



the p h o l e



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CDR Vicky Jefferis



It feels like it's been forever since we've met as a group, and there is quite a bit of news to share since we met in January. The D26 Spring

Conference was held in N. Charleston, SC February 22 - 24. Besides Larry and me, we were represented by Charles, SN, and Teresa, S, Wilsdorf

and Chuck, P, and Sandra, P, Boynton. It's great to have GISPS members see what's going on in the District. As usual, there were a number

of breakout sessions and classes geared to provide education and information for specific groups. Please read Teresa's article to hear about a couple of them. Besides the classes and the business meeting, one of the highlights of the annual Spring Conference is the presentation of awards for various accomplishments throughout the past year. Golden Isles did well - we were

GOLDEN ISLES SAIL AND POWER SQUADRON 2012/13 BRIDGE

Commander
Executive Officer
Squadron Education Officer
Assistant Education Officer
Administration Officer
Secretary
Treasurer
Porthole Editor

Vicky Jefferis, AP	(912)264-1352	vickyjefferis@bellsouth.net
Lisa Noetzel, JN	(912)264-2881	lisa.noetzel@gmail.com
Charles Wilsdorf, SN	(912)265-9550	chaswi@aol.com
Jack Sterrett, SN	(478)232-2908	lsterrett@bellsouth.net
Skip Roeder, S	(985)856-1112	el.jefe2011@comcast.net
Sandra Boynton, P	(912)265-0265	scboyntonweb@yahoo.com
Teresa Wilsdorf, S	(912)265-9550	tmwilsdorf@aol.com
Joey Herzberg, P	(706)627-7850	joeyherz@comcast.net

recognized in several areas:

Distinctive Communicator Award – The National Communications Committee selects publications which merit special recognition for sustained quality throughout the year that not only promote life within the United States Power Squadrons® but also instill interest and inspire and encourage members of the public to take courses and join our organization. Congratulations to Joey Herzberg, P, for our 2012 Portholes.

Distinctive Communicator Award - The National Communications Committee selects websites which merit special recognition for sustained quality throughout the year that not only promote life within the United States Power Squadrons® but also instill interest and inspire and encourage members of the public to take courses and join our organization. Congratulations to Joe Scirica, S, for our GISPS Website.

The Robert A. Peters Boating Activities Award is presented to the squadron that has shown the greatest participation in district, squadron and inter-squadron on-the-water activities. Points are awarded for encouraging the development of boating skills through attendance and the fostering of the enjoyment of inter-squadron fellowship. Golden Isles won the category for squadrons with fewer than 99 members. Keep submitting the information on your outings, large and small to our Admin Officer!

The Ed Fetner Award recognizes the runner-up to the Commander of the Year Award, which is presented by the district commander to a squadron commander who has shown outstanding leadership in the squadron and possesses attributes beneficial to District 26 and USPS. Vicky Jefferis, AP, won the 2012 Fetner Award.

The other big event of the conference was the ceremony marking the beginning of the **100th Anniversary of the founding of USPS**. Each squadron commander took part by attaching a “Battle Ribbon” with the squadron’s name to the district’s 100th Anniversary USPS ensign.

Congratulations to Class Grads The Education Department has had a busy year so far. Congratulations to all who’ve recently completed the Weather class – there’s a complete list of names in the SEO’s article. Special congratulations to Mike Moye and Bob Quinn for passing the Advanced Piloting class and to George Bloodworth, AP, for earning the Educational Proficiency award!

Upcoming Events

Our next meeting will be held March 23 at Captain Joe’s Seafood Restaurant. The restaurant is located just west of I-95 Exit 36. Guest Speaker will be Cap Fendig, so please plan to join us!

Golden Isles will have the 100th Anniversary Ensign at our April 27 meeting and will have a short ceremony to celebrate this big milestone. Meeting details will be published later.

D/26 Hilton Head Cruise & Rendezvous May 3 – 5, 2013. This event is a purely social and fun weekend. The Hilton Head Squadron has planned a Low country Dinner buffet on Friday, a great day of fun on the water with their planned “Calibogue Sprint” which will take place on local waters. The chart is 11516 if you want a preview of the waterways. Information for registering and for hotel and marina reservations is on the D26 website which you can access from our website, www.gisps.org. If you don’t want to take

your boat, you can still participate on Saturday's on the water events!

D/26 plans to host the full series of Leadership Development Seminars (LD 101, LD 102, and LD 103) at Lake Murray Power Squadron's Flotilla Island, Chapin, SC, Friday April 19 – Sunday April 21, 2013. This is a wonderful series of seminars that provides great material for anyone who's active in any kind of organization, not just power squadron. One seminar will be held each day, enabling students to complete one session or the whole series in one weekend. The District will reimburse the tuition of up to sixty (60) D/26 students. Go to the USPS website, <http://www.usps.org/national/ot/> to find the registration information and forms for each seminar the student wants to attend. Follow the directions posted there, write a check for \$75 for each seminar and mail along with the Registration Form(s) to the seminar Point of Contact, D/C Edwin G. Kridler, SN.

Last year you may remember me talking about the Boarman Safe Boating Youth Poster contest. We didn't have any contestants then, but when Teresa Wilsdorf and I judged the posters made for the DNR CoastFest, we saw some terrific entries from local kids. With Safe Boating Week and the spring boating season close at hand, it's time to start thinking about promoting safe boating among young people. A great way to reach out to youth and their parents/grandparents is with the 2013 Boarman Safe Boating youth poster contest. The opportunities to reach out to youth aged 6-14 are many: Girl and Boy Scouts, YMCA swim teams, day camps, day cares, churches, rec league sports. Both the District and National USPS offer cash prizes to the winners in each of three categories. Please contact me if you have ideas how we could promote this contest.

I look forward to seeing everyone on Saturday, March 23 at Captain Joe's!

March Birthdays

8 – Lynda Sterrett
18 – Sam Tannahill
19 – Joey Herzberg
22 – Bob Woodman
27 – Skip Roeder



Golden Isles Sail and Power Squadron 2013 Activities Calendar

Date	Time	Function	Location
Feb 23		Meeting CANCELLED due to conflict With D26 Spring Conference	
Mar 23	1645	EXCOM Meeting	Captain Joe's
	1800	Membership Mtg	Brunswick
Apr 19 – 21		Leadership Development Training	Flotilla Island, Lake Murray, SC
Apr 27	1645	EXCOM Meeting	TBD
	1800	Membership Mtg/ 100th Anniversary Celebration	
May 3-5		D26 Cruise & Rendezvous	Hilton Head, SC
May 18-24		Safe Boating Week	
Jun 22	1645	EXCOM Meeting	TBD
	1800	Membership Mtg	
Jul 27	1645	EXCOM Meeting	TBD
	1800	Membership Mtg	

Squadron Education Officer
Charles Wilsdorf, SN



Congratulations to George Bloodworth, AP for earning the “Education Proficiency Award”!! Good job George!! George earned the “Education Proficiency Award” by completing the advance grade courses of Seamanship, Piloting, Advanced Piloting and three elective courses. We have several other members who are almost there, so keep on plugging.

I would also like to congratulate our two newest AP’s: Mike Moye, AP and Robert “Bob” Quinn, AP. Lt Jack Sterrett, SN also completed AP. All of these members aced their exam. Great going guys!!

Our squadron had fourteen students who successfully completed the Marine Weather course: George Bloodworth, AP; Margaret Butler, N; George Eshliman, P; Bill Gauthier, P; Michael Heath, P; Susan Heath, P; Mike Moye, AP; Sharon Moye; Bob Quinn, AP; Skip Roeder, S; Lynda Ann Sterrett; Belinda Vitale; John A. Vitale; and Jim Hamrick, Commodore Golden Isles Sailing Club. A “Big High Five” to you all for completing the course, in my opinion the most difficult class we offer!!!

The District 26 Conference was fun and informative. I attended the VSC and Public Relations Seminar which were both informative. And, as always, it’s great to visit with old friends from other D26 squadrons who we have met over the years as well as the opportunity to make new friends. The Saturday night awards dinner was particularly joyful to applaud our own Squadron’s Cdr Vicky Jefferies, AP while receiving the “Ed Fetner Award” for her dedication, determination, and hard work for “doing it right” as our 2012 Squadron Commander. Yea, Vicky!!!! Our squadron also was awarded the “Boating Activity Award”. Yea, GISPS!!!!

After a really busy USPS winter schedule, I am now looking forward to unwinding for several weeks with other GISPS members who are cruising South to the Florida Keys and beyond. If all goes as planned, four boats: “Celebration” – the Bloodworth’s; “Martini”- the Sterrett’s; “Indulgence” - the Vann’s; and “Makana”- Coy Hodges and myself will be leaving the dock this Saturday. The “Boating Activity Award” might be in the realm for our squadron again, especially taking into consideration the combined mileage for these boats,

Last week was spent installing a new VHF on “Makana”, Coy Hodges’s 320 Catalina. “Makana” not only has great VHF transmission and reception now, it also displays AIS data on the VHF Radio, the Ram Mic, the Chartplotter, and the nav station computer. Hopefully, between radar and AIS we can insure wide berths with other vessel traffic.

Vessel Safety Check Update
VSC Chairman, Steve Chambless, P

The vessel safety check is one way the USPS provides very useful and educational interaction with the boating community. If it floats and is used to transport people on the water's surface then a certified USPS vessel safety inspector can provide a free inspection. The inspection takes 20 to 40 minutes, depending on the type vessel, and provides the owner with the confidence of knowing their vessel meets all the requirements set forth by the United States Coast Guard and state agencies.

If the vessel does not pass the inspection, the owner has 24 hours to correct the missing or incorrect items and then can be given a passing grade. I have found the most common issue involves out of date signaling devices. When a vessel meets all the requirements the owner is given a signed copy of the inspection and a decal to display on their vessel.

We have four USPS certified vessel safety inspectors in our squadron, Charles Wilsdorf, SN, Frank Barron, AP, Audie Holmes, SN, and myself. Our goal this year is to inspect at least 75 vessels. Warmer weather and boating season are just a few months away. If you know of anyone who has a boat, let them know we can inspect their boat for free and help them be safe on the water.

Anyone interested in becoming a Vessel Safety Checker can contact Steve Chambless at chamblessairandsea@yahoo.com

AO Report
Skip Roeder, S



Just a reminder, the March 23rd meeting will be at Captain Joe's Seafood on US route 341 at exit 36 of I-95. Head west toward Jesup and the restaurant will be on your right next to the Comfort Inn. We will have a guest speaker, Cap Fendig. At the meeting we will discuss possible locations for the April meeting, which could be Captain Joe's again or a secret location to be revealed at the meeting- all the more reason to come!

With better weather approaching, many of you will be hitting the water. Please try to remember to send me a brief email when you do, so that I can include your outing in the boating activity report. All I need is the name of the boat, number of days on the water and the number of GISPS members on board. If you would send that to el.jefe2011@comcast.net I would appreciate it.

Charter Commander's Report

Audie Holmes, SN



This article continues our introduction to Operations Training. Every organization of any substance, be it military, government, religious, civic, or fraternal, may be admired for its ordered management and its efficient operation, and its successful closure to programs and events that it sponsors! None of this could be possible without a complete and ordered system by which the organizations is administered and governed. The Bible, the Koran, the United States Constitution, and others simply spell out in detail methods of operation and rules to be followed.

The USPS Operations Manuals falls into this same category. It is one of the best of the well organized books of rules and very easily followed. It is only when the manual is ignored, disputed, or otherwise compromised that leads to disorganization, exasperations and overall confusion among members who are trying to follow the rules and those who are unaware of the rules. It is a very simple matter when given a task, be it a committee assignment or an entire squadron's role, to simply ask oneself, "How does the USPS manual address this situation and what are the guidelines?" In almost any situation the manual will guide us through the event and bring it to a successful completion.

Let's begin by looking at chapter 1: It deals with organizational structure, membership, officers, committees, governing boards, merit marks, fees, dues, and the operations training program. Should a member be elected or assigned to any one of these categories? If the member is unsure of what is expected of him on a committee, for example, it is a simple matter for him or her to go to the O.T. manual and read the job description that applies. I have done this many times as I have moved through the levels of flag rank, committee assignments and chairmanships, and I have never doubted success if the manual were followed. We should all adhere to the rules for safe, efficient, squadron administration and operations. Let's remember the following: "Planning is an essential part of an operation, without it, the operation is doomed to failure." (A quote from the army communications manual, 1952).

On a more personal note, long time member of GISPS may remember, Sandy Cox, one of our charter members. Sandy asked for your thought and prayers as she goes through radiation and chemo for bone marrow cancer that the doctors say have attacked Sandy from the skull to the toes. As some of you recall, her husband and our chaplain of long standing, died from cancer last March 5th. May our prayers be with Sandy.

Next month, we'll continue to review the O.T.
See you soon! AUDie

Treasurer's Report

Teresa Wilsdorf, S Treasurer



GISPS currently has \$6,590.84 in the bank as of 2/28/13. I have a spreadsheet that can be emailed to anyone that wants a copy of our year-to-date financial information. Just email me a request and I will send it to you.

Another friendly reminder 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.

Charles and I attended the District 26 conference in Charleston in February. I attended a session on marketing, conducted by Jan Wright from the Tybee Light Squadron, which was very interesting; a Secretary/Treasurer session conducted by the District Secretary and the District Treasurer (our very own Larry Jefferis) which was very informative; and the conference meeting. It would be nice if we could get a few more of our members to attend the conferences. Not only are they very informative and enlightening, it also is an opportunity to mingle with other squadron members. We have made some very dear friends attending these conferences.

I look forward to seeing you all at our next meeting....don't forget your \$\$s for the 50-50 drawing, and hopefully I won't forget the tickets!

The Preliminaries

Port Hole Featured Story - Part 3 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.”

checked the weather several times, and sampled the new bottle of Baileys. It turns out that Coy did not know about Bailey's Irish Crème before the trip, but had grown to like it (a lot).

The last leg of the trip was to be from Lucaya to Brunswick, approximately 320 miles, and would require at least a three day safe weather window. There was an option of going into Fort Pierce or several other Florida ports if the weather turned bad. North winds go against the Gulf Stream and make for a very bad passage: they would not attempt to be in the Gulf Stream if any weather indicated northerly winds. All of the weather reports indicated an unusually long good-weather window (four days), and the decision was made to leave Lucaya the next day. Ed, Coy and Jack tried to calculate boat speed to Brunswick, which was dependent on the lift the Gulf Stream would give Ariel. Normally Ariel would average 6 plus knots per hour, but the Gulf Stream flows northward at 2-3 knots, giving the boat a potential of 9 or more knots per hour. With good winds they could average 10 knots for much of the trip. Ed was optimistic and felt the last leg of the trip would be under 40 hours, or an average speed of around 8 knots. That meant if Ariel left at 8:00am she would arrive in Brunswick in the dark. They contemplated leaving as late as 4:00pm the next day, which would put the boat in the Brunswick Channel at noon, when the tide would be favorable for the last 13 miles. The final decision would be made in the morning.

Leg Five: Lucaya to Brunswick Sunday, December 9



The crew woke up to coffee and an extra large helping of gruel for the coming long passage. Jack woke up early (5:00am) and took a shower. He was interested in going back into town before the planned departure now of 2:00pm, but Ed and Coy were not enthusiastic. The weather was checked for the last time, and it still looked favorable. The forward running lights were rechecked and found to be not working, nor was the light in the bathroom. Ed ran a wire from one of the main cabin fixtures to the running lights and that fixed the running light problem (not the bathroom light). The stern light did not work either, but taking the lens off and cleaning the contacts got it working. (It would later quit).

Around 10:00am Ed felt they should get underway. Sitting around waiting was not productive and Ariel was certainly not getting any closer to home. He checked out of the marina, and they were underway by 11:00am.

The crew motor-sailed with the jib past Freeport and held a more westerly course to allow picking up the Gulf Stream earlier. (A more direct route toward Brunswick just after passing Freeport would have taken longer to reach the Gulf Stream.) Ariel picked up speed from the Gulf Stream around 7:00pm, and the winds were from the southeast but were not very strong. With the sails up she only saw speeds of 9 knots occasionally, not the 10 plus that her crew had hoped for. The early sailing was in calm weather for several hours and then the sails were brought in due to relatively light winds and some rain. The moon was coming up later each day, and did not come up until after 3:00am Monday. It was far from a full moon and did not give much light by which to navigate. The horizon was still discernible, which made the journey more pleasant.

Monday, December 10

At 3:00am the fuel filter quit again, and this time it was not easy to remedy. After changing the filter the engine would start and then stall. It seemed as if there was an air pocket in the fuel but after repeated bleeding the engine would not continue running. Coy and Jack had raised the jib when the engine quit and they were able to maintain a 6 knot speed.

At 8:00am Ariel was well off the coast of Florida, somewhere south of Titusville. Jack estimated that they had traveled 125 nautical miles and had approximately 180 to go. During the day the last 30 micron fuel filter was installed. There were three 10 micron filters, but they were expected to clog much faster than the 30's. Ed continued to pump the diesel primer for a few seconds after the engine restarted which temporarily solved the problem. Somehow this kept the engine running for several more hours without having to replace the fuel filter.

Visibility deteriorated during the evening and became very poor. There was very hard rain from 6:30pm to after 11:30pm, which reduced visibility to zero. After midnight several vessels were spotted, and Ariel came within a mile of one vessel towing another. Coy talked with the captain on the radio and assured him that we had him in sight. The other vessels spotted during the night appeared to be cruise ships, but the number of ships seen was smaller than was anticipated.

It is often very difficult to judge where other ships are headed at night, especially when visibility is poor. The crew saw vessels that had their running lights on the back of the boat instead of the front which was confusing, and it was difficult to recognize the yellow

towing light on the boat mentioned above until after it had passed (it looked white in the rain and heavy fog).

AIS system-equipped radios (automatic identification system) show the approaching vessel, the direction the vessel is heading, the speed of the vessel, indicate if it will pass your boat's path, and gives the operator the estimated time and distance of the nearest approach. In addition to all of that, the radio will indicate the ship's destination (it makes a big difference if the ship is going to Nassau or Miami) and the ship's name. The AIS radio mike can be cued and it rings the other ship's radio in a scrambled code so others cannot eavesdrop. It is a terrific radio and we expect will be standard (or required) equipment on all boats in the future. Ariel did not have an AIS radio, and the radar did not function, so the only way to tell which way a ship was headed was to keep it monitored. If it stayed in the same place for a long time (for example, at 1 o'clock on the starboard side of the boat) a very close call or collision could occur.

Ariel continued through the night with the help of the jib, and only occasionally saw over 10 knots on the GPS. Ed, Coy and Jack began to realize that they would not get to Brunswick early Tuesday morning, but more likely around noon. They knew the boat would slow down when she left the Gulf Stream, hopefully somewhere north of St. Augustine. (The boat actually left the Gulf Stream south of St. Augustine.) Ariel was then expected to go back to her average speed of around 6 knots.

Tuesday, December 11

They motor-sailed through the night, and left the Gulf Stream somewhere around St. Augustine. The engine quit three times, but Ed was able to pump it back to life. The fuel filter was changed for the last time at 6:30am, using the first of the 10 microns. Arrival at the dock was calculated to be noon, and it was hoped that the filter would hold out. Ed had put in over 70 gallons of fuel (18 before we left, 15 from the deck tanks, and 40 in Lucaya) and felt any contaminated fuel should have been burned up or filtered out. A likely explanation for the fuel problems was an accumulation of sludge on the bottom of the tank, which the rough passages had agitated. Ed will thoroughly clean the tank when the boat is in Brunswick.

A Spot message was sent at 8:00am as usual. The boat and crew had traveled approximately 300 miles from Lucaya and were off the coast of Jekyll Island. They had land in sight, and that meant that their cell phones worked. One of the first calls received was from Charles, who had been tracking the journey. Coy and Jack called home to report their location and likely arrival at the marina dock around noon. Werner Oppen,

the “engineer” on Dock 5 at the marina, also had calculated Ariel’s position and hailed her on channel 16 on the VHF radio. The marina monitors channel 16, and Cindy Dennis from the Brunswick Landing Marina called to welcome everyone home. The mike on the VHF radio stopped working about this time, and Ed could receive messages but he could not send them. He switched to a portable VHF radio to make the final preparations to dock.

St. Simons channel was entered at 10:30am and Ariel motored the last 13 miles to the dock. Jack had bet Coy that Charles would be at the dock to welcome them home: he



was there along with Werner and Lynda. Greg Phillips and George Bloodworth called to congratulate the crew on the trip. Ed, Coy and Jack had cleared U.S. Customs by 1:00pm, and moved Ariel to her new home on Dock 5. Ariel was docked in front of Jack and Lynda’s boat “Martini,” and across from Coy’s boat, “Makana.”

Welcome Home Ariel and Ed!