

AMERICA'S BOATING CLUB

Golden Isles



The port hole

For Boaters, By Boaters™

A quarterly publication of America's Boating Club Golden Isles

Upcoming Events

July

- 12 - EXCOM
- 15 - Club Social

August

- 12 - EXCOM
- 4&11 - Tide Lectures
- 16 - Jekyll lecture
- 19 - Club Social

September

- 9 - EXCOM
- 11-14 - District 26 Cruise & Rendezvous
- 16 - Club Social

Inside this issue:

Commander's Message	1-2
XO's Report	3-4
SEO's Report	5-6
Upcoming Club Socials	7
Choosing a Boating App	8-10
Day on the Lady Jane	11-12
Bucket List Sailing Trip	13-14
Norway Adventure	15-16
May Social photos	17-18
Jekyll Museum flyer	20
Tides lecture flyer	21
Club Contacts	22

Commander's Message



CDR Mark Crawford, AP

My Bucket List - Courtesy of YouTube?

For many years my bucket list included owning a sailboat and sailing the Caribbean and up and down the east coast of the United States. The Great Loop also was part of the fantasy. I took sailing lessons, boat handling, and navigation classes all with the idea that they would come in handy with my sailing ambitions. Living off the grid, as they say, was clearly part of the dream. My business life has slowed considerably from the fast pace of my early career with fewer day-to-day responsibilities. I thought now may be the time to take the plunge and escape.

However, the realities of "life its ownself" (a nod to Dan Jenkins) have entered the picture. Priorities change and as time has passed, bucket lists are modified. Two lovely grandchildren, our two kids, elderly parents, etc., have shown me responsibilities and desires just change. Also, bad hips, bad knees, and creaky backs are part of the new reality. The idea of disappearing for a couple of years would be frowned upon greatly. That doesn't mean some form of sailing is completely out of the picture but will need to be modified to meet the current responsibilities.

So, what is a would-be cruiser to do? The answer is to live vicariously through YouTube sailing channels.

There are dozens of channels of people out sailing the world. These people, mostly couples, have fantastic adventures. Some are sticking to the Caribbean while others are sailing around the world or doing the Northwest Passage. Here are my two favorites:

The first is *Sailing Sweet Ruca*. This American couple is sailing around the world. They have been out for 5 years or so on a J46 boat. They have sailed the east coast of South American and completed the Straits of Magellan and Cape Horn. They are now in the middle of the Pacific, island hopping and visiting some of the most remote areas on earth. What an adventure.

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Commander's Message (continued)

My second favorite is *Alluring Arctic Sailing*. This Finish couple just completed the Northwest Passage on an aluminum hulled sailboat. They spent last winter entirely frozen in a bay in Greenland. Once the bay had frozen, they were able to get off the boat (which was relatively close to town) and resupply. I think I would have been stir-crazy but they seemed to manage just fine. What an interesting cruise for them. There are dozens of others to follow if you have the cruise the world itch.

Speaking of cruises with the boat club, given the less-than-ideal national insurance issues, Boat Club sponsored cruises are problematic. But that does not mean a bunch of friends who happen to be in a boat club cannot go cruising. There are beautiful marshes and islands to hop right here in the Golden Isles.

Remember, invite your friends to the next social. New members are the life blood of any club.

Mark

Darien Has New Day Docks

Story submitted by Cheryl Shedd

The city of Darien held a ribbon-cutting ceremony on May 22 to open its new day docks. The Georgia Department of Natural Resources (DNR), through a Georgia Outdoor Stewardship Program grant, was the primary funder for the Downtown Darien Day Docks project. The project, managed by DNR's Coastal Resources Division, also received additional support from DNR's Wildlife Resources Division, Ducks Unlimited, local businesses, and individual donors.



This could be a fun trip for a couple of boats to motor to Darien and partake of the restaurants and shops near the waterfront - easy, easy walk from the docks.

Executive Officer's Report



XO Cynthia Lamb, JN

You Don't Have to Be an Expert

We are part of a unique organization. I can think of few organizations like it, and I love it. For me it combines so many things that I like: great people, fun, outdoor activities, purpose, and lifelong learning. I sometimes tell people we're a social club with a curriculum.

Being part of this club has also indulged my passions for writing and teaching. Sure, I could write a book or get a job at a local college, but then I would be working. The writing and teaching that I do now is way more fun than working; and it's just enough.

Most people think about the club's educational benefits as only going one way. We teach other people by offering courses and seminars. You get value by attending a class. While that is correct, it is not the full story. Our club also offers people the opportunities to teach. This is quite a benefit, especially for intelligent, curious individuals who have some spare time, energy, and motivation. Teaching others has many rewards including a sense of accomplishment and a sense of purpose, but I think the opportunity to master something is the biggest benefit.

If I want to really learn something, I offer to teach it. It may sound crazy – offering to teach something you don't know much about or just learned, but it seems to work. I've done this several times at both the graduate and undergraduate levels. Because you just learned the material yourself, you know what it's like to be a beginner. You know which concepts are tricky to understand or where the students might get tripped up. Having to explain concepts to others forces you to clarify your own knowledge and identify areas where you may have gaps in your understanding. This process can lead to deeper learning and retention than simply studying the material alone.

There's an interesting article from the New York Times by Adam Grant, an organizational psychologist, about how the best experts sometimes make the worst educators. The article is titled *Those Who Can Do, Can't Teach*. Grant starts out by stating essentially that you don't want Albert Einstein to be the first person you learn physics from. He writes, "Two decades ago, I arrived at Harvard as an undergraduate excited to soak up the brilliance of professors who had won Nobels and Pulitzers. But by the end of the first month of my freshman year, it was clear that these world-class experts were my worst teachers. My distinguished art history professor raved about Michelangelo's *pietra serena* molding but didn't articulate why it was significant. My renowned astrophysics professor taught us how the universe seemed to be expanding, but never bothered to explain what it was expanding into... It wasn't that they didn't care about teaching. It was that they knew too much about their subject, and had mastered it too long ago, to relate to any basic ignorance about it."

Social scientists call it the **curse of knowledge**. This curse of knowledge exists whether you're talking academic subjects or sports. In the article Grant goes on to write, "In high school and college, I competed as a springboard diver, and I once asked an Olympian if he had a trick for learning to do three and a half somersaults. His answer: Go up in a ball and spin fast." Not very helpful. I've heard similar stories about baseball legend Ted Williams, one of the best hitters ever, not being a good hitting coach. He would say things like avoid bad pitches or only swing at pitches in your sweet zone.

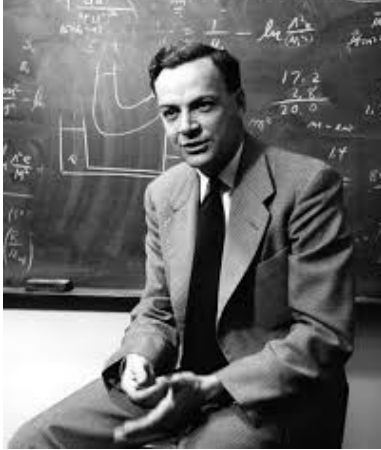


Ted Williams

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Executive Officer's Report (cont'd)

There are obviously exceptions to this expert-not-being-a-good-teacher rule. Charles Wilsdorf and Mike Moyer (two expert boaters) are awesome teachers; both winning USPS's prestigious Chapman Award. Another famous expert who was also an accomplished teacher was physicist, Richard Feynman. I listened to some of his lectures recorded in the early 1960s when Caltech asked him to teach the equivalent of a Physics 101 class. They were great but still intimidating. I guess he could only dumb it down so much for me. In a *Physics Today* article, author David Goodstein explains why he thinks Feynman agreed to teach this level:



Feynman at Caltech

“One [reason] was that ... he loved to have an audience, and this gave him a bigger one than he usually had in his graduate courses... The second was that he genuinely cared about students. He simply thought that teaching freshmen was an important thing to do... The third reason—and this might have been the most important of all—was the sheer challenge of reformulating physics, as he understood it, so that it could be presented to young students.

“This was a specialty of his. In fact, it was the standard by which he measured whether something was really understood. Once I asked him to explain to me, so that I could understand it, why spin- V_2 particles obey Fermi-Dirac statistics. Gauging his audience perfectly, he said, ‘I’ll prepare a freshman lecture on it.’ But a few days later he came to me and said: ‘You know, I couldn’t do it. I couldn’t reduce it to the freshman level. That means we really don’t understand it.’”

I recently volunteered to teach an upcoming seminar called Tides and Currents. Why? Lots of reasons but mostly because I wanted to learn more about tides and currents. It’s been great fun researching the area and finding answers to all kinds of questions I keep generating.

The Benefits Are Worth It

We all had different reasons for joining the club. These included becoming a better and safer boater, meeting people and making new friends, gaining new knowledge, and learning the local waterways. Hopefully your expectations are being met in these areas. But the value of belonging to the club does not end there. We know why people join, but why do people stay? The most engaged and involved members tell me they stay in the club for lots of reasons, including:

- The people
- The sense of belonging
- Feeling appreciated
- The fun
- The sense of meaning/purpose
- The continued opportunities to learn
- The sense of accomplishment
- Feeling challenged

Many of these benefits can come from teaching.

We need more people willing to teach. This could include presenting a 20-minute topic in our ABC Class or explaining how to use a particular mobile app or helping to research a topic and finding examples to use in a class. It doesn’t have to mean standing in front of a class.

I have not been boating that long. I don’t have a degree in boating (do they even have those?), I wasn’t in the Navy, and I don’t have a Coast Guard license. Just remember that you don’t have to be an expert boater to teach. You just need to be willing to dive in. The benefits are worth it.

Squadron Education Officer's Report



SEO Mike Moye, SN

Upcoming Courses

Several educational events are on the horizon. First up is the "Tides and Currents" seminar being held on August 4 and 11. Cynthia Lamb will be the instructor, and she has done a great deal of preparation. You will not want to miss it. There is a flyer about this seminar later in the newsletter. This seminar is open to all so help spread the word. The other late summer offering will be "Boat Handling." We typically hold it in September and early October. We'll keep you posted when firm dates are set. Jerry Lamb is also working on developing a new course on various boating apps. This will also happen in the fall.

An ABC course is scheduled for October 11. It will be held at the University of Georgia Marine Extension Center. We typically don't have an ABC during the summer. However, there has been some interest in us doing one during that time frame. If it gets a positive nod, we'll post that date and send out a notice to the membership.

Students have finished the course work for Celestial Navigation and are working on their Sight Folders. It requires a lot of effort and takes a lot of time to complete the celestial observations and do the plots. This effort brings together knowledge gained not only from this course but also from the prior advanced courses offered by our squadron. A huge thank you to Past Commander Charles Wilsdorf SN-ON for taking the lead for our advanced courses.

The "Big H"

This is the month that starts with an "H." Bet you thought it was a "J" for June—but no, it's "H" for hurricane. I promised myself a few years back that when posting news about the education efforts of our squadron that I would avoid mentioning two things—first, COVID (and I've been pretty good about that one) and second, hurricanes. Until now, I've been good about that one too. But things are changing, and we all have to do a little more than just nod our collective heads.

The season for the "Big H" began June 1. So far, the Atlantic, Gulf and Caribbean are very quiet. That's both pleasing and normal. It's also normal for the forecast for severe storms to change—quickly. So, watch out. This is predicted to be a very active hurricane season.

Three things got me on my soap box about hurricanes this year. First, my home marina requested every slip holder to acknowledge that they may be required to leave the marina if a severe named storm is predicted to hit our area. Where would I hide a 57' boat? I believe Mother Nature would find me no matter where I dropped anchor. Second, my insurance company sent me some bad news about the location of my boat during the hurricane season. I will have no coverage if I cruise in Florida and am damaged by a named storm. Many captains have that exclusion in their policy. I've always been pleased mine doesn't. No more gloating for me! Not only that, but they also raised the premium \$1000. Third, the closest boatyard to me that will store a boat on land during a storm is in Brunswick. They'll pull any boat if they have room and as long as the weather allows them. All that is good, but there are several hundred

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Squadron Education Officer's Report (cont'd)

boats in the area who would be rushing to get pulled out. For a mere (LOL) \$1800, I can get on a list that would move my boat toward the front of the queue for available on-shore tie-downs. They tell me, though, that without regard to any list that I would probably need to pull my boat 96 hours prior to a storm hitting. That's four days. An accurate prediction would take some very serious spaghetti model analysis. I already live with the Weather Channel in my pocket and watch their forecasts with great interest. In addition, I subscribe to The Weather Tiger by Dr. Ryan Truchelut. He's VERY good, but four days?? He can get close but still it comes down to a crap shoot on my part.

So, I'll keep watching and keep my fingers crossed. Also, there's a lot of sand out on the beach and maybe I should just bury my head and hope the "Big H" season will just go away and leave me alone.



Mike, is that you?



This fun picture was submitted by Cheryl Shedd who saw it on a Facebook post...Love it!



Come join us for the ABC July Social

Chile Peppers Island Cantina
118 Retreat Village, Saint Simons Island

July ABC Social

July 15th 6:30

Chile Peppers has great Mex food. Salsa, guacamole, salsa verde are all fresh prepared. Fajitas are awesome, and the Chilles Relleno are as good as can be had on the island and beyond!

Please text Daria Lijoi by Mon, July 7th @ 845-527-5214 if you wish to join in on the evening



YOU CAN GET THERE FROM HERE – THERE’S AN APP FOR THAT

Submitted by P/C Jerry Lamb

Last Porthole, I wrote about the amazing navigation exploits of Shackleton’s navigator, Frank Worsley, using celestial navigation under severe circumstances. The most severe weather that we should encounter is our local thunderstorms, scary enough but no match for the Drake Passage. What we want to do is get there from here without running aground or getting lost. And sextant calculations just are not going to cut it on the Mackay River.



Our normal tool for this is the handy chart plotter (picture), often Garmin. It shows us all the info that we need to avoid the perils of the marshes and sounds. But does it really? The charts are updated only yearly, and you often have to pay for updates. The plotter doesn’t show the latest US Army Corps of Engineers (ACE) surveys along the ICW, doesn’t give info on marinas and such, doesn’t have weather information, doesn’t auto route you to there, and doesn’t let you share your position with others. Maybe not the ultimate boating tool.

We have gotten used to using Google or Apple maps for our land trips. Plug in starting point and destination and up pops alternate routes, fastest, fewest turns, etc., click on an icon and there is all the info about that place, click on share location/ETA and your friend knows where you are and when you’ll be there. Why isn’t there a Google maps for the boater?

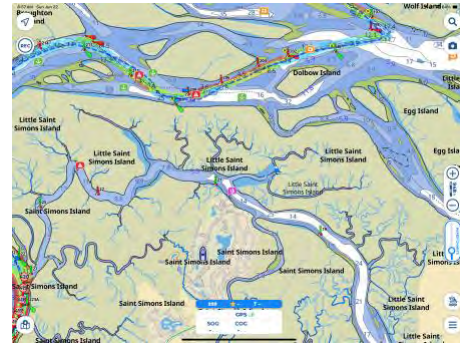
Of course there is, or I wouldn’t be writing this article. The problem is that there is a plethora of them, apps for navigation, weather, tides, wind, or just snagging a slip with one just like an AirBND (Boat and Dock). I’ve been trying as many as I can to help develop an app seminar for the Club. Looking at just ten navigation ones, I have found that not only do they differ in the details, but they also actually differ in their overall FOCUS. While all do navigation, some are more like Face Book with other users actually showing up on your tablet or phone as icons. Some will integrate with your on-board systems to input data, some integrate AIS data so you can see other ships, some have auto routing just like Google, and many have local points of interest (POI) information.

So many choices and just one boat (unlike Mike Moyer who has a fleet). Some of the factors that I’m looking at are listed below. The point is that there is no one perfect navigation app but there are some critical features that an app must have to be useful. Also, I am considering only US coastwise apps, not ocean planning, offshore, or foreign areas.

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Is it compatible with your tablet or phone or do you need/want to buy a new device? Most apps are for both IOS and Android devices, but some are native to one or the other and work more smoothly on it. Also does it have a desktop version for planning? If not, OpenCPN is a valuable free tool for planning and generating tracks for your tablet or chart plotter.

Since all these apps basically “work,” a major consideration is how they handle charts. All use some variant of NOAA ENC charts, but some provide less land detail. There is some type of depth shading but, the number of levels may vary, only a few use ACE depths (surveyed often), and one uses crowd-sourced bathymetry data, useful for rarely surveyed places. How frequently the charts are updated is a key item. Many update yearly based on NOAA updates (in danger now) but only one updates daily based on USCG Local Notice to Mariners (LNM). And do you have to pay for the updates? Can you import and export track data? This is crucial for generating offline routes that you want to use on-board. As of now, only one does not but is planning to add it. Aquamaps display shown.



Now come the features that make the apps both different and more, or less, useful. The importance of these features depends on your way of navigating and using apps. Some are:

- **Integration** – Does the app allow integration, either hardwired or wireless, from your shipboard systems or a stand-alone unit? It is better to rely on your robust GPS inputs, for example, than the built-in GPS of a tablet. For example, the iPad’s internal GPS tends to update infrequently at very low speeds to save battery, not good going through Jekyll Creek at low tide. Can you integrate AIS signals (if you have an AIS receiver) into the display; this is especially useful around large vessels like the RORO’s in St. Simons Sound.
- **Environmental Data** – Tides, currents, winds and weather forecasts are available on some apps. One even has real time tide data for your current position. Weather forecasts are available in many apps, for up to seven days in one. Is the environmental data good enough or do you want separate weather, wind and tide apps?
- **Routing** – Does the app allow manual routing by putting in a series of waypoints? Or maybe automatic routing like the Google maps in your car? Auto routing is more complex on the water since the app must account for more factors, e.g., depth and bridge heights. Routing seems to be a two-edged sword at times, routing people into the ocean incorrectly and other glitches. You need to check any route before using, manual or automatic.

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- Community – The amount of community capability varies widely. As noted earlier, one app actually shows other boaters using the app on the screen. Does the app have information about marinas, anchorages, POI's? Some apps use Garmin's Active Captain to provide that type of information. You have to be wary since much of the hazard info is crowd-sourced and not always updated. Does the app have an online community of users or a way to share tracks and other information?

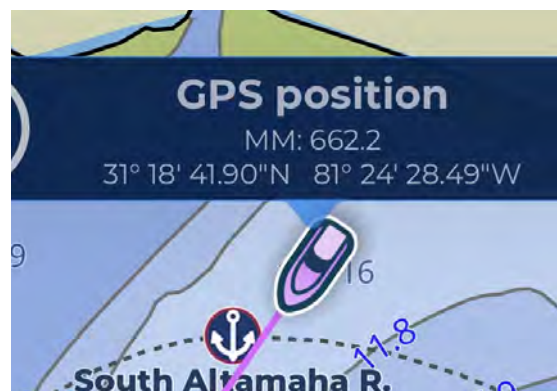
There are many other factors, such as a range/bearing cursor, anchor alarm, quality of tech support (this is JUST another app), trip recording, convert tracks to routes, etc.

I have posed a lot of questions for choosing a navigation app and plan to have some answers in a Navigation App Seminar this fall. I just want to give you the means to pick the "best app" for you. In the meantime, you can view CAPT John Farmer's older video on the same subject at <https://www.youtube.com/watch?v=xwD9EFkErgo>. John did a whole series on river cruising on YouTube. He is a member of ABC Knoxville, D17 DEO and a licensed USCG skipper.

Criminals on the South Altamaha?

As told by Steve Luta

Steve Luta and his wife, Ingrid Whiting, live aboard their Pilgrim 40 Trawler Yacht. They've had many adventures cruising up and down the Atlantic coast over the years. Last November, Steve and Ingrid ended up rescuing 3 adults and 2 children from a sinking boat in the Potomac River in Virginia. Their cruising recently put them back in our area. On May 1, 2025, Steve witnessed two people in a jon boat sinking an unrigged sail boat in the South Altamaha. He took several pictures and recorded the location for law enforcement. He eventually got in touch with one of DNR's game wardens who "was on it." Steve never heard back after that.



Great Day on the Lady Jane

-Submitted by Kevin Michael

We decided to take several of our grandkids to experience what “shrimping” is like aboard the “Lady Jane.” The Lady Jane is an old shrimp trawler that has been re-purposed as a research and eco-education vessel that departs daily from the Marshside Grill area in Brunswick and explores estuaries near St. Simons Sound. The crew makes three “trawls,” each time dragging a 20’ net along the bottom for 10-15 minutes. The nets are then lifted, using a powerful winch, and all the collected sea creatures are spilled onto an observation table.

On this day, we netted baby sharks, flounder, spot, croakers, catfish, sting rays, menhaden, squid, giant shrimp, and even a sea turtle. The guide gave detailed explanations regarding each creature, including characteristics, eating habits, enemies, lifespan, etc. The creatures were then passed around to all the kids to hold and observe and were then returned to the sea. Hundreds of seagulls accompanied us, and we passed a tree island of 30-40 Roseate Spoonbills along the way.

The most excitement came on the final trawl, when something extremely large was caught in the net. The winch and the outrigger were straining and groaning but couldn’t lift the net the last ten feet to get it out of the water. The three-man crew manned the heavy-duty rope by hand to assist and started to make progress. Right as the net came to the surface, however, the rope snapped under the pressure and whatever was in the net was gone. Giant shark, giant squid, massive ray, or some sort of giant sea monster? We’ll never know, but it was very exciting!

Overall, the kids absolutely loved the experience. They were attentive the entire 2 hours and couldn’t wait to hold and observe the next sea creature. It was highly educational, entertaining, and the crew was outstanding. I would highly recommend this as a fun activity for you and your out-of-town guests!



More photos on next page



The Blue Angels Come to Town

On May 17, some of us lucky boaters got a great view of the Blue Angels right from the Mackay River. Jerry and I had company that weekend and promised them all a fun boat ride with lots to see. I think we delivered on that promise. Thanks to Rick Ellis for taking such great pictures of the Blue Angels and our boat.



Bucket List Realized

-Submitted by P/C Charles Wilsdorf

In 1997, I retired from my sales job—though Teresa still insists I didn't retire, I *quit*. I had long dreamed of going Bluewater sailing. For twenty years, I'd sailed Lake Mead in Nevada. The lake could be challenging, sure, but it wasn't the ocean. I knew a new boat was on the horizon, but I wasn't ready to make that leap until I proved to myself that I could handle open water.

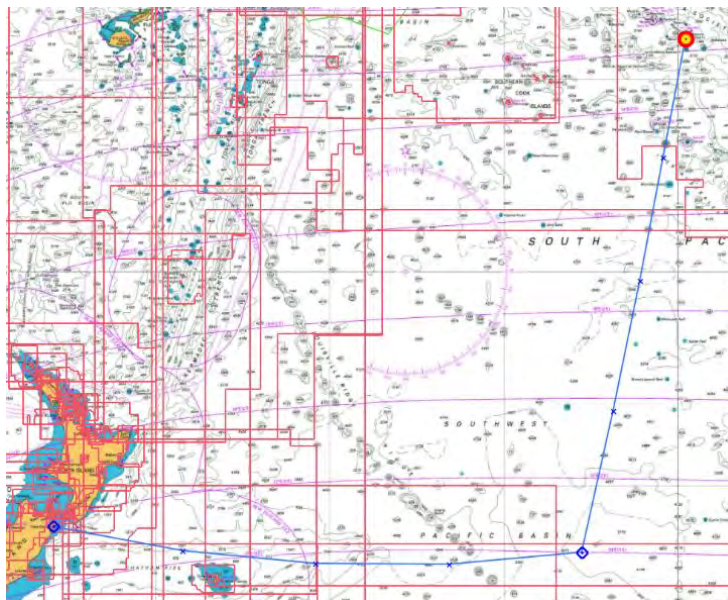
So, in 1998, I enrolled in classes and two educational charters through Orange Coast College in Newport, CA. The coursework covered offshore safety, emergency procedures, and weather. The first charter was a one-week sail from Newport to Cabo San Lucas aboard *Volcano*, a 65' sloop (tragically lost two years later on the same route when the mast punctured the hull—all rescued). The second was a two-week passage aboard *Alaska Eagle*, formerly *Flyer*, winner of the second Whitbread Round the World Race. That cruise ran from Wellington, New Zealand, to Papeete, Tahiti. My plan: if the first trip didn't go well, I'd cancel the second.

Fortunately, I completed both the classes and the first cruise—which came with rough weather—and I didn't get seasick. That trip taught me more than I expected: how to get along with crewmates, navigation, sail handling, marlinspike seamanship, standing watch, helmsmanship, and life out of sight of land. I was occasionally apprehensive, but I loved the experience and soaked up every lesson. Between trips, I also completed the USPS Junior Navigation course.

By the time the second voyage rolled around, I'd mastered the art of living out of a duffel bag and invested in offshore foul-weather gear that actually breathed. I took time to explore New Zealand—both North and South Islands—and found the people warm and generous. Our crew of seven, plus a captain, first mate, and cook, departed from Picton in September. I'll admit I was a little uneasy sailing out into the deep Pacific so soon after reading about the deadly 1994 Queen's Birthday Storm. In hindsight, maybe I should've skipped the book and videos.

Our first leg was about 1,440 nautical miles, due east along a great circle route slicing through the "Roaring Forties." (Chart on right shows track in blue.) Thankfully, the weather was cooperative. The second leg took us 1,532 nautical miles on a heading of 012° True.

That first morning at sea, the horizon offered nothing but water. We didn't see a single vessel—or even an aircraft—until we were 200 nautical miles south of Papeete. On Day Two, we crossed the International Date Line in costume and full party mode.



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The passage took 14 days. I averaged only 3.5 hours of sleep per day, bunked in a pipe berth in the bow (vegetables stashed beneath—not ideal). With 12'-15' seas on a beat-to-close reach, I could tell who was on the helm by how we pitched and rolled. If you're interested in Flyer's history check out: [Flyer - Alaska Eagle](#).

We had a water maker powered by a finicky generator hidden in a cramped stern compartment that reeked of diesel. A small air leak in the fuel system meant daily injector bleeds. Since I wasn't seasick—

unlike most of the crew, I became the de facto 'diesel whisperer'. When conditions calmed, we swam in open ocean, and my favorite break involved being swung from a bosun's chair overboard via halyard—a surprise dunk always possible.

Duties rotated daily: cleaning heads, bilges, galley duty. Our watch system was 4 hours on, 8 off, with four crew per watch and one designated as watch captain. Each of us spent 20 minutes an hour at the helm, which lacked modern nav gear—just a compass and basic sailing instruments above the companionway. We were always tethered, even in the cockpit. Sail changes were frequent, and at the helm, with nothing to brace against, the wheel bore the brunt—so much so that only 3 of its original 8 spokes remained intact by the time we reached Papeete.



The Orange Coast College program gave me not only practical offshore skills, but confidence—the kind you need to own and skipper your own boat. Teresa took her training through the Doris Colgate Sailing School and joined an all-women cruise in Fiji on a 46' Hallberg-Rassy sloop. Out on the water, we earned the respect of fellow cruisers—for being safe, well-prepared, and capable.

Norway - Let's Do It!

-Submitted by Alice Vaughan

Dave and I spent 10 days in Norway in May. We aren't frequent international travelers, and we never thought about Norway as a destination. But a little more than 50 years ago, a young man from Norway was the foreign exchange student in my high school in a small town called Pana, Illinois. A couple of years ago he returned to attend our 50th high school class reunion. It was terrific to see him again, and we had a wonderful time sharing stories about our high school days and what all of us have done with the last 50 years.

That evening someone suggested we plan a trip to Norway to visit Bjorn. The idea was met with enthusiasm by about a dozen classmates; Noela, Becky and I thought we could organize a small group. Turns out, the person who made the suggestion (and nearly everyone else) decided against the adventure. But we three were committed, as was Dave Vaughan. (Dave may have had misgivings about the trip, but he had a wonderful time too!) We consulted with Bjorn, who enthusiastically encouraged us. We decided we'd find a tour that would start and stop in Oslo, Bjorn's home, and we'd spend time with him at the end of our tour.

Norway is fabulous. It is breathtakingly beautiful. Fjords and lakes are everywhere. Snowcapped mountains and waterfalls are seemingly everywhere. Boats of every type, from cruise ships to small fishing dinghies, as well as ferries, beautiful yachts and pleasure boats of every size. Marinas were in almost every city on our tour.



The Fram

At the beginning of our tour we visited two boat-related museums in Oslo. The first was the Fram Museum, which is built around the *Fram*, the strongest wooden ship ever built.

She was used on three important expeditions: with Fridtjof Nansen on a drift over the Arctic Ocean 1893-96, with Otto Sverdrup to the arctic archipelago west of Greenland - now the Nunavut region of Canada - 1898-1902, and with Roald Amundsen to Antarctica for his South Pole expedition 1910-12.



Bjorn, Alice, Noela, Becky (L to R)

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Norway - Let's Do It! (cont'd)

The second boat-related museum we visited was the Kon-Tiki Museum. This museum holds the original balsa wood raft built by Thor Heyerdahl in 1947 and artifacts from Thor Heyerdahl's world-famous expeditions. (Photo on right.)

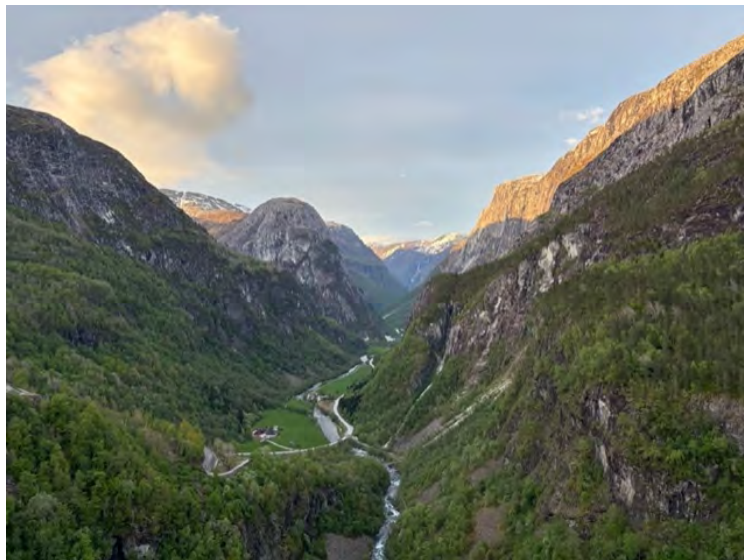


You can also watch the 1951 Oscar-winning documentary at the museum which features Thor and several of his original crew.

We traveled by motor coach through Rauland-Telemar, Bergen, Stallheim, Loen, Lillehammer and returned to Oslo to meet Bjorn on Norway's Constitution Day, where we watched parades, saw the King & his family waving from their balcony, and enjoyed a wonderful meal prepared by our friend.

On our last day Bjorn took us to the Munch Museum (remember his painting "The Scream"?), the Holmenkollen Ski Museum & Tower, a local Oslo beach (beautiful water, very rocky shore!), and other favorite parts of his wonderful city.

We toured with Globus Tours, and they did a great job. Our tour guide was terrific - this was her 30th year on the job. Everyone we encountered was friendly, helpful and fluent in English. What a wonderful trip.



Beautiful Norway!


Photos from our May Social

Our May social found us on a sunset wine cruise out of Darien with one of our favorite skippers, Capt. Paul. A great time was had by all. This venue definitely stays on the list.





End of a great sunset cruise. Beautiful!



Join Us for the
District 26 Cruise & Rendezvous
September 11-14, 2025

Register Now!

**Hosted by America's Boating Club® – Golden Corner Lakes
Seneca, South Carolina**

We are excited to invite you to the 2025 District 26 Cruise and Rendezvous, hosted by America's Boating Club – Golden Corner Lakes (GCL)! Nestled in the scenic foothills of South Carolina, our club is located on the beautiful Lakes Keowee and Hartwell, making this the perfect setting to celebrate the end of summer and the beginning of fall.



Mark your calendars for a long weekend of fun and fellowship starting Thursday, September 11 through Sunday, September 14. This post-Labor Day getaway promises beautiful weather, exciting activities, and unforgettable moments with fellow boating enthusiasts.



Ed. Note: These district events are a lot of fun. This upcoming event is a very affordable one as well. Hope to see some of you there.



Our dynamic duo, Rick and Sharon Hindery were at it again! Keep Golden Isles Beautiful recently named Rick as Marsh Prince, and Sharon as Marsh Queen for participating in over 20 separate marsh pickups each during KGIB's Marsh Madness program. You guys are awesome!

YACHTING LIFE

at the Jekyll Island Club



Enjoy a presentation by Mosaic, Jekyll Island Museum and the Golden Isles chapter of America's Boating Club about the history of yachting at the Jekyll Island Club and yachting in the gilded age.

August 16, 6 p.m.

Purchase tickets now



Our very own Jerry Lamb will be presenting again at the Jekyll Museum. Please come out for this fun and informative talk. Please help promote this event.



America's Boating Club Golden Isles



Presents

Tides and Currents: *Understanding the forces that shape our coast and affect our lives*

Lecture 1: The Science Behind Georgia's Tides (8/4/25)

- Objective: Build foundational understanding of what causes tides and how they behave along Georgia's coast
- Topics include tidal forces, dynamic theory of tides, the South Atlantic Bight's effect, tidal patterns, spring and neap tides

Lecture 2: Tides and Currents for Boaters on the Georgia Coast (8/11/25)

- Objective: Learn how to read, plan, and adjust to our tides and currents when on the water
- Topics include the coastal boater's challenge, key differences between slack water and high/low tide, navigation hazards and patterns, anchoring and docking with changing currents, tools of the trade

Georgia's Tides

A science-based talk on the forces shaping our coast and affecting our lives

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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.