



the p o r t h o l e



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CDR Vicky Jefferis



P/C Charles Wilsdorf, SN, center, and the other USPS National Charles F. Chapman Award winners. National Educational Officer, V/C Bob Brandenstein, SN, is at the podium.

February, already!
Did the groundhog
see his shadow at your
house? He did here
so we may have some

more winter weather
in the Golden Isles
area, but there's plenty
to do to get ready for
the upcoming boating

season, so dream your
boating dreams and
take advantage of the
warm spring like days
we're lucky enough to

be enjoying this year.
As you already heard,
Charles Wilsdorf,
SN, was selected as
a National USPS
Charles F. Chapman
award winner. We all
knew it was a huge
honor, but seeing
Charles receive his
award from the
National Education
Officer at the National
USPS Annual
Meeting in front of
hundreds of people
was an awesome sight!
Congratulations
again, Charles!

GOLDEN ISLES SAIL AND POWER SQUADRON 2012/13 BRIDGE

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Cdr Vicky Jefferis, AP inducts new member Cecilia "Cheech" Mameli.

Speaking of boating – our Admin Officer, Skip Roeder, S, is compiling the GISPS semiannual Boating Activities Report for the District and needs your help. Many of you have been out on the water fishing, cruising for a day, or taking a longer trip – several days or more, and we need to capture that activity on the report. This report covers the period of October 2012 until now, so please send Skip the dates of your outings, the name of the boat, what you did and how many GISPS members participated. Speaking of our Admin Officer – thanks Skip for arranging our January meeting at Sonny's BBQ. The food was great and well priced and we had a terrific meeting room. Well done!

By the time you're reading this, GISPS will be offering our ABC class to the public on Saturday, Feb. 9 and 16 at the UGA Marine Extension

center in Brunswick. Thanks to Jack Sterrett, SN, for organizing this session – he's done a lot of work getting the facility and all the instructors lined up. Thanks also to everyone who's agreed to help teach this important class.

The District 26 Spring Conference is scheduled for Feb. 22-24 in Charleston, SC. This is a great opportunity to learn more about USPS and meet people outside the squadron at a more local level. More details are on the District website so check it out and consider joining some of your fellow GISPS and D26 members in Charleston. You may note that Feb. 24 is our normal squadron meeting date and due to the conflict, the Executive Committee voted to cancel the February Membership Meeting.

Thinking ahead to warmer days and organized boating activities, I've just gotten some details about the District 26 Cruise & Rendezvous being hosted by Hilton Head Sail & Power Squadron from May 3 – 5 this year. This is a fantastic opportunity for us since it's possible to boat to Hilton Head or trailer a boat. The Hilton Head squadron has selected the Park Lane Hotel & Suites, www.hiltonheadparklandhotel.com (\$89 + tax) for those needing rooms, and the Palmetto Bay Marina, www.palmettobaymarinahi.com/ for marina and trailer parking facilities. Activities include a Low Country buffet, island tours, a poker run by boat and other social opportunities. The C&R is a social gathering with no business agenda. If



Margaret Butler, N, receives her Educational Proficiency certificate.

you think you might be interested in attending, please let me know so I can give the Hilton Head folks a TENTATIVE guess of how many people/boats might come from GISPS. If you respond, there will be no names & no commitment made at this time.

Looking far into the calendar year, mark your calendars now with the date for the GISPS Change of Watch which will be on November 16. This is the THIRD Saturday rather than the normal Saturday in order to avoid the Thanksgiving holiday weekend.



Students attend the GISPS weather class

Once again, there's no GISPS February meeting. Our next meeting will be March 23 – Executive Committee meets at 4:45 and Membership Meeting at 6:00 PM. See you then! Don't forget to check the calendar for dates further into the year.

FEBRUARY BIRTHDAYS

1 – Richard Jones
6 – Kathleen Batson
25 – Tim Lahrs
26 – Scott Bloodworth



AO Report **Skip Roeder, S**



Our next meeting will be on March 23rd at Captain Joe's Seafood, located on Hwy. 341 at Exit 36 of I-95. I am pretty sure we will have a guest speaker for the meeting, Cap Fendig. Mr. Fendig is legendary in the Golden Isles marine community and should provide us with a lively, interesting evening. Mark your calanders!

Golden Isles Sail and Power Squadron 2013 Activities Calendar

Date	Time	Function	Location
Feb 9 & 16	0845	ABC	UGA Marine Extension Ctr.
Feb 22-24		D26 Spring Conf	Charleston, SC
Feb 23		Meeting CANCELLED due to conflict With D26 Spring Conference	
Mar 23	1645 1800	EXCOM Meeting Membership Mtg	Captain Joe's Brunswick
Apr 19 – 21		Leadership Development Training	Flotilla Island, Lake Murray, SC
Apr 27	1645 1800	EXCOM Meeting Membership Mtg	TBD
May 3-5		D26 Cruise & Rendezvous	Hilton Head, SC
May 18-24		Safe Boating Week	
Jun 22	1645 1800	EXCOM Meeting Membership Mtg	TBD

Squadron Education Officer
Charles Wilsdorf, SN



As I mentioned in the January “Porthole”, our plate was very full for Jan and Feb. I am pleased to report there is now “light at the end of the tunnel”. We had sixteen students finish the Weather course this week and five more students taking the AP exam. I would like to thank all the students who participated. I hope all of you not only learned more about boating, but will be encouraged to enroll in more USPS courses.

I would also like to thank Lt Coy Hodges,SN for his expert instruction in the Weather class and 1st Lt Jack Sterrett,SN for his help in setting up the Weather class and his mentoring in the AP class. Jack has also been organizing the upcoming ABC class.

Our squadron also hosted two ACN (Advanced Coastal Navigation) OTW (On The Water) exercises in January which five USPS members successfully completed. Many thanks to 1st Lt Coy Hodges for allowing us to use his boat, “Makana” for these exercises.

I would also like to thank all the kind GISPS members who wrote such positive reviews about me as an instructor which helped me earn the National Charles F. Chapman Award. This award really is a squadron award that took much effort, dedication, and commitment from many squadron members. Our squadron now owns three expensive sextants, so I hope at you will consider taking JN and N to put them to good use in the near future.

Attending the national meeting gave me the opportunity to hear some of what is coming “down the pike”. USPS has renewed many of its partnerships including with the USCG, the USCG Auxiliary, the Canadian Power Squadron, Boat US, the Brunswick Corporation and many others. It won’t be long until many of our USPS courses and seminars will be available online through Boat US. I might also mention that the cost of USPS course manuals will be increasing in price in April to cover increases in printing cost. Many of the instructor’s manuals will only be offered as ebooks to further save in printing cost.

Membership is at an all-time high for GISPS with 75 members. Remember that all GISPS members are on the Membership Committee, so please help the squadron to retain members as well as encourage new ones. We have come a long way since 2005, but it takes continued effort to keep moving forward.

As always, if there are any particular classes or seminars that you would like to see offered please contact 1st Lt Jack Sterrett, SN or myself.

Hope to see you all at the March meeting.

Secretary's Report
Sandra Boynton, P Secretary



Secretary's Report

Cdr Vicky Jefferis, AP called the meeting to order 26 January, 2013, at Sonny's BBQ, Brunswick, Ga. Past Commanders Larry Jefferis, AP, Golden Isles, and Charles Wilsdorf, SN, Golden Isles were recognized as present. Vicky also introduced Linda Mahoney's mother, Velma Breaux to the group. She announced that Dee Morrison, Denise Shultze, and Sandy Cox are having some health problems, so please keep these folks in your thoughts and prayers.

The Invocation was led by PC Larry Jefferis.

Cdr Vicky Jefferis presented Cecilia "Cheech" Mameli with her Membership Certificate. She also handed Margaret Butler her Certificate of Educational Proficiency for successful completion of three advanced grade courses & three electives. Vicky relayed to us that GISPS won 3rd Place for the District 26 Fall Teaching Aid Competition due in large part to Charles Wilsdorf's efforts.

On a National note, Charles Wilsdorf, was awarded the Charles F. Chapman Award at the National Meeting held January 16-20. Way to go Charles! Also, we start our USPS 100th Anniversary Celebration this year! There will be several events planned throughout the year...look for them!

Vicky mentioned that the D26 Spring Conference is coming up quickly this February 22-24th... please consider attending as it will be very beneficial for all members!!! This conflicts with our Feb. meeting so it will be cancelled.

Please submit all boating activities to AO, Skip Roeder as soon as possible. It needs to be submitted prior to the Spring Conference.

Secretary, Sandra Boynton, P, verified that we had a Quorum present and the October minutes from the Porthole were approved.

XO Lisa Noetzel, JN, brought a boating article that was in the Brunswick News recently concerning proposed boating laws to everyone's attention. The new proposals include raising the alcohol limit from .01 to .08 and for children to wear a life preserver at all times under the age of 13 years up from 10 years of age. Lisa also brought up the need for more Vessel Safety Checks and for more qualified members to do them.

AO, Skip Roeder, S, reported that next meeting will be at Cap'n Joe's Seafood in Brunswick on 341 and that we would see how the club likes it compared to Sonny's. He also might have Captain Fendig or possibly a local fishing guide speak at the meeting. Yeah! Also, another co-op charting trip is in the works for this year. Skip reminded us to turn in boating activities to him!

Educational Officer, Charles Wilsdorf, reported that his Weather class and Advanced Piloting classes are finishing up with 16 students and 6 students respectively. He will be offering an ABC class Feb. 9th & 16th. Please get the word out about this class to those you know!!! In addition, Charles is hosting a field trip for the Weather class to the Jacksonville NOAA weather station. Depending on response, he could have room for some members who did not attend the class also. He will let us know. Charles discussed the need for everyone to work on membership of the club. GISPS is maintaining but, need to increase numbers to grow and stay a vibrant unit. A lot of clubs that keep their numbers the same end up declining or ceasing to exist. It is very important to promote GISPS wherever you are and invite friends and boaters.

Teresa Wilsdorf, Treasurer, informed us that GISPS has \$6,695.05 in the bank and is approx. \$43 ahead for 2012.

Vicky reminded us of a Caribbean cruise that USPS is sponsoring for members. You can put \$100 down to book a room. Also, she brought to our attention the many benefits of being a USPS member and to visit the website for links to them. George Eschliman, P, stood up to model a jacket that he purchased for \$10 online at queensboro.com with the GISPS logo on it. This is an exceptional deal as embroidery is costly. Check out this site!

Under unfinished business Vicky talked about the revised Squadron By-Laws that had been sent to all members for review. The revisions reflect the new USPS family dues structure and the formal squadron name change related to incorporation. It was moved and seconded to approve the revised ByLaws.

Under new business, Vicky asked if anyone had any comments regarding the proposed 2013 goals for the squadron. Hearing none, we will work toward those goals.

It was moved and seconded to adjourn the meeting. The motion passed and we adjourned.

XO Report

Lisa Noetzel, JN



Ahoy GISPS members!

It was wonderful seeing many of you at our last month's meeting. Now, just a few weeks later, there isn't a lot of social news to tell. There is, however, one important announcement: I'm delighted to write that Pat Rodgers has agreed to be the Chairperson for our annual co-op charting. Thank you Pat! At our next GISPS meeting, I'm confident both the Rodgers will speak to the the great service USPS members do every year with regard to keeping our nation's maritime charts up to date.

Charter Commander's Report

Audie Holmes, SN



As I prepared this article, I am mindful of the time I worked for the Georgia Department of Correction and was the training specialist. I was a candidate for a promotion, and I was asked a question during the interview—a question I could not fully answer, but I answered the question thus: “I don’t know the answer to your question, but I know where to go to get the answer: The Department’s Operations Manual.” Evidently, that was the right response and two days later I received the promotion.

Well, the point in this example previously given was that we might want to know more about the United States Power Squadrons and what methods to employ for the smooth operation of a squadron are easily found in the pages of the USPS

Operations Manual.

I have witnessed a large number of procedural violations over the years by members, even commanders, who operated on their instincts, their past experiences, or their simple disregard or lack of knowledge of how to find the answer needed in the USPS Operations Manual. It is a really simple step-by-step guide for all the events necessary for the smooth operations of meetings, events, committees, flag etiquette, dress codes, etc. In the next few publications of the Porthole we shall explore and highlight important parts of each chapter of the USPS Operations Manual. Of course, we don’t have to wait for the monthly publications; we can read the Operations Manual on-line whenever we desire, too. What better way to spend a cozy evening than by settling into a large armchair with a drink of your choice close at hand and a copy of the USPS Operations Manual in your lap. But be careful! It might grow on you and replace the family cat. She won’t like being de-throned for the USPS Operations Manual. Look for details in the next Porthole.

See you on the water!

P/C Audie Holmes, SN

Treasurer's Report
Teresa Wilsdorf, S Treasurer



GISPS currently has \$6,719.30 in the bank as of 2/6/13.

As I stated at the January meeting, we are keeping afloat with our bank balance. We were pretty even with expenses and income for 2013. Emil Hoffman is auditing the books for 2013 as I write. Hope he does not find any problems!

As I get ready to prepare the taxes for 2012, I thought I would remind all of you that dues paid to the GISPS are tax deductible. In addition, officers, delegates, instructors, and members may deduct the cost of attending a meeting at which they perform official duties. Members who are not officers may deduct only the expenses for public services, such as teaching our public courses. You should always consult a tax advisor to determine how these laws affect your personal situation.” If you have any questions regarding this information, feel free to call me and I will try to answer your questions, or I will find out whom to ask to get the proper answer.

Since we incorporated last year, I am checking into the Squadron's ability to have a tax exempt status for the state of Georgia. We already are tax exempt for the IRS. I will be working on that within the next month or so.

I am sure you were all disappointed that I forgot the 50-50 raffle tickets at the last meeting and we will not be having a meeting in February. I will do my best to remember them for the March meeting. Just a thought...Does that mean you should buy three times the amount of tickets you normally would?!

I look forward to seeing you all at our next meeting.

The Preliminaries
Port Hole Featured Story - Part 2 of 3

Provo to Brunswick is a 3 part series the author, ASEO Jack Sterrett, SN, relates about the boating adventures of boat owners Ed and Deb Close, assisted by GISPS members and crew Jack Sterrett and Coy Hodges, SN.”

After securing the boat and showering, they walked the mile and a half to town. They passed a couple of churches and ended up at the town docks where they met the “Ocean Gambler,” a local fisherman who also was waiting out the weather. His ultimate destination was north to the Abacos, and the likelihood of both boats leaving Clarence Town on Tuesday or Wednesday together was discussed. Jack was able to buy 7 large lobsters (5.5 pounds) for \$50 from the Gambler, which insured that they would eat well while in Clarence Town. Ed was able to get the internet for an update on the weather, which by now had sustained winds over 30 knots.



On a more personal note, being on a boat for a couple of days of bad weather tends to keep you and your clothes either wet or very damp. All of them had been in pretty wet clothes, and Coy and Ed had developed rashes caused by the salt water. It was not pleasant for Jack to hear daily updates (this lasted for several days) about the condition of their rear ends. (“Coy, is the Anusol doing any good for you?”) Some things are better not so publicly discussed.

Jack was able to call Lynda and check on the weather; she was at Joe Sirica’s house for the annual Power Squadron Christmas Party. Charles Wilsdorf was sending regular weather updates to Ed’s computer, which helped them decide when they could leave for the next destination. While Coy and Jack were below, they heard what sounded like Ed working on the windlass. When Jack went above, he saw Ed fighting with the staysail in the high winds. The winds had caused the sail to partially unravel, and it was struggling very hard to either rip or pull the boat into the dock. The line securing the bottom of the sail was wet, knotted up, and could not be freed. Jack called to Coy, and together they tried to hold the line down so Ed could unfasten it. Ed was finally able (winds were now 40 knots) to loosen the hasp holding the sail to the deck, and the sail, still connected at

the mast, flew out at least 50 feet. Finally the line was untangled and the sail was pulled back to the boat. One option had been to cut the line and let the sail go, and fortunately that was not necessary. The force of the wind on the sail had lifted Jack off of the deck a couple of times.



Ed complained in a nice way to Jason

that not having power was a pretty serious inconvenience. Jason seemed to be a little friendlier after that and did ask us occasionally if everything was going alright. He mentioned that the cost of gas to run the generator was probably less than he would have charged for electricity, which was an interesting comment from a marina manager. Incidentally, his wife Wendy was much more of a “people person,” and she and Jason had a very cute puppy named “Emma.”

Ed, Coy and Jack had a terrific dinner of lobster and boiled potatoes and a salad and turned into bed early.

Sunday, December 2

The sailors awoke after a very windy night at the dock, and Ed, as became his custom, put the water for coffee on before saying “good morning.” He served the coffee and made egg omelets with lobster, which was a great way to start the day. After breakfast the winds had died down some and Ed and Jack worked on the port navigation light. They found the problem to be a blown fuse (likely from all of the rain and sea water during the recent passage). Some duct tape helped to seal it from the elements. Next they tackled the non-working windlass deck switch. When the switch was removed they found that the return mechanism was broken and it could not be repaired. Ed had a remote control for the



windlass and he and Jack put that in the place of the deck switch. It was wired so the remote control would raise the windlass but you still had to press the starboard deck peddle switch to lower the anchor. Ed was satisfied with the repair. The repairs were finished at 12:30: Coy had been studying for the Weather course that he was to begin teaching in January. The group started to walk back into town, but were detoured by the “Rowdy Boys”



bar and restaurant and walked for a mile or two on the beach. As they got close to the restaurant they saw a woman picking up what appeared to be shells. She also had something larger in her hand. When they got back to the restaurant they ordered a couple of beers and watched the television (which they had not seen for several days). They were particularly interested in who had won the Georgia-Alabama college football team (Alabama), and fortunately they were able to see some of the highlights of the game on the sports channel. They went back to the boat and had another lobster dinner. The sustained winds continued to be 25 knots, and they were glad they were at a marina. There were two sailboats anchored out in the harbor entrance that had decided to weather the storm. The crew expected them to give up and come into the marina, but they never did. They had to be having a pretty miserable time. The sun set early (5:30pm) and the boys went to bed around 8:00pm. Ed left the Honda generator running to charge the batteries until it ran out of gasoline, around 10:00pm.

Monday, December 3

The crew awoke to a serving of the usual cup of coffee, and they were served “gruel,” an affectionate name for oatmeal with brown sugar. The battery bank power had fallen to 31%, a pretty substantial decrease from 100% the previous evening. Ed had turned off the refrigerator, so the drop was even more significant. He decided that the new wind generator was part of the problem, and



disconnected it totally. When the sun was shining the two solar panels seemed to be putting power back into the batteries, which was comforting. At noon the voltage in the batteries had risen to 12 volts, which is still far from the desired 12.6. Ed again turned on the Honda generator. They walked on the beach and came back to lunch and a couple of beers at the Flying Fish Marina restaurant in the marina. Coy treated the group to lunch. The cook was a lady named “Hermie,” who had worked for the marina for 9 years. After talking for an hour or so on the boat everyone turned in around 10:00pm.

Tuesday, December 4

After a morning of coffee and gruel, we found the weather to be improving slightly. The batteries registered 71%, which was better than the day before. Ed started the Honda generator and everyone studied the weather. It looked like there was an opportunity to leave the marina in the afternoon and travel overnight. The problem was the boat would

have to stop after 12 hours: the next destination had reefs and had to be navigated in the daylight. If Ariel stayed in the marina until morning she could leave and be at the next destination during the daylight hours and could cross the reefs easily. It was decided to wait until the morning. In the forward planning the crew also decided they wanted to stop at Lucaya for at least a day. If the weather cooperated it was possible for Ariel to be home either Monday, December 11 or Tuesday, December 12. If there was another weather setback the crew was prepared to stop at Lucaya and fly home (Coy had to be home by December 20 and Jack by December 22).

Coy began studying for his weather course and Jack and Ed walked back into town. The boat had lost a chain snubber during the stuck-anchor ordeal, and Ed was anxious to have it replaced. He got a map of the island and wanted to go to either a marine store or a hardware store. The nearest places were 6 or 7 miles away, and Jack suggested that they start walking that way (there was only one road on the island) and probably someone would stop and offer them a ride.

(They had just missed a chance of a ride from one of the marina workers.) When they got to the docks where Ocean Gambler was still docked they found a lady sitting in an older pickup truck. Ed leaned into the truck and asked her if she would give them a ride, and she asked where they wanted to go. He showed her the hardware store marked on a map, and she said "Get in." Jack jumped on the back of the pickup truck and within a couple

of minutes they were going down the road 40 miles an hour (on the opposite side of the road from the U.S.). The lady was named Patricia, and was the city dock master. Also, ironically she was the woman they had seen on the beach. She had the shells she had collected displayed on the dashboard of her truck, and the thing she had in her hand was her portable radio. Jack and Ed were never sure why she was parked at the dock, since there did not seem to be any boat traffic that day.



She mentioned that a supply boat comes to town three times a week, and that there was a mail boat that came once a week. When they arrived at the hardware store, Ed found a suitable substitute for the snubber that had been lost, and offered to buy Patricia some gas for her trouble and to treat her to lunch. Getting \$20 of gas took a while (Patricia's truck had an obstruction in the filler pipe), and they stopped at a local restaurant Patricia selected for lunch. Jack had meatloaf, Patricia had fish (which she did not like),



and Ed had chicken. Patricia drank a couple of grape sodas, and Jack and Ed sampled the local beers (Strong Back, Kalik, and Sands). Patricia had a terrific personality and was a lot of fun. She brought them back to the boat, and wanted to see what it looked like inside. When the pickup truck pulled up to the marina Coy was walking near the boat and he was very surprised to see Jack in the bed of the pickup and Ed in the passenger seat. Patricia visited for a while, and on leaving wanted to take a picture. Jack had her camera and her phone, and when she took the camera it slipped out of her hand and went into the ocean. A fishing boat had come into a slip near Ariel, and one of the crew volunteered to dive for the camera, which he did. The camera did not work when it was retrieved, but Ed assured her that the pictures on the disk would probably be alright. Patricia said that the camera was actually her daughters but and that she had a camera and would give her camera to her daughter. Ed got her email address and they agreed to send her another camera. Jack and Ed had eaten lunch, but Coy had not. Ed had some canned oysters and crackers on board, which Coy had for dinner.

Ed called Charles who emailed a complete weather report for the next couple of days. Ed, Coy and Jack also viewed "Wind Guru" and "Wunderground Weather." The conclusion was that the weather would permit moving in the morning. The rest of the bottle of Bailey's was finished (another of their daily customs) and the crew went to sleep. To charge the batteries as much as possible Ed turned on the Honda generator until it ran out of gas. The plan was to purchase ice in the morning to help the refrigerator keep everything cold.

Leg Three: Long Key to Alice Wednesday, December 5

Everyone arose at 6:00am, and after coffee and gruel, began preparing to leave. As mentioned, the slip at the Flying Fish Marina was close to a rock barrier wall, and backing Ariel was not going to be an easy task. It was decided to manually spin the boat



so the bow was pointed out, which was done with the help of Marvin, the new dockhand. Ariel, with the bow sprit and davits on the back, was probably close to 45 feet long, and there was barely enough room to turn her around. The marina did not have any ice which was disappointing (the refrigerator had been turned off the night before to save the batteries). In addition to one more lobster, we had hamburger, sandwich meat and other perishables to worry about. Today

was Deb's birthday, and Ed was thoughtful and had sent her an email the prior evening.

The initial target destination for the next day was Conception Island (they actually stopped at Alice), and Ariel left the marina at 8:00am. She had her main sail flying by 9:00am and the jib by 9:30am. The boat was making over 7 knots without the motor, which made everyone feel good. Beans with onions and a roll were served for supper, and the crew sailed continuously until 10:30pm, when the wind clocked around quickly from the east to the south and then died. It also started to rain, so the sails were taken in and they motored for the rest of the night. The auto pilot also quit briefly at 10:30pm with the wind changes, but started working again within 30 minutes. The larger waves were probably the reason.

Thursday, December 6

Ariel passed Conception Island and Cat Islands during the night and arrived at Sandy Point at 6:00am Thursday morning, as planned. The boat was in very shallow water (10-13 feet) for a several miles, and then had 34 miles to go in skinny water before going through Fleming Reef. Once past Fleming, there was clear sailing and deep water to Freeport/Lucaya. They calculated that if they could keep going they would arrive in Lucaya at 3:00pm on Friday afternoon, which would give them barely enough time to enter the narrow channel before sunset. Ed was particularly tired after the overnight passage, and the weather had again taken a turn for the worst. For several hours the rain was so hard you could not see beyond the boat. Ed had gone below to sleep and Jack was at the helm. The Garmin GPS did not show clearly Fleming Channel, where they needed to go over the reef into the ocean. Ed was awakened at 4:00pm and the decision was made to stop at a place named Alice Town. Alice Town is a small settlement off of Hatchet Bay that has had free mooring balls available for sailors for years. Ed assured us

most Bahama cruisers have either heard of or had stayed in Hatchet Bay. As they approached the mooring ball the engine on Ariel again quit, but Coy and Jack were able to tie up to the mooring on the first pass. The problem was again a clogged fuel filter, which was to become a recurring problem for the rest of the trip. Ed changed the filter and everyone slept from 4:00pm until 9:00pm. Coy was the last to wake up and was worried that we had eaten supper and not told him (a common problem when suffering from sleep deprivation!). He was assured that we had all just woken up; Ed cooked up a great meal of hotdogs. Half of the diesel fuel they were carrying on the deck (15 gallons) was put into the main tank, and then everyone went back to sleep until 6:00am on Friday morning.

Alice Town had a Batelco tower which could be seen from the boat, and Jack called Lynda after supper. She mentioned that Greg had received a Spot message that morning and had called her to warn of the bad weather we experienced. She also sadly reported that her brother, who had been ill, had passed away.

Leg Four: Alice to Lucaya Friday, December 7

After the usual coffee and gruel, preparations were made to leave, which included another check of the weather. The plan was to be underway by 9:00am but they actually were making way at 8:00am. The next destination was Lucaya, approximately 140 nautical miles northwest. They calculated arriving with plenty of time to go into the narrow inlet. The Grand Bahama Yacht Club, and excellent marina in the past, had gone into bankruptcy and was now private. The only marina option was to the left of the inlet going into Lucaya (the Lucaya Marina). It was convenient but not near as nice as the Grand Bahama Yacht Club.

Ariel passed through Fleming Channel around 10:30 am and was now in the open ocean with plenty of water. They motor-sailed all night.

Saturday, December 8

The weather was good and Ariel made excellent progress toward Lucaya. Arrival was shortly after 8:00am, and the crew was pleased to make the 140 nautical miles in 24 hours. They got into the inlet without trouble (it is narrow and shallow, and it was low tide), and tied up at the fuel dock. The engine died again as the boat approached the fuel

dock, and Ed used the next to the last fuel filter. He decided to top off the fuel tank to make sure there was enough to make the last leg to Brunswick. The marina put 40 gallons of diesel fuel in the tank, and a bag of ice was put into the refrigerator. (Ed had decided that the fan on the refrigerator was not working which that caused it to stay on too long, thus draining the batteries.) Ed inquired about getting more filters, and found that the nearest marine store was near the airport, a half hour cab ride from the marina. He calculated that the engine could run 15 hours on the last filter, and that Ariel could sail a good part of the remaining leg. He did have three smaller filters which could work if they had to use them, and the crew opted not to try and get more fuel filters.



After tying up Ariel everyone went ashore and was treated by Jack to a great breakfast at Zorba's Greek Restaurant. The next order of business was much needed showers: Jack and Coy used the marina facility but Ed could not get the shower lock to work and ended up taking a shower on Ariel. Jack went back into Lucaya to walk around while Coy and Ed opted to sleep until 3:00pm. Jack walked around the many shops and had a salad and a sandwich at a Pizza Inn restaurant. He went into the Casino, put two dollars in the slot machine and won \$20, and decided to stop while he was ahead. When he got back to the boat at 2:00pm, both Ed and Coy were awake. They all went back into town, where Coy wanted to try a recommended fish



sandwich at one of the local restaurants. After he and Ed ate, they went to the casino where Coy lost \$1. They then went to a Corona Beer bar where they could buy two Corona beers for \$5 (Jack had been there earlier) and enjoyed the afternoon watching people and sipping beer. They stopped at a liquor store and got more beer (the Turks and Caicos beer was almost gone) and another bottle of Bailey's Irish Crème. They went back to the boat and

To be continued in the March Port Hole issue....