

AMERICA'S BOATING CLUB

Golden Isles



For Boaters, By Boaters™

A quarterly publication of America's Boating Club Golden Isles

Upcoming Events

January

21,28 - Celestial Nav
22 - Club Social

February

2-9 USPS Annual Mtg
4,11,18 - Celestial
8 - ABC Class
11 - Club Social
15 - Bridge Run
18 - EXCOM
28 - D26 Conf Starts

March

1 - D26 COW
3 - Marine Nav. Starts
11 - EXCOM
22 - CoastFest
29 - Club COW

Inside this issue:

CDR's Message	1-2
XO's Report	3
SEO's Report	4
AO's Report	5
Xmas Party Pics	5-6
Charles Goes National	7
Hindery's Cruise in Egypt	8-10
All About Dinghies	11-12
Love Those Bivalves	13
Various Happenings	15-16
Club Contacts	17

Commander's Message



CDR Mark Crawford, AP

Happy 2025!

This time of year, it is traditional to make new year's resolutions and, more importantly, to reflect on the prior year and to set some goals for going forward. A New Year's Eve party would be incomplete without going around the dinner table asking everyone what they intend for the new year. Usually, these resolutions are quite predictable: exercise more, lose weight, read more, spend more time with family, etc. I have read, and from my own experience know, that these fall by the wayside. Busy health clubs in January are practically empty by February. I know it is unlikely that I would succeed in any resolutions, so I always say that I intend to "eat more bacon." I know I can accomplish that.

We also use this time to reflect on the prior 12 months; reviewing the year's highlights, the ups and downs, usually leading to thoughts of what we would like to accomplish in the next year. I find that for things I plan for and devote energy to seeing them through, usually turn out close to being what I set out to accomplish.

The same goes for the Golden Isles Sail & Power Squadron (GISPS). I think overall we had a wonderful year filled with great accomplishments. A few of the highlights were the Boys and Girls Club cruise, the Women in Boating program, and that several of our members passed the Ocean Navigation course. We enjoyed lots of social events including the Murder Mystery, attracted several new members and conducted more vessel safety checks. We had outstanding participation from our members embodied by 36% of our membership earning a Merit Mark.

So, what is next? What do we want to do and what should we plan for in 2025? I have a few ideas:

First, let's continue and even expand our education class participation. I have taken several courses, and I have enjoyed each one. They are challenging and rewarding. What a great way to attract new members by inviting them to join a navigation or boating handling or safety class. Not only that, but if you pass, you get a cool designation by your name.

Continues on next page

Commander's Message (continued)

Second, let's continue and expand our community outreach. The Boys and Girls Club was just one example but there are other opportunities to offer our time and talents to our community.

Third, let's have many more cruises. I know everyone has a great time taking a caravan of boats to some local spot for a picnic, swim and party. I have put in a request for better weather in 2025. This is also a great way for novice boaters to gain valuable experience under the watchful eye of more experienced mariners.

Fourth, let's encourage friends to join us. We have a very active club with a tremendous amount of participation from the membership. As you know, it is all about education, safety and fun. I think others would really enjoy our club.

Good luck with any 2025 resolutions you have considered and I look forward to planning and reaching our goals for GISPS with you all. Happy New Year!

Mark



DNR's CoastFest event returns to Brunswick on March 22, 2025

CoastFest is back!

Our club will have a booth at this great event. We have lots of fun hands-on activities for the kids and raffles.

If you're interested in helping, let Cynthia Lamb know @ 860-908-5148.

Thanks!

Executive Officer's Report



XO Cynthia Lamb, JN

Take Celestial Navigation – Live Longer

You know how once you click on an article about a particular subject in your daily news feed you start getting more and more articles related to that topic? I think I clicked on one Travis Kelce link (he's the tight end for the Kansas City Chiefs who's dating Taylor Swift – in case you didn't know that) and now I'm getting a ton of Travis Kelce articles sent my way. The other articles I see a lot of (again, because I previously clicked on 1 or 2) are focused on retirement savings (will I have enough, etc.) and how to stay fit and healthy as you age. It's almost impossible not to click on something that has a headline like "Top 10 Things You Need to Start Doing Now to Live Longer."

By now I've read several articles related to reducing your risk of developing dementia and feel confident in saying that boating and, in particular, being active in our boating club both provide significant benefits in this regard. Boating keeps you active, gets you outside in the fresh air, helps you get more Vitamin D, and reduces stress. I've written before about the cognitive benefits of being on or near the water. There's a great book called *Blue Mind* that delves deeply into these benefits and the science that backs it up.

Besides the on-the-water benefits, our club also provides opportunities to make new friends, socialize, take classes to learn new things, and to be part of a team in giving back through various volunteering opportunities (several are listed in this newsletter). Never mind getting people to join the boating club to get a discount on Sea Tow or Avis, our club can improve your mental and physical health. How awesome is that!

Jerry and I are currently taking celestial navigation, part of a class of 6 students. This is an intense, hands-on class being taught by Charles Wilsdorf. It's the last and most advanced of the USPS navigation classes. Talk about cognitively challenging! My brain hurt after reading the first 2 chapters. I'm pretty sure I'm never going to use celestial navigation, so why am I taking it? So I don't get dementia? No. It's actually interesting and fun. I'm learning new skills and concepts and having fun socializing with the other students and Charles. I've already taken some moon sightings on the King & Prince Golf Course. I think I look pretty cool using a sextant (if that doesn't make me sound like a nerd I don't know what will).

Speaking of New Year's Resolutions...

Last year was pretty bad for on-water club activities. I lost track of how many times we had to scrap an event due to weather. Fortunately the weather cooperated the day of our Boys & Girls Club event. We are still planning on holding the scavenger hunt as all the clues are already written and it's going to be really fun. Unfortunately, I need to buy new prizes as Jerry and I drank them all. (Perhaps there's another resolution that I need to consider.) I know there's nothing we can do about the weather, but one of my resolutions as cruise director is to have a Plan B for as many of our boating activities as possible. These plans would not be dependent on the weather and would give us another way to have fun together. So maybe we can't boat over to Darien for lunch, but we can still meet up in Darien by car for lunch or wine tasting instead. Let me know what you think of this idea. I may need some help brainstorming some activities. I'll keep you posted.

Happy 2025!

Squadron Education Officer's Report



SEO Mike Moyer, SN

Upcoming Courses

It's a long voyage to the Celestial Navigation course. To get there, a newbie must have a beginning point. America's Boating Club | United States Power Squadron, decades and decades ago, put together a basic boating course designed to be that starting point on an educational journey leading to greater nautical knowledge. Today we call the "basic boating course" America's Boating Course (ABC).

The first ABC course for this year will be on February 8 with others occurring on April 20 and October 11. ABC continues to be a full day with lots of information needed by a beginning boater. Those classes are scheduled to be held at the University of Georgia Marine Extension Building in Brunswick. Word of mouth continues to be the best method for recruiting students for this class. Please help us spread the word.

A Marine Navigation class will begin on March 3 and will last seven weeks. Jerry Lamb (lead) and Mike Moyer will be the instructors. This is a great course to learn basic plotting, both on paper charts and on a GPS chart plotter. We rely on a laptop program named OpenCPN which is an open-source free software. In addition to plotting waypoints, students will learn to develop routes that can be downloaded onto SD cards and then uploaded to the chart plotter on their boat. That process makes course planning much more convenient.

Our squadron will again offer a Boat Handling course in the fall. A date has not been set, but it will most likely occur in September.

Cynthia Lamb has agreed to lead two different seminars this year. The first will be a repeat of last year's very successful Women in Boating. Look for it during the spring. A second seminar also planned for the spring will be Tides and Currents. If you've ever tried to bring a boat into a dock with a raging tidal current, then this seminar might give you some information on things to watch for when you're trying to plan for a soft uneventful landing.

Jerry and Cynthia Lamb are developing a third seminar for later in the year which will be centered around the more popular boating apps available for smart phones and tablets. There are scores and scores of apps available, and they will talk about down-loading and using apps that will make your boating experiences safer, more convenient, and fun.

Please let me know if you need further information about any of the courses or seminars that we offer and let us know if there is a particular seminar that you'd like to attend in the future. And, as soon as it warms up just a little, we hope to see you on the water. Be safe.

Administrative Officer's Report



AO Daria Lijoi

In December we had a fun and well-attended Christmas Party at our home. (See all the great photos below.) There was lots of great food and drink and a lively Yankee Swap. The sock monkey did make a triumphant return but with a slightly different look. I believe John has misplaced the original sock monkey. We will continue to look for him and his cute scarf.

Our January social will be held at the Wolf Island Oyster Co. in Redfern Village on SSI. The date is **Wednesday Jan 22nd @ 6:00 p.m.** Lucy Bowie from Dunbar Yachts and Freedom Boat Club will be our speaker. Our February social will be a pot luck at the International Seafarers' Center located at 307 Newcastle Street in Brunswick. This will take place on **Tuesday February 11 @ 6 p.m.** We will have two different speakers at this event. Please text me at 845-527-5214 to RSVP.



Scenes from our Christmas Party



More Scenes from the Christmas Party



Charles Wilsdorf Hits the Big Time!

if any of you have ever taken a class taught by Charles you would know that he has forgotten more than any of us will ever know about boating. When he teaches he invariably comes up with a true life story that helps to make a point or to reinforce some concept. So when Charles told us a story about how a can of peanuts near his fluxgate compass wreaked havoc on the boat's auto pilot, I just had to do something with it. I sent Charles' article to *Boating* magazine and they published it this month. Congratulations, Charles!

(Ed. note: *Boating* is the world's largest powerboat magazine.)



PEANUTS AND AUTOPILOTS

Disaster was averted by this experienced boater.

After months of extensive preparations, my friend Coy and I headed for the Bahamas from Brunswick, Georgia, on *Makana*, his 32-footer.

Prior to leaving for the Bahamas, we learned that the autopilot on *Makana* was not functioning, so Coy had a marine electronics technician come to repair it and conduct a test trip. It was now running great. Having cruised extensively, we knew the value of an autopilot for fuel and time savings and for reducing stress on the skipper.

After a search in the aft cabin, I located the fluxgate compass situated at the bottom of the aft hanging locker, next to a No. 10 tin can (110 ounces) of peanuts.

We set off, heading under the Sidney Lanier Bridge before allowing the autopilot to take control. Within seconds, *Makana* veered sharp to starboard and started swerving erratically. I immediately disengaged the autopilot and took control of the steering.

Coy was not happy and was talking about returning to the dock. The autopilot had functioned flawlessly just a few days prior. Why was it suddenly acting like this? I had experienced a similar event before on a boat that had its fluxgate compass and controls in one unit. It worked great in stand-by; but if I hit the engage button, it would turn us hard starboard. I figured out that

the external fixator on my wrist (used to repair a fracture I had sustained) was causing the problem, so I thought maybe we had a fluxgate-compass problem with *Makana*.

After a thorough search in the aft cabin, I located the fluxgate compass situated at the bottom of the aft hanging locker, next to a No. 10 tin can (110 ounces) of peanuts. We quickly relocated the peanuts, and the autopilot operated flawlessly for the remainder of the voyage. Sometimes the solution to a boat problem can be quite simple, and this, thankfully, was one of those cases.

Charles Wilsdorf
Brunswick, Georgia

[The key safety takeaway here is that Mr. Wilsdorf remained at the helm, despite using an autopilot. Had he left the helm, the boat may have struck something or a sudden turn may have thrown someone overboard. Always keep a helm watch when using autopilot. —Ed.]



PHOTOS: TOP LEFT COURTESY AMARANTH CULLEN; ABOVE STOCK, GENERATED WITH ADIGM TRUSTLY

Cruising on the Other Side of the World

Submitted by: Rick & Sharon Hindery

It was a picture of a felucca, a traditional Egyptian sailing craft, that appeared on the cover of the May 2023 National Geographic Traveler that was the catalyst for our latest adventure. Funny how my brain works. One look at the boat and my mind unlocked all the memories that accumulated over seven plus decades of life on this planet.



A felucca (on left) and ferry in the Nile

I was nine years old when I sat with my parents mesmerized by Charlton Heston and Yul Brynner in "The Ten Commandments". A few years later, when I was allowed to stay up until 10:30 on Friday nights, I watched Boris Karloff as the Mummy being brought back to life through the power of a brew made from Tana leaves.

As a grade school student, we studied Egypt - *The Gift of the Nile*. I learned about the sphinx, the pyramids and Antony and Cleopatra. I liked history and learned about Napoleon's attempt to conquer Egypt and the discovery of the Rosetta Stone.

Sharon and I were two of the one million people who visited the "Tut" exhibit at The Field Museum in Chicago in 1977. Egypt was never on our list of places to go through until something about that picture of the felucca caused me to think "Let's Go!". While the felucca triggered the idea of a trip to the Nile, it was another ship, the SS Misr, (a historic, luxury steam-powered Nile River cruise ship) that sealed the deal.

We would see the Egyptian Museum in Cairo and enjoy a pre-opening visit to the new Grand Egyptian Museum. We would visit the pyramids and the sphinx and ride a camel as every tourist must, but it was the Misr that captured our imagination.

The SS Misr (the name is Arabic for The Kingdom of Egypt) is one of only two steam vessels still sailing the Nile. It was built in 1918 by the British Royal Navy and later converted into a floating palace for Egypt's last king, Farouk. After languishing for many years, it was fully and elegantly restored to its royal vintage glory in 2003.



The SS Misr

Continues on next page

Cruising on the Other Side of the World (cont'd)

It is truly a luxury (albeit small) ship. There are 24 cabins, each with a private balcony for a maximum of 48 passengers. A crew of 60 provides for all the passengers needs and wants with very personal service. During our stay, we were the only Americans, along with 3 Germans and a Jules Verne tour group of 24, for 29 total. We were treated like kings while we cruised gently up the Nile from Luxor to Edfu to Aswan.

Each morning our guide would pick us up for a day of visiting the various ancient sites. Afternoons were spent leisurely motoring on the Nile observing the rural life along the lush green banks of the river- with the desert only a short distance away. Small villages were far different from the chaos of Cairo, with fewer cars and more donkey carts and horses. Everywhere there were boats. There were many other river cruise boats- all much larger than ours. Overnight we would raft up at docking- 3 deep, so we would walk through the lobby of a couple of other ships when we disembarked for a night tour.



Merchants selling from their boat alongside our cruise ship

Life in Egypt is completely centered around the Nile. The river provides water to drink, irrigation for the fields, transportation and food. We saw many fishermen. Fodder for the livestock is collected by boat from the river's edge. There were many row boats, small passenger ferry type boats, and the picturesque felucca sail boats. Small boats would tie up to ours while cruising, and the guys would holler up "Hello, hello!" to try and get our attention. They would then display their wares such as blankets and robes and barter with you. If you liked something and agreed on a price, the merchant would wrap it up in a bag, toss it up to you, and you would send payment in the bag by tossing it back to him. What a way to make a living!

We spent a morning in the Valley of the Kings, entering several tombs including King Tut's. The hieroglyphs and paintings on the walls and ceilings were amazing in the detail and paint colors- thousands of years old! All the furnishings from this tomb are in the museum at Cairo. Only King Tut's mummy itself remains in the beautifully decorated tomb!

We even took a plane to see Abu Simbel- which would otherwise be a 4-hour bus ride each way. The tombs were moved there in 1965 to protect them from flooding when the

Aswan Dam was built. It was a massive operation that was funded by many countries.

During the Cairo portion of our trip, we visited the Pyramids, Sphinx, various temples and tombs, the Coptic Christian churches, Mosque of Mohammad Ali (not the boxer), and both the old Egyptian Museum and the new Grand Egyptian Museum, as well as a visit to the Bazaar. Overwhelming and amazing sites! Our final night was spent with a Cairo family in their home, learning how to make and share a typical meal with them. It was the high point of our trip! Actually, all the people we met were amazing! They were

Continues on next page

Cruising on the Other Side of the World (cont'd)

all knowledgeable, passionate, interesting, and FUN to be with! We had an incredible time! Because we are a boating group, I write mostly of the 5-day cruise portion of our trip. The 10 days that we spent total in Egypt were all pretty amazing! There is so much to see, so much history and so many ancient sites that are so old that we cannot comprehend. Yes, I took thousands of pictures. Some I can only identify by the order in which I took them, or that my cell phone identifies the location- handy feature! Maybe I will identify some of the sites and label some of the pictures, some rainy someday! You all have seen pictures of the pyramids, tombs and temples, and I have taken some pretty cool ones. But here I include mostly pictures of life and boats we saw along the Nile...as we are a boating club!



Aboard the Misr - perfect place to watch the Nile go by



With local family for dinner



Rural farmers on an afternoon break



Desert just beyond the highway

The Dinghy: The Swiss Army Knife of Boats – *Probably More Than You Want to Know*

Submitted by: Charles Wilsdorf, SN-ON

Many of you may not own a dinghy, and if you have a boat that can be reasonably beached, you might not see the need for one. However, if you own a larger vessel, particularly a sizable powerboat or most sailboats, a dinghy becomes an essential item.

We bought our first dinghy in 1995 while boating on Lake Mead. It was a 10.5-foot Avon with an inflatable floor and a 15 hp Evinrude engine. The Avon was constructed from Hypalon, which is significantly more expensive than PVC models, but it has proven to be incredibly durable. Mike Moyer now owns this boat, and it's still ready to serve its purpose.

On Lake Mead, we used the dinghy to reach the shore from our sailboat. During trips to the Grand Canyon, it allowed us to explore areas where our sailboat couldn't go. When Teresa and I began cruising in blue waters, the dinghy was always by our side. It served multiple roles: transporting us to shore from an anchorage, acting as our exploration vessel, providing a means for snorkeling, serving as our grocery getter, and even as a socializing platform for cocktail gatherings. The list goes on! If we were only anchoring for a day or so, we mounted the 3.5 hp Evinrude; for longer stays, we opted for the 15 hp Evinrude.



Each evening at anchor, we hoisted the outfitted dinghy to deck level to prevent it from banging around at night and secured it with a lock to deter thieves. While cruising in Mexico, a new law mandated that Mexican fishermen have a small outboard motor for emergencies, making dinghy engines highly sought after. Fortunately, we never faced issues, but many cruisers woke up to find their dinghies missing. Sometimes, the missing dinghies reappeared, but without their engines.



While underway, we made it a policy to remove the dinghy engine and store the dinghy on our forward deck, secured with tie-downs. Many cruisers opted to tow their dinghies or store them using davits, but we found both methods unacceptable for various reasons. In rough weather, a breaking wave can fill a dinghy with water, causing significant damage to the main vessel when stored on davits, and many dinghies have been lost while being towed. Once, while chartering in the San Juans, we towed our dinghy from anchorage to anchorage in settled weather. One day, I turned around to check on it and saw a dinghy drifting aimlessly. I initially thought, "What an idiot for not

Continues on next page

The Dinghy (cont'd)

securing their dinghy,” only to realize moments later that I was the idiot. That would have been an expensive mistake when returning our chartered boat.

Beaching a dinghy can be quite an art, especially in breaking waves. It seems that cruisers who are surfers excel at landing dinghies in such conditions. Once, while in Zihuatanejo (Z-town), Mexico, Teresa and I were meeting friends on the beach for sundowners. The surf was up that day, and as I approached the shore, I came in a bit too slow, allowing a breaking wave to catch our stern. This created a very tense moment as the dinghy nearly capsized, throwing me out. Thankfully, Teresa had the presence of mind to kill the engine. Once ashore, we were soaked, the dinghy was filled with water and sand, and my pride took a hit. Fortunately, no one else on the beach witnessed the incident, sparing me from embarrassment.

In the accompanying picture (nightly cocktails on *El Regalo*), you'll notice that cruising dinghies often have wheels mounted on the transom. In areas along the West Coast with significant tides (up to 16 feet in Panama), having fold-down wheels on a dinghy is essential. When beaching a dinghy, it's crucial to ensure you land above the high tide line. Many times, after an excursion, you could find yourself rolling your dinghy 100 feet or more to get it back into the water.



Getting into a dinghy from the water can also be a challenge. We had a line with a bowline loop that we would hang over the side to help get one foot in, allowing you to lift yourself into the boat. Ours was rigged for my height, which sometimes posed a challenge for Teresa, especially during cocktail hour. You might also notice in the pictures that no one wore life jackets in the dinghy. Probably not the safest choice, but that was the norm for us.



Interestingly, the French don't seem to rely on dinghies that much.

For the Love of Bivalves

Submitted by: John Lijoi, S

My fascination with bivalves started when I was a young boy growing up on Long Island in New York. When I was 10 years old our family moved from Brooklyn to the suburbs of Long Island. We had a relatively small Italian family of three siblings, my mom, her brother and her sister. My aunts, uncles, and cousins would get together every weekend from Memorial Day through Labor Day. Saturdays were spent at a local beach that had several large pavilions with barbeque grills and wooden picnic tables. We would send some of the family to the beach at opening time to “save” the prime pavilion for our picnic day. After the rest of the family arrived, many of us would trek on down to the beach to begin the weekend harvest. We would fish, seine for bait and gather shellfish (clams, oysters and mussels) at low tide. By mid-day all would be back at the pavilion feasting on the day’s harvest. I believe it was due to these memories that I pursued an education in Marine Science.

After graduation, my first job was working for an oyster hatchery. I had responsibility for identifying when the wild oysters were ready to move on from their free-swimming life.

Oysters in their natural environment are stimulated to spawn when the water temperature rises in the spring. The release of sperm and eggs into the water further stimulates other oysters to spawn. In an oyster hatchery the spawning is stimulated year-round by controlling water temperatures. Spawning is initiated when water temperature reaches 77° F. Once the eggs are fertilized, the larvae are free swimming, feeding on algae.

Editor’s Note: the UGA Marine Extension and Georgia Sea Grant opened the state’s first oyster hatchery, in order to revive the once-thriving oyster industry in Georgia. Located on Skidaway Island, the hatchery produces between 5 million and 7 million spat, or baby oysters, per year.

All bivalves are born free swimming; this is called the veliger or larval stage. Toward the end of this stage, the oysters develop a foot that will assist them in finding a suitable hard substrate to attach.

My job was to identify when the larvae developed this foot. I would notify the bosses, and boats with bags of crushed oyster shell (1/2 - 3/4 inch) were dispatched to spread the shell to facilitate setting of individual oyster larvae. Once the oysters are set, they are called spat. Timing is critical at this point because the veligers have only 48 hours to set and become spat.

Along with these identification duties, I was in charge of growing the algae to feed the oysters. Algal cultures must be raised in a clean room with special lighting, separate from the main hatchery. The large 250-gallon tanks used for larval production and larger 5,000-gallon algae tanks (for feeding), were rotated weekly and cleaned with a bleach solution to keep them bacteria free. Good water quality is essential to successful hatchery production. Water used in the hatchery was mechanically filtered and treated with UV light.

The typical wild oyster reaches adult size in 5 to 7 years, while an oyster grown in a hatchery reaches adult size in 3 to 5 years. After the oyster reached about 3 inches in size, they were transferred to company registered beds in the bay and later harvested by large boats that dredged the bottom of the bay.

Join us for the America's Boating Club Annual District 26 Spring Conference & Change of Watch

When: February 28 - March 2, 2025
Where: Sonesta Resort, Hilton Head Island, SC

Why You Should Attend

- ✦ **Meet Chip Michalove**, the Great White Shark Whisperer, and hear his fascinating stories!
- ✦ **Explore Hilton Head Island** with local tours and scenic outings
- ✦ **Join a Boating Adventure** with members of the Hilton Head Squadron, exploring the pristine waters surrounding the island
- ✦ **Get Updates** on the latest happenings at the district and national levels
- ✦ **Network** with fellow boating enthusiasts and other squadrons

Check your emails for more information. This will be fun!



SOUTHEAST GEORGIA HEALTH SYSTEM
Foundation



Join us for the February 15 Bridge Run (well, walk is more like it) at the Liberty Ship Park. It is a fundraiser for the Southeast Georgia Health System. We had a few gung ho folks walk it the last couple years. It's been fun. We walk as a group.

**Let me know if you're interested.
Sign up at <https://the-bridge-run.org>**

Thanks!

Submitted by: Cynthia Lamb



Various Happenings With Our Members & the Golden Isles



Member's Grandson Lands Triple Tail in the Hampton

Submitted by: Kevin Michael

We were anchored in the Hampton River, just outside the Mosquito Creek entrance that's closest to the ocean. About halfway through the incoming tide, we were using live shrimp on float rigs, letting them drift along the bank, down into Mosquito Creek. We were using light tackle, fishing for trout and redfish. This triple tail hit hard, bending the rod over pretty good, and our grandson Aidan (15) thought he'd hooked a shark or a giant skate. After about a 10-minute battle, we finally netted this guy. Not sure about weight, but he was 19" long, really tasty, and fed five of us that evening!

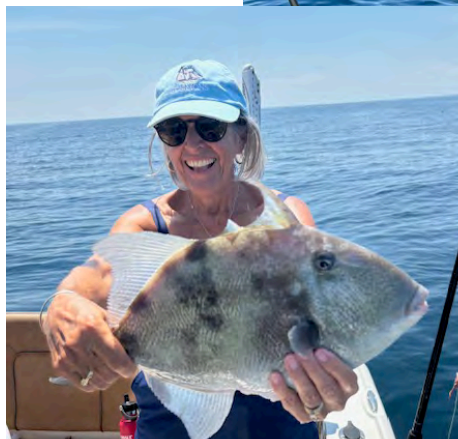
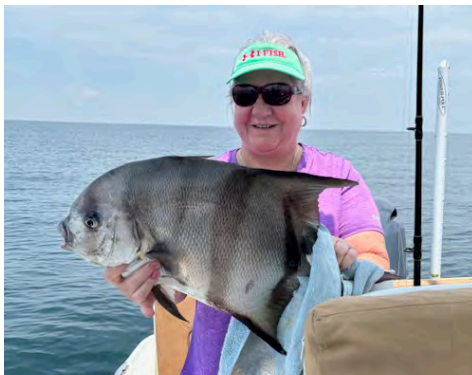
I had only heard of triple tails being caught off Jekyll Island, never in the Hampton River.

Ed. Note: Aidan accompanied us on our Boys & Girls Club outing last year. Way to go, Aidan!

The Vaughans Go Offshore and Score

Submitted by: Alice Vaughan, S

This past summer Dave, Rhonda and I took a trip about 20 miles offshore from St. Simons. We fished on artificial reefs and caught lots of spadefish and red snapper.



Unfortunately, we couldn't keep the red snapper (out of season), but the spadefish were delicious!

Various Happenings With Our Members (cont'd)

Supporting the Dolphin Project

Submitted by: Cheryl Shedd, P



This is a picture of a group of dolphins in Blackbeard Creek swimming toward Sapelo Sound that I took a few years ago. It is unique because one doesn't usually see this many dolphins grouped together for an extended time. When I enlarged this photo, a baby dolphin can be seen being kept above the surface between the two dolphins in the back. The dolphin in the lead has a split dorsal fin that is distinctive. Alan and I volunteer with The Dolphin Project, going out monthly in Sapelo Sound and its estuaries to photograph dorsal fins and dolphin behaviors. We have spotted the

dolphin with the split dorsal fin 2 or 3 times over the years and just recently saw him again in October. It is so exciting to recognize them and know they are still in our waters! The Dolphin Project is celebrating 35 years of collecting data on coastal dolphins from SC to St. Mary's, GA. Volunteers are needed! Check out the website: thedolphinproject.org

Great Event Coming to Darien

Keep McIntosh Beautiful's annual Oyster Roast and Silent Auction is coming up Saturday, Feb. 8 from 5 - 9 pm. All the fresh roasted oysters and steamed clams you can eat, beer and wine, BBQ dinner with all the fixins, and awesome entertainment by DeFunk and later in the evening, favorite local musician Michael Hulett.

Our Silent Auction is always amazing. Examples of just some of the items to bid on include: Set of 4 new docklines with marlinspike done by ABC member, **Alan Shedd**. Rowing lessons on the Sapelo River by ABC member, **Cheryl Shedd**. Jekyll Island Cottage 3 night stay. Two blue denim jackets with custom artwork, hand painted by artist, Lea King Badyna, who is KBGIB's Executive Director. Container Garden of Native Plants from Florabundance Native Plant Nursery in Darien and so much more!!

For ticket information and more details check out this link:

<https://keepmcintoshbeautiful.com/kmb-oyster-roast-fundraiser/>

Please join us! Hope to see you there!

Submitted by: Cheryl Shedd

America's Boating Club Golden Isles 2024 Bridge & Committee Contact Information			
Commander	Mark Crawford, AP	314-469-3252	mccrawford@sevenfourcapital.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.