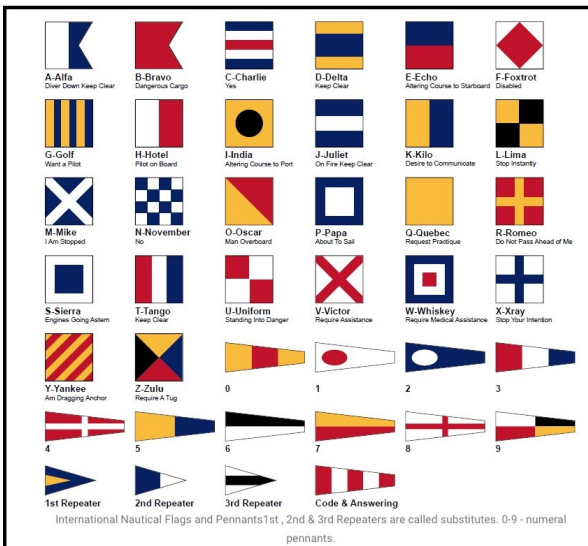
We will use these stations to demonstrate and teach our visitors a few of the most important knots in boating such as the cleat hitch and the bowline. We will also explain the importance and characteristics of a good knot. For example, it performs the intended job, is easy to untie, and doesn't untie itself unexpectedly.

The next exhibit area will deal with the various ways that boaters can send out signals. This includes distress signals, as well as other signals like "Diver down, keep clear." We will have items at the table that can be used to signal others when out on the water, things

like flares, flags, whistles, and electric distress lights. We will then demonstrate and teach visitors how to send out the Morse Code for SOS (see below) using a flashlight (3 short flashes, 3 long flashes, 3 short flashes).



The third area of our exhibit will revolve around nautical flags. Nautical flags are also known as international maritime signal flags, signal flags or boat flags. We will have a poster on display that shows the different flags, the letter or number they represent, as well as the phonetic alphabet and the inherent meaning of some of the flags (e.g., "Man overboard" for the letter O/Oscar). We explain their value at sea in case of breakdowns in other communications systems (e.g., radio) or in case of danger. These flags (especially the phonetic alphabet used during radio transmissions) are used today by commercial ships and the Navy.



Kids are going to be able to create one of the 26 alphabet flags to keep. We have already created scores of templates for each letter. These templates are on card stock paper. After each child colors in their flag, the flag will be secured by a polyester cord (about 3 feet long). The giveaway here then is the flag that they helped create and the cord that can be used to practice knot-tying.

Kids who complete all 3 challenges will then be entered in our raffles. We have been collecting items to be raffled off throughout the day. To date, I have received 4 items for our raffles: two from a talented artist who has painted some beautiful sea creatures, and two from the St. Simons toy store Whippersnappers.

We've had a lot of support already from Mike Carellas, Kay Miles, Cathy Brewer-Moore, and Charles Wilsdorf with this endeavor. We are now looking for volunteers to work an hour or two at our table during the event. We are very well-organized, so we think the day will go very smoothly. Please let me know if you will be able to help.

Thanks so much.

Cynthia

The Cruise Scene

Our next boating adventure planned for September 24 is not for the faint of heart. You must bring your "A Game" to complete this adventure. I'm calling this cruise...

The Camden County Challenge

The first thing you must be able to do is to get yourself to the Woodbine Community Park and Boat Ramp located on the Satilla River. It's about 20 miles up the Satilla River from the south end of Jekyll Creek. There is a public dock there (see picture) with room for perhaps 4 boats. I'm not at all worried about the size of this dock. If we could get 6 boats docked in 2 spots at Darien, this will be no big deal. Rafting is just another part of the fun. In addition, high tide will be 10:53 a.m. that day in Woodbine.



Commander Jerry is working on a route for us to follow. Specific instructions as to rendezvous locations, departure times, etc. will be forthcoming.

Once you successfully dock, the next challenge is to get yourself to Woodbine's #1 rated restaurant: **Captain Stan's Smokehouse**. Granted, there are only 3 restaurants in Woodbine, but it's still #1.

Google Maps says it's 0.6 miles from the Community Park to the restaurant. Because you came by boat, this requires you to walk. It's about a 15-minute walk including walking up the ramp, crossing the pier pictured on left, and walking up a boat ramp. You will pass the park's public restrooms and will be on 1st Street. The restaurant is on 7th Street, so it is a 6 block walk. If you had your car (which you don't) or called for an Uber (which I doubt you can get), it would take you about 2 minutes.

Now the real adventure begins. To call Captain Stan's rustic would be an understatement (see photos below). One TripAdvisor reviewer called it "authentic and funky, not fancy." She got that right.

The food and service are supposed to be very good. Their website describes their fare as "Backyard Barbecue, Local Seafood and Soulful Southern Sides."



After soaking in the vibe, cavorting with the Woodbine locals, and eating your fill of loaded baked potato with Boston butt, you get the chance to walk those calories off with your return stroll to the dock. At least the return trip is downhill.

So let me know if you're up for the Camden County Challenge!

If you don't want to take your boat over, maybe you'll consider driving over and meeting us for lunch. Contact me ASAP if you want to participate.

Cynthia

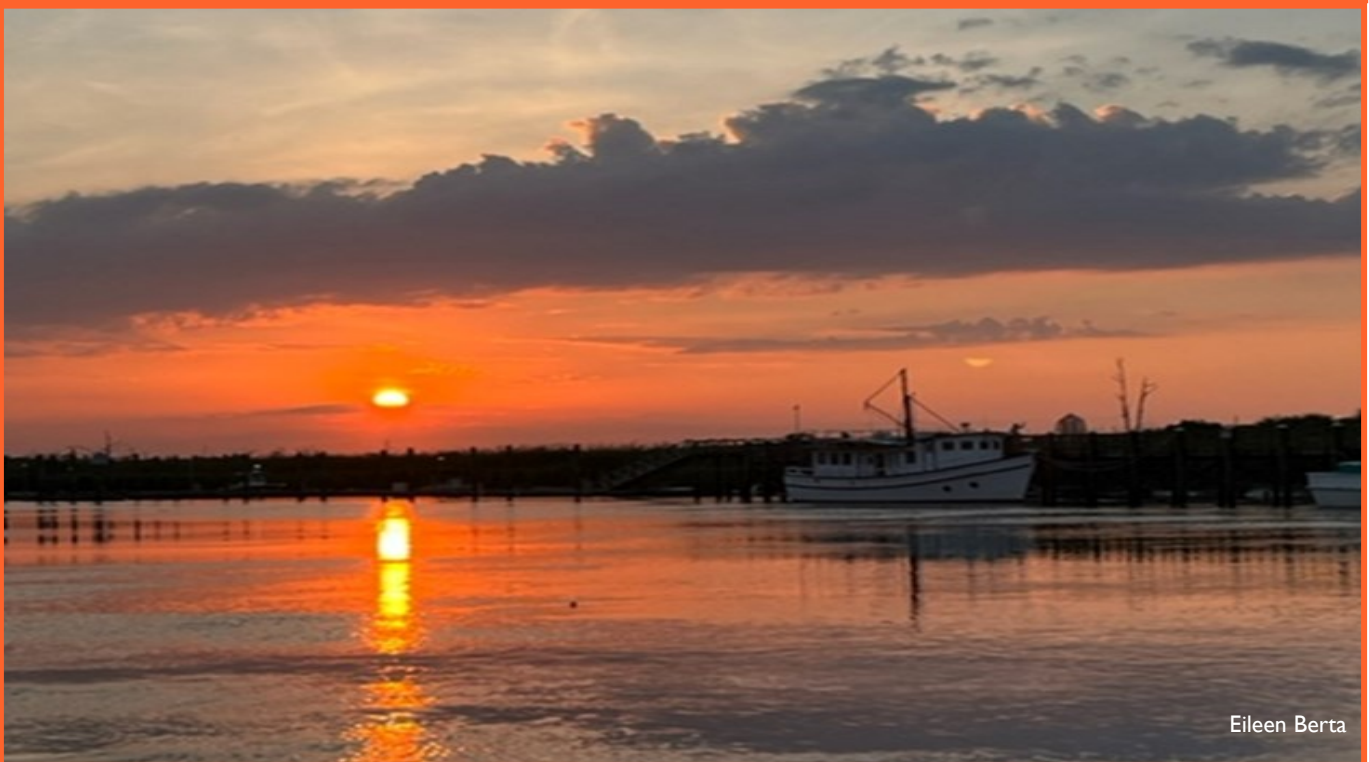
Sunset Cruise from Darien

(All pictures provided by Eileen Berta and Cathy Stortz)

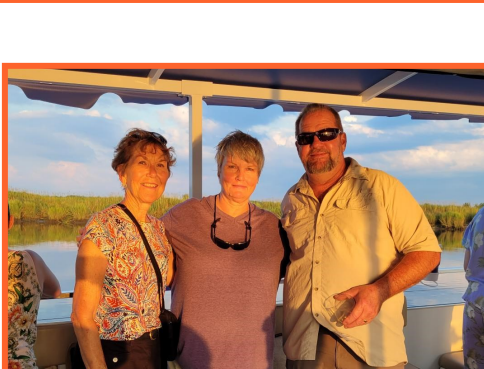
Top left: Georgia Tidewater Outfitters' Boat

Top Center: Captains Kim and Paul Medders

Top right: A few of Darien's shrimp boats



Eileen Berta



Bottom left: Margaret and Bob Butler, Jerry Lamb, Ed Reynolds and Cindy Simpson

Bottom Center: Vicky Jefferis, Cathy and Joe Stortz

Bottom right: Eileen and Frank Berta

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

September

- 11-18 - ABC 2022 Governing Board Meeting in Raleigh, NC
- 20 - Group tour of Home Front Museum at 3PM. Dinner will follow
- 24 - Club Satilla River to Woodbine Cruise



October

- 1 - CoastFest
- 4 - Content for *The Porthole* due
- 8 - ABC Class
- 11 - *The Porthole* distribution
- TBD - Fernandina Harbor Marina Cruise
- 21-22 - D26 Virtual Fall Conference, Awards & Workshops
- 25 - "Millionaires' Yachts" presentation by Allison Dupuis from Jekyll Mosaic



2022 Club Cruise Dates

Sept 24 Satilla River to Woodbine
Oct to Fernandina Harbor Marina

November

- 1 - Content for *The Porthole* due
- 8 - *The Porthole* distribution
- No club social in November

December

- 9 - Club Christmas Party at Riverhouse at Sanctuary Cove

ABC Class
October 8

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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.