

AMERICA'S BOATING CLUB

Golden Isles



For Boaters, By Boaters™

A quarterly publication of America's Boating Club Golden Isles

Upcoming Events

April

22 - Club Social
26 - ABC class

May

1 - CCGA talk
7 - Tides lecture @BLM
9 - Club Social
10- Brunswick BOTF
13 - EXCOM
17 - Flare turn-in

June

10- EXCOM
17 - Club Social
27- DR trip planning

Inside this issue:

Commander's Message	1-2
XO's Report	3-5
SEO's Report	6
Upcoming Club Socials	7-9
Flare Turn-In Event	10
An Amazing Feat of Navigation	11-13
BOTF 2025	13
COW Recap & Photos	14-16
From the Mind of Rick Hindery	17-18
Fire Extinguisher Regs	19
CoastFest Report	20-21
Insurance update	21
Club Contacts	22

Commander's Message



CDR Mark Crawford, AP

The New Watch Year Has Begun

We had a very nice Change of Watch (COW) at the end of March. The entire Bridge is continuing in their respective roles, for which I am very grateful. XO Cynthia Lamb, SEO Mike Moye, Asst SEO Jerry Lamb, AO Daria Lijoi, Secretary Alice Vaughan, and Treasurer Sharon Hindery round out the 2025 Bridge. With a year of experience, the jobs should be much easier and productive.

Barb Sommers, the District 26 Commander, joined us at the COW.

It was great to have her as we gained some insight into the overall organization's activities and goals. One of the National and District goals is to grow and retain membership. The club membership is flat to down slightly and there are many ideas floating around to address this matter.

Our squadron had a very successful year, winning many awards.

Barb presented two **Distinctive Communicator Awards**. The first was for the *Porthole* newsletter for content and professionalism. As the editor, Cynthia Lamb was instrumental in producing our interesting and entertaining newsletter. The second award was for our website. David Jones spent countless hours creating an informative, educational and entertaining website, all on a very tight budget. In addition to the creation of the website, he maintains and updates it on a very regular basis. Check it out at GISPS.org.

Vicky Jefferis received a **Certificate of Appreciation** for her work in guiding the squadrons in our district through the Merit Mark process. I wrote an article a few months ago regarding Merit Marks. It is a time-consuming process to identify deserving members and to submit the recommendations to the national reviewer. Vicky managed this process for the 10+ squadrons in our district.

Our squadron also received two awards for educational accomplishments. The first is a third-place finish in the **Wolf-Ewing Award**. This award is for the highest percentage of members passing courses and achieving educational proficiency. The second award is first place in the **Prince Henry the Navigator Award**. This award is given to the squadron with the greatest improvement in advanced grades such as Advanced Piloting, Junior Navigator and Navigator. This is a prestigious award, and it comes with a traveling statue of Prince Henry himself. Credit Mike Moye, Jerry Lamb and Charles Wilsdorf for making this all happen.

Continues on next page

Commander's Message (continued)

Finally, Cynthia Lamb was presented with a **National Award for Cooperative Charting**. We finished 21st nationally for our participation in Cooperative Charting.

The Squadron Level awards were also presented.

Catch the Spirit Award was given to Daria Lijoi for her tireless efforts on all of our social activities. She set up and managed all our events. And if that was not enough, she created a movie set boat in her backyard for the murder mystery event. What a great time!

The **Bravo Zulu Award** was given to Sharon Hindery for her tireless efforts in doing whatever was asked. She serves as treasurer but assists in many efforts of the club.

Charles Wilsdorf was awarded **Member of the Year**. Charles devotes many hours of effort to teaching a multitude of classes for our squadron. These classes are interesting, challenging and enjoyable. Beyond teaching, Charles knows how the National organization operates, and his insight has proven valuable many times.

Finally, I wanted to mention that members of our squadron earned 18 Merit Marks this year. For the size of our club that is remarkable. It shows that many people devote their time and talents to making an enjoyable experience for all.

Mark Crawford

Commander



Commander Mark in some intense tutelage with Charles Wilsdorf

Ed. Note: Mark recently completed all of his assignments for Celestial Navigation. This photo shows Charles providing feedback and offering Mark support on his "sight folder."

This is just one of the many reasons why Charles was selected as Member of the Year.

(P.S: I have not even started my sight folder yet. Uh-oh.)

(Photo courtesy of Teresa Wilsdorf)

Executive Officer's Report



XO Cynthia Lamb, JN

Boat Nerds Go to England

Jerry and I are recently back from an amazing trip to England. We went on the occasion of Jerry's granddaughter's wedding. His granddaughter, Karen, moved to England in 2019 to take a job with HSBC Bank. She is now married to a wonderful young Englishman, Tom. They reside in Cambridge.

As part of the wedding festivities, Tom's parents hosted a cocktail party for everyone at Jesus College (Tom's alma mater) the night before the wedding. As we were told, the Brits do not usually have rehearsal dinners, but they wanted to keep some of that American tradition alive for us.

A Punting We Will Go

Prior to the cocktail party, Tom's parents arranged a punting expedition for us on the River Cam. The punting was optional, but we two boat nerds were not going to miss it. Punting is boating in a punt, which is a long boat with a flat bottom. The punter stands at one end of the boat and uses a 16-foot pole



Cynthia, Jerry, and Joanne (Jerry's daughter-in-law) enjoying our punting excursion

to push against the riverbed to move the boat. After taking a stroke, the punter allows the pole to drag behind the boat. They can then use it to steer like a rudder. It can also be used to slow yourself down.

The River Cam is narrow, generally flows at a speed of around 3-7 mph, and is crossed by several low, stone bridges – some with rather low clearances. As much as I like trying new things, especially on the water, I was glad that I was not driving. It looked like a lot of work and did not look easy. As we found out though, not everyone skippering was experienced or competent. Turns out, the Brits will rent a punt to anyone. Some of these novice-driven punts were sideways across the river and stuck along-

side the embankments. Our punter told me that some novices that aren't able to get out of the way get run into by the other boats. Those folks often end up falling into the water. Good thing the water is generally very shallow – from a couple feet to a few inches in spots.

Greenwich: A Maritime Paradise

After all the wedding events were over, Jerry and I moved ourselves to London for a few days. There the boat nerds took a scenic boat trip down the Thames from Westminster (near Big Ben and Parliament) to Greenwich. Now we were really in nerd heaven. Having just completed the classroom part of Celestial Navigation, we found the whole trip to Greenwich fascinating! We visited the Maritime Museum, climbed all over the Cutty Sark (a historical British clipper ship known for its impressive speed), and toured the Royal Observatory.

Continues on next page

Executive Officer's Report (cont'd)

The Royal Observatory was founded in 1675 and is considered the birthplace of modern astronomy. It is also the home of Greenwich Mean Time and the Prime Meridian. A time-ball, which was installed on the roof of the royal astronomer's residence in 1833, is still dropped every day at 1 p.m. This was originally done so that mariners on the Thames could check their chronometers before heading out to sea.



A shot of the GMT time-ball

The Royal Observatory also houses “arguably the most important timepiece ever made.” This is John Harrison’s winning submission for the Longitude Prize, a reward offered by the British government for a solution to accurately determine longitude at sea.

Harrison spent 45 years of his life developing sea clocks that would keep accurate time in spite of a ship’s motion and temperature changes. He submitted 4 different designs, each more accurate than the one before. By 1760, Harrison had solved the longitude problem with his fourth timepiece – now known as ‘H4.’

Harrison’s H4 chronometer demonstrated remarkable accuracy during a voyage to Jamaica, proving it could determine longitude within a half-degree. His clock revolutionized navigation and significantly improved maritime safety.



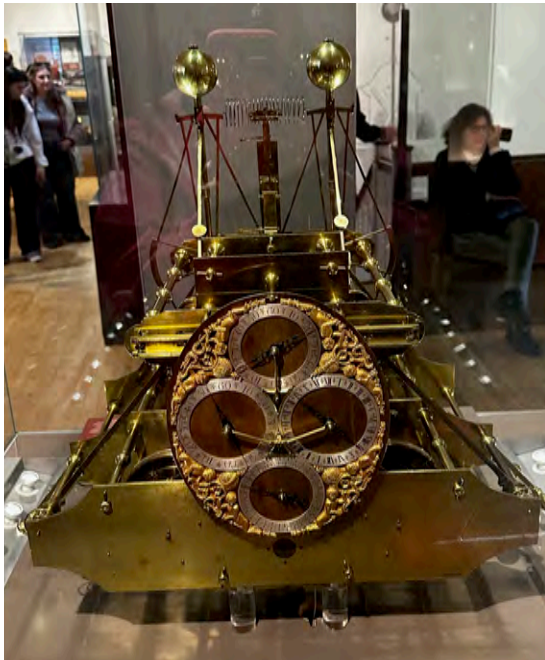
Like all good visitors to Greenwich, Jerry posed on the Prime Meridian – one foot in the western hemisphere and one foot in the eastern hemisphere - 0.0 degrees longitude.

Continues on next page

Executive Officer's Report (cont'd)

Why time and longitude?

One of the many interesting things I've learned from Charles in our club's navigation classes is the connection between time and longitude. The Earth makes on full 360-degree turn each day. This rotation is the basis for dividing the globe into time zones. If we divide this rotation into 24 hours, each hour of time represents a 15-degree segment of longitude (east-west). Each time zone, therefore, roughly corresponds to 15 degrees of longitude. Every degree of longitude is four minutes of local time difference.



John Harrison's first submission (H1) for the Longitude Prize



H4: Harrison's fourth timepiece

If you know the variation in local time between two places on Earth, you know the longitude between them. The five-hour time difference between Greenwich and New York represents about 75 degrees of longitude. Mariners used two clocks to help determine longitude at sea. One clock was kept on the ship's time, while the other was set to the time at a known location, like Greenwich, England. By comparing the difference between these two times, sailors could calculate their longitude.

Fascinating stuff! Especially for a couple of boat nerds.



From the deck of the Cutty Sark

Squadron Education Officer's Report



SEO Mike Moye, SN

Upcoming Courses

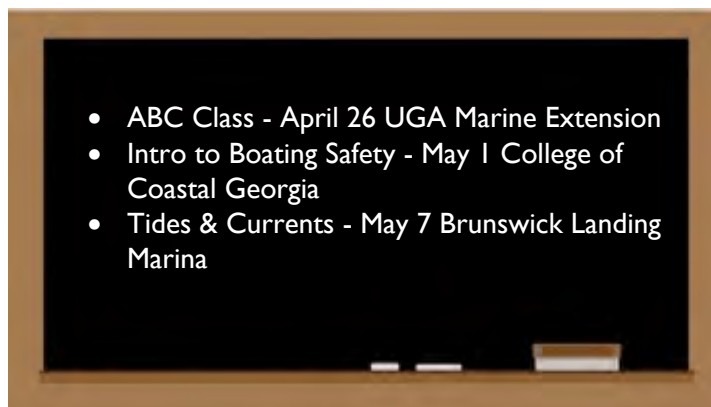
The Marine Navigation course has just completed with four students waiting to hear the results from their exam for the “P” rating. The Celestial Navigation classwork has been completed; however, several students are still working on their Sight Folders. Taking sights and doing the resulting calculations is quite difficult. Getting the results within the parameters set by National is even more than “quite difficult.”

For those who are curious, the folks standing on a boat or even on the edge of a body of water looking up at the heavens through a little telescope that also measures angles and a timepiece that displays seconds as accurately as the Naval Observatory— are attempting to take a sight. They have to take some sights at noon, some at dusk, and others whenever the clouds get out of the way.

Our team reached out recently to the College of Coastal Georgia; specifically, their environmental and marine sciences departments. As many of their students expect to be out on the water at some point in their studies and in their future careers, we felt it was important to introduce ourselves to these folks for some boating safety instruction (at least). And as you all know, anyone younger than 27 years old who plans on operating a motorized vessel must take an approved boating safety course to be in compliance with Georgia law. We got an incredibly positive reaction from them and we hope to be teaching courses and seminars for them in the future right at the college. Stay tuned for more. This could be very exciting!

We’re still planning on some very interesting seminars this summer— “Tides and Currents,” “Women in Boating,” and “Apps for Boating.” Cynthia is giving a tides lecture at Brunswick Landing Marina next month. This is slightly different from the USPS Tides and Currents seminar as it will put more emphasis on tide predictions and the use of harmonic analysis. This lecture is only open to BLM guests unfortunately. We, however, see it as a great opportunity to foster new relationships and to get our name out there to this community of boaters. We will be offering the full blown seminar in early June to our members and the public as an “official” USPS seminar.

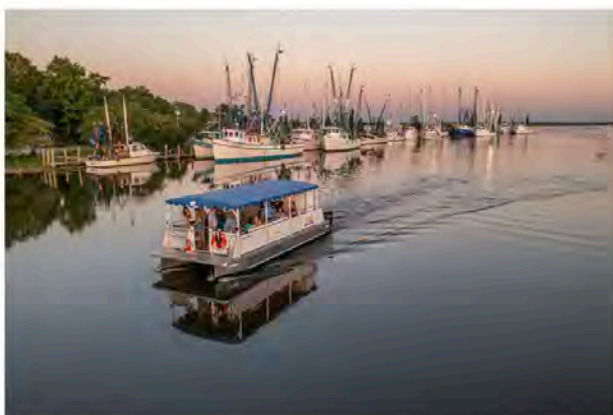
The next ABC class is April 26, and the fall class will be October 11. Spread the word about these courses and we hope to see you on the water soon.



- ABC Class - April 26 UGA Marine Extension
- Intro to Boating Safety - May 1 College of Coastal Georgia
- Tides & Currents - May 7 Brunswick Landing Marina

AMERICA'S BOATING CLUB GOLDEN ISLES - MAY SOCIAL

COME JOIN US WITH CAPT. PAUL OF GEORGIA TIDEWATER OUTFITTERS FOR A WINE SUNSET CRUISE



Date: Friday, May 9th 6-8 p.m.

Place: Meet @ 5:45 p.m. on the dock behind Skipper's in Darien
Screven Street, Darien Ga

Cost: \$71 per person includes - 2hr tour with wine, snacks and Ultra's available. If you wish to bring any other libations you are welcome to do so.

Any questions please contact: Daria Lijoi @ 845-527-5214, Reserve your spot by May 1st...

Boat capacity is limited to maximum of 20 guests so this will be a first come/first serve event. To attend and reserve your seats please text Daria Lijoi @ 845-527-5214 with your Names ASAP and Payments must be mailed in and received by Sharon Hindery for your slot to be fully reserved. Mail checks made out to GISPS to Sharon Hindery, 142 Belle Point Parkway, Brunswick GA 31525

Only 20 Guests Maximum So Reserve Today!

AMERICA'S BOATING CLUB GOLDEN ISLES - JUNE SOCIAL

COME JOIN US AT EAST BEACH FOR FUN IN THE SUN (SHADE)...GAMES, FOOD, LAUGHTER OR SIT BACK AND RELAX



Date: Tuesday, June 17th 4 p.m. until? /Rain date June 24th

Place: Meet @ East Beach, SSI- off the carpet 4 p.m. or whenever you can arrive.

BYO: Drinks/Chairs/ and Something to Share...

Please let me know if you can join us, number in your party and if you have a pop-up tent or beach table: RSVP Daria Lijoi @ 845-527-5214

Games to be played with prizes...

Come Join the Fun

Daria Lijoi

2026 Dominican Republic Trip – Planning Session



- Trip to DR informational meeting June 27th 5:30 at Daria and John Lijoi's - 263 Villager Dr., St. Simons Island
- Head count needed for meeting
- Contact Daria Lijoi by June 20th @ 845-527-5214 if you'd like to attend meeting
- **Reminder: Limited space available for trip.**
- If you are interested in the trip and can't attend this meeting, please let Daria Lijoi know as soon as possible.

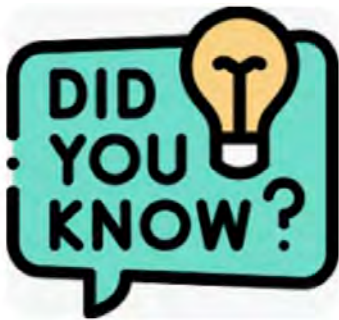


America's Boating Club Golden Isles in Partnership with Hampton River Marina is Holding a Flare Turn-In and Cookout

National Safe Boating Week

As part of National Safe Boating Week (May 17-23), our club is partnering with Hampton River Marina to offer area boat owners the opportunity to turn-in expired signal flares and to sign up for a complimentary Vessel Safety Check. Any boater that signs up for a Vessel Safety Check at this event will be entered into a raffle to win an Orion Electronic SOS Beacon Locator Kit. This kit is Coast Guard approved and covers nighttime and daytime signaling requirements.

We will have a tent set up at the marina on **Saturday, May 17 from 10:00 a.m. to 2:00 p.m.** to accept expired flares. The marina will be cooking up some hot dogs as well.



- Over time flares become unreliable, potentially hazardous, and pose disposal challenges.
- Expired flares are more likely to malfunction or not ignite, and their chemicals can become unstable, increasing the risk of accidental ignition.
- You cannot throw flares in the trash, water, or try to soak them in water to dispose of them.
- There is no simple way to dispose of unwanted signal flares in our area: the Coast Guard will not take them, DNR will not take them, the Fire Department will not take them, no County agency will take them.

But we will! The only way to dispose of signal flares is to properly burn them off. After we collect these flares, we will offer demonstrations on their proper use. We will burn them off one by one.

P.S. We are looking for volunteers to help with this event



YOU CAN'T GET THERE FROM HERE

Submitted by P/C Jerry Lamb

- Unless you know where here is

As you can read elsewhere in this newsletter, we two self-styled boat nerds went to Greenwich, England - not Greenwich, Connecticut - to see the prime meridian, look at clocks, and generally gawk at the maritime artifacts and exhibits. I've even ordered a copy of *About Time: A History of Civilization in Twelve Clocks*.

What occasioned this desire to stand in both hemispheres and wonder about clocks and their accuracy? The fault, my friends, lies not in the stars, though they did play a part, but at the hands of Charles Wilsdorf. We had just finished the classroom part of the USPS course in celestial navigation. Charles, that wily instructor and raconteur, had imbued in us an appreciation for all things celestial, time, and the need for precision in calculation. All that is left is to put it to use by using our sextants to observe a bunch of heavenly objects and calculate our position – to an accuracy of three nautical miles.



Our erstwhile Commander and leader, Mark, once again is first to complete the assignment. He took some sights seated in a chair at Gould's Inlet with clear skies and an accurate digital timepiece. To “reduce” or calculate the position from the sextant readings, he had the help of a programmed calculator and a computer program to check his accuracy. This is standard procedure in our modern times, and I admire his ability to “get ‘r done.”

In fact, since John Harrison invented the seagoing chronometer, a clock that keeps very accurate time, around 1760, mariners have been able to find their way using the time at Greenwich (the Prime Meridian), the time

where they are, a sextant reading, and tables from the Nautical Almanac. It took a lot of careful hand calculation but it told you where HERE is.

And HERE was especially important to Sir Ernest Shackleton and his crew. I have always been a fervent admirer of Sir E. To briefly recap, he planned an expedition to cross Antarctica on foot. He set off in *Endurance* and reached the ice pack in December 1914. *Endurance* got stuck in the ice and drifted until it was crushed in October 1915. Never setting foot on Antarctica itself, Shackleton took to his three lifeboats and sailed to Elephant Island, a deserted island just north of the continent. To get help, Shackleton then sailed one boat approximately 800 miles to South Georgia, climbed a mountain to reach a whaling station, and rescued the stranded men.



Continues on next page

He lost not a single man during that ordeal. The photographer, Frank Hurley, even brought back all his plates, so we have documentation of the ill-fated voyage.

While Shackleton is on the top of the leadership rung, there is a proverbial unsung hero without whom, they probably would not have gotten back at all. That was the ship's captain and navigator, Frank Worsley. I stumbled on an article from *The Conversation*, an online science magazine while searching for "how did Shackleton navigate." You can read the article at: (<https://theconversation.com/endurance-captain-frank-worsley-shackletons-gifted-navigator-knew-how-to-stay-the-course-179045>)

After the *Endurance* was crushed and sank, the crew took to three lifeboats, only 22 feet long. Launching them on April 9, 1916, they sailed to Elephant Island, a pinprick of an island about 150 miles away. It took them seven days, but all arrived safely on April 16. It was the first solid land they had stood on in 497 days, but it was deserted and, with little food, the island was only marginally better than the ice floe they had left.

Getting them to Elephant Island was a great navigational feat by Worsley but a bigger challenge awaited. They needed to get to South Georgia where a whaling station existed. It was about 800 miles across the roughest waters in the world, with precious few breaks in the omni-present clouds.

After reinforcing one of the lifeboats and calibrating Worsley's chronometer, they set off on April 24, 1916, the Monday after Easter and the start of the Irish uprisings. It was almost inconceivable that they could hit the island under high winds, cloudy skies, strong currents, and mountainous seas. But to quote Worsley himself:



“Navigation is an art, but words fail to give my efforts a correct name. ... Once, perhaps twice, a week the sun smiled a sudden wintry flicker, through storm-torn cloud. If ready for it, and smart, I caught it. The procedure was: I peered out from our burrow - precious sextant cuddled under my chest to prevent seas from falling on it. Sir Ernest stood by under the canvas with chronometer, pencil, and book. I shouted, ‘Stand by,’ and knelt on the thwart – two men holding me up on either side. I brought the sun down to where the horizon ought to be and as the boat leaped frantically upward on the crest of a wave, snapped a good guess at the altitude and yelled ‘Stop.’ Sir Ernest took the time, and I worked out the result. Then the fun started! Our fingers were so cold that he had to interpret his wobbly figures - my own so illegible that I had to recognize them by feats of memory.”



Continues on next page

It took them sixteen days but they got there although on the side away from the station, forcing them to climb mountains that climbers with modern equipment find almost impossible.

It was a feat of navigation comparable to Captain Bligh's 4000-mile journey across the relatively placid Pacific. But Worsley had prepared himself as best he could. Before he left Endurance, he calculated the course from Elephant Island to South Georgia, he calibrated his chronometer before leaving, and he checked his calculations as if their lives depended on it – which they did.

Knowing how difficult finding where HERE is today with all our modern assists to accomplish what he did by hand; I remain in awe of a 42-year-old Scotsman who got to THERE by knowing where HERE was.

Upcoming Boating Event



The 87th Annual Brunswick Blessing of the Fleet will take place at Mary Ross Park on Saturday, May 10th, 2025.

The boat parade and blessing begins at 1:00 PM.

To register your boat, go to: <https://www.brunswickblessing.com>

Ed. Note: If you click here: <https://www.brunswickblessing.com/about> you will see Rick & Sharon Hindery's picture eventually pop up :)

Change of Watch Recap & Photos

On March 29, America's Boating Club Golden Isles held its 19th Change of Watch at 100 Tabbystone at the King & Prince Golf Course on St. Simons Island. This was our club's first time using this venue for a social of any kind and it went extremely well. We had exclusive use of the restaurant, three meal choices, and excellent service. Because of our exclusive use of the restaurant, we were able to decorate it with a nautical theme and to put on a small silent auction as well. We had 8 auction items ranging from bone conduction headphones to original member-created artwork to a learn-to-row on the Sapelo River opportunity. The club was able to raise close to \$500 as a result. These funds will be re-invested back into the club.

Many thanks to those who donated items to our silent auction. Our donations came from Eileen Berta, Alice Vaughan, Cheryl Shedd, Vicky Jefferis, Mark Crawford, Sharon Hindery, Jerry Lamb, and Cynthia Lamb. Also, thank you to all who bid on these items. We may do this again next year!

Special thanks to Daria and John Lijoi for planning the event and for the decorations! Everything looked great. I can't wait for next year's Change of Watch.



More Change of Watch Photos



But Wait! There's More...





From the Fertile Mind of Rick Hindery: *An Invocation & Benediction*

Two men sat in a dim bar in Fairbanks, Alaska. They had been swapping stories – some true, some not so true - for the better part of the evening. By the time they ordered their fourth drink it became clear that one was religious, and the other was not.

“Look,” said the atheist, “I have an open mind; I've given it thought. I've even prayed but trust me, it's all for nothing.

“Last month I was just north of here when I was caught in a terrible blizzard. I became lost. By the end of the day, I was snow blind and I could no longer feel my legs. I thought about my wife and my kids, and I wondered what she had told them when I didn't come home. I knew in my heart that I would

probably never see my family again. I was exhausted and I couldn't even bring up tears to cry. I fell to my knees, and I was filled with despair.

“Since I was already kneeling with the tiny bit of energy I had left, I cried out: ‘God, if there is a god and you are out there, please save me. Please, please save me.’ Those few words drained the last of my energy. Exhausted and completely spent I could feel myself start to pass out, it was at that moment when I felt hands grip me and pull me up.

“I could see nothing in the snow but just fifty feet away two Eskimos were headed home and somehow, they heard me. They carried me to their sled and got me to their camp. They nursed me and three days later when the storm passed, they took me home.”

“Then you believe.” said the person of faith. “No,” said his drinking buddy. “But you prayed, and you were saved, you must believe as here you are - alive.” “Nah,” said the atheist, rolling his eyes, “it was just two Eskimos that heard me on their way back to camp.”

Two people can hear the same story or live through the same experience and draw from it two very different explanations. By now, we each have a belief template, and we construct meaning based on our backgrounds and experiences. Albert Einstein considered the dilemma and concluded: "There are only two ways to live your life - one is that nothing is a miracle, the other is that everything is a miracle."

Tonight, let's see our world as a miracle. Our new bridge is talented, enthusiastic and strong. We have come off of a winning season. This invocation is an appeal to our silent partner - who is an unseen guest to all of our adventures. If we plan and our partner is the Lord, no plan is too big.

We ask to be guided and enlightened so that our actions benefit the boating community and really go beyond the community of boaters. "Come for the knowledge, stay for the fun."

Continues on next page

Invocation by Rick Hindery (cont'd)

We have a Christmas party to go to, a sock monkey to vie for and a potential of a trip to the Dominican Republic. More importantly, there is boating safety and education. There are ABC classes and safety checks to perform, we have won '(Prince) Henry the Heavy (Navigator)' again and have taken classes in celestial navigation. We reach out to the community at-large and offer the gift of knowledge and fun - two commodities that are in short supply in the world today.

We celebrate a year of accomplishments tonight. Members will step forward to guide us into a new year as our bridge. We are brimming with ideas, and these ideas suggest more wonderful things are in the offing. We are happy and hopeful and thankful.

If I may borrow the words of The King: Who do you thank when you have such luck? First, let's change the word luck to blessing. Blessing is the word people in Georgia use for luck or good fortune. Accept that we have been blessed with excellent leaders who merge fun and fellowship with knowledge and skill. We have been gifted with talented folks but let us humble ourselves and thank the Lord. We are the gift that we give to each other, but we were created by a higher power. We share our gratitude, and gratitude unlocks the fullness of life.

Let's work together to be worthy of the abundance we have been given.

Amen.

Benediction

When I was young, I was told that no one could earn a star or deserve a sunset. We live in a beautiful world that came to us strictly as a gift. It was a creation handed to us by our Creator.

None of us, not all of us combined with our numerous and varied talents, could have conceived of a cloud-filled sky with all its beauty or a sea so wide and deep and beckoning with majesty.

Let's endeavor to share the gifts we were given and the talents and experience we have attained with the world.

The joy of boating - yes - but the joy of laughter and friendship in hopes that in every stranger we will find a new and wonderful friend.

Amen.



— Stars reflected in the water

America's Boating Channel™ Fire Extinguisher Regulations

In 2022, the Coast Guard amended portable fire extinguisher rules for recreational vessels in the U.S., making it easier and less costly for millions of boat owners to maintain the onboard fire protection equipment that they need.

The rules do not change the number or types of extinguishers required on board but do simplify inspection and record-keeping requirements. The simplified rules also are now published with other recreational boating rules, making it easier to identify them.



America's Boating Channel video "[Fire Extinguisher Regulations](#)" offers an overview of the rules that separates commercial and recreational vessel fire protection requirements. It will help you learn how to ensure that all required portable fire extinguishers comply. Also featured are tips for preventing onboard fires in the first place.

If you need a refresher on classifications and carriage requirements for marine fire extinguishers, the channel offers a second video titled "[Fire Extinguisher Standards.](#)" It offers tips for placing and servicing fire extinguishers, and explains the acronym PASS. Above all, ensure that the proper number of functional fire extinguishers are on board, readily accessible and that all responsible adults on board know to pull, aim, squeeze, and sweep.

U.S. Coast Guard approved marine-type fire extinguishers fully charged and in good and serviceable condition are required on recreational boats where the engines or fuel system could pose a fire hazard. Good and serviceable means that a fire extinguisher aboard a recreational vessel is properly charged and reads charged if it has a pressure gauge reading or charge indicator, that the extinguisher has a pin lock that is firmly in place, that it does not show visible signs of significant corrosion or damage and has a discharge nozzle that is clean and free from obstructions. Disposable dry chemical extinguishers expire 12 years after their date of manufacture, and rechargeable extinguishers expire annually unless maintained by a certified technician.



Follow the video links above or visit <https://www.youtube.com/@AmericasBoatingChannel> to find these and other safe boating videos, which are an excellent tool to help recruit participants to our educational program and to membership. Invite your friends and neighbors to watch, like and subscribe to America's Boating Channel to introduce them to what our organization has to offer.

In addition to YouTube, these professionally produced high-definition safe boating and boater education videos are available via the America's Boating Channel free, on-demand app on Apple TV, Roku or FireTV. [America's Boating Channel™](#) is produced by the United States Power Squadrons® (USPS) under a grant from the Sport Fish Restoration and Boating Trust Fund administered by the U.S. Coast Guard.

COASTFEST Report

Georgia DNR's Coastal Resources Division held its 29th annual CoastFest Event on March 22, 2025 @ Mary Ross Waterfront Park in Brunswick.

CoastFest is a statewide event dedicated to celebrating and educating the public about the rich coastal heritage and natural resources of our region. The festival brings together a wide range of activities, exhibits, and live entertainment, offering a fun and educational experience for visitors of all ages.

America's Boating Club Golden Isles was one of 50 exhibitors this year. We had an incredible number of visitors come to our booth - people of all ages. We estimated that close to 1,000 people stopped by our booth. One of the big attractions was our "photo opportunity" area which let people take photos in front of a cruise ship scene (this was borrowed from the Lijois who used it in their Murder Mystery Dinner). The other big attraction (at least for little kids) was our life ring toss game. Attendees willing to spend more time inside our exhibit area were able to decode secret messages, learn how to tie various knots, and to color signal flags that could be strung with line.

We had lots of great giveaways thanks to Vicky Jefferis. Everything we brought was gone by the end of the day. Many thanks to our brave volunteers: John Lijoi, Dave Vaughan, Alice Vaughan, Rick Hindery, Sharon Hindery, Jerry Lamb, and Dave Samyn. If anyone has ideas for next year's booth, please let me know. It's fun to change things up. Let's make our booth even better next year.

Submitted by Cynthia Lamb



More CoastFest Photos



Finally...A Note About Insurance

From the Bridge:

The National USPS organization lost its insurance covering clubs in December. They have since obtained some coverage and are working on getting additional coverage.

Our club's Bridge is of the understanding that national's insurance covers classroom events, but not all social events. Working with the insurance broker we found that any social activities held at restaurants do not require the club to purchase event insurance since the venue's coverage is primary. If we have events not at a restaurant, however, we have to provide our own coverage. We did this for the Christmas party at Daria and John's house; the cost was about \$200.

On-the-water events, such as cruises, the event we put on with the Boys & Girls Club, and on-the-water training events, are not covered by the National organization and event insurance would be too costly for our club. Until National obtains coverage, Club organized on-the-water events will not be held. This, however, does not prevent individuals from cruising together to the same locales, but it is your personal insurance (boat, liability, umbrella policies, etc.) that must cover you.

The Club recently purchased Directors and Officers (D&O) insurance to primarily cover legal fees if the Bridge or its members are sued. This is a dynamic situation, and the Bridge will provide any further updates via email.

America's Boating Club Golden Isles 2025 Bridge & Committee Contact Information			
Commander	Mark Crawford, AP	314-469-3252	mssl234@aol.com
Executive Officer	Cynthia Lamb, JN	860-908-5148	cynthia.l.lamb48@gmail.com
Administrative Officer	Daria Lijoi	845-5275214	beachfun5@gmail.com
Education Officer	Mike Moye, SN	229-454-6791	mmoye@surfsouth.com
Secretary	Alice Vaughan, S	217-841-6172	adv4495@gmail.com
Treasurer	Sharon Hindery, JN	630-323-1206	sharona53@comcast.net
Asst. Education Officer	Jerry Lamb, P	860-908-4678	lambo50@icloud.com
Member at Large	Vicky Jefferis, JN	912-264-1352	vickyjefferis@bellsouth.net
Member at Large	David Jones	912-580-1041	david.earl.jones@gmail.com
Member at Large	Jerry Lamb, P	860-908-4678	lambo50@icloud.com
Website	David Jones	912-580-1041	david.earl.jones@gmail.com
VSC Coordinator	Ed Reynolds, S	423-341-2531	ejreynolds3@icloud.com
Porthole Editor	Cynthia Lamb, JN	860-908-5148	cynthia.l.lamb48@gmail.com

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. Please send all newsletter content to Cynthia Lamb.



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 17,000 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.