

AMERICA'S BOATING CLUB

Golden Isles



The  port
hole 

For Boaters, By Boaters™

A monthly publication of America's Boating Club Golden Isles

Upcoming Events

Club Christmas party
and Yankee Swap -
December 8

Liberty Ship Park
cleanup event -
December 12

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Commander's Message



CDR Jerry Lamb, P

Space Envy

It's a good thing our boat is stored at Hampton River Marina, the Hank Paulsen-owned yard at the very northern tip of St Simons. Else, we might be enjoying even deeper boat debt.

Our trip last month to the Fort Lauderdale International Boat Show, or FLIBS as it is affectionately known, explains that statement, as if any further explanation is needed.

A long-time sailor, I was used to going to the Newport (RI) sailboat show, located along the waterfront dock and wharves. Lots of very nice sailboats, especially the Hinckley's, were available for boarding and wishing. FLIBS is very different – and overwhelming; it had three venues, two of them on the water and one in the cavernous Broward County Convention Center with uncountable boats and vendors.

Before traipsing the docks, we visited the vendors in the convention center and along the dock edges. Saying it that way evokes a quaint setup of booths like the famous Paris shops along the Seine. Again, scale counts. Three huge tents, each big enough to host a Barnum and Bailey three ring circus, were the vendor locations. We looked at umbrellas built to withstand up to 40 MPH winds while deployed on your boat. This was an Australian company, first time exhibitors at FLIBS. They had sold about 20 into the USA and decided to come over and "give it a go" as they say. We spent a good twenty minutes chatting with the salesman. Can't see getting one for the boat but maybe for the house, hmmm. We did buy some stuff, new dock lines with *Dauphine* on them and water repellent/cleaner for the isinglass winter enclosure.

But the highlight of the whole show for Cynthia was meeting the Gale Force Twins (see picture on the next page). My wife is a big fan. For those who wonder who these twins are and why meeting them is an event, you need only to go to that purveyor of everything, YouTube (<https://www.youtube.com/@GaleForceTwins>). Their channel is an on-the-water explanations of "how to" for boat handling and fishing. And it's good. They're very knowledgeable.



Continues on next page

Commander's Message (continued)



Cynthia and the Gale Force Twins (of YouTube fame)

Finally, off to the boats. The boats are arranged rationally with smaller boats and center consoles in the conventions center and boats on the dock arranged from smaller to larger as you go out from shore. We didn't get halfway out before the price range was in the millions. Because we were primarily interested in checking out the boats that we had considered before buying *Dauphine*, we visited Beneteau and Ranger Tugs.

Both were very nice with some features that we liked but the Jeanneau layout still works best for us. Off to the Jeanneau area where, as current Jeanneau owners, we were given VIP passes and a glass of champagne (the good stuff too). After talking with Lucy (our local dealer) from Dunbar Yachts, we went aboard the new version of *Dauphine*, a 795 (7.95 meters, not 79.5 feet). It was lovely, but not worth the price increase of about \$100,000 since *Dauphine* was built. No envy here except for its newness. Then we saw the Jeanneau 1095. Like Mike Moya's boat, it is a perfect live-aboard boat. It has a kitchen, not a galley, three berths, and a real shower. Twin 300's power it and the show version had a fly bridge, an option I could do without. Space envy, newness envy, money envy all struck home.

As I noted at the beginning, Hampton River is our home marina and only four minutes from the house. Any boat bigger than *Dauphine* is too big to fit in the storage racks. So, despite the fact that we can't afford a new boat, our excuses for not changing are that we love both our current boat *Dauphine* and our marina. It's fun to look though, isn't it?

Happy boating!



Some scenes from the cruise to Honey Creek off the Little Satilla



Photos: C. Lamb

Executive Officer's Report



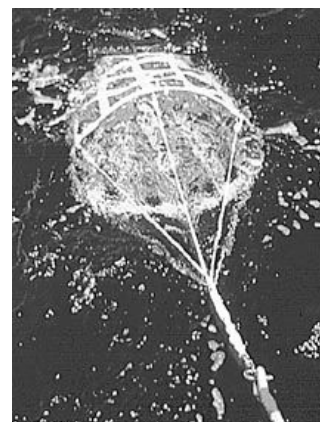
XO Cynthia Lamb, AP

Boating With MacGyver: Part 2

In last month's newsletter I talked about some things you could try if you ever got stuck on a sandbar. This included the use of messenger lines, monkey fists, and drones - some real-life MacGyver solutions. These ideas came from sitting in on last month's Boat Handling class and hearing Vicky talk about all the things that can go wrong when you're boating.

This month's *MacGyver idea* came up when Vicky covered loss of steering. She said that a boat's rudder could get lost or damaged from a grounding, for example, but more frequently, a boat loses steering because of a broken cable, a loose cable coming off the rudder quadrant, or jamming of the steering gear. If this happens, you should drop anchor if possible. You should then use an emergency tiller or rudder or rig up something to serve this purpose. On powerboats and sailboats, a temporary rudder can be "jury-rigged" by dragging a paddle-like object like a table top over the stern attached to a long stiff pole. Side to side adjustments using lines will swing the stern for a steering action. Twin prop powerboats can be steered by balancing the use of the thrusts from each engine. Single prop boats usually cannot be steered without a rudder.

Okay, I have a powerboat with a single outboard engine, the tiller is the wheel and my boat does not have a rudder at all, never mind a spare one. Outboard engines are used to both power and steer the boat. To steer an outboard you need to move the entire engine. What can provide a temporary rudder? The basic answer is something called "drogue steering." A drogue works by providing substantial resistance when dragged through the water. A drogue is deployed off the stern and is used to keep the boat straight while motoring down-sea. Also, by slowing the boat as it races down a wave face, it reduces the chance for broaching or pitch-poling to occur; a drogue may also be used to steer a boat that has lost its steering system by moving it from side to side. This all sounds reasonable, but how many of us carry a drogue on our boats?



A drogue

Mike Moyer had the answer to this one in class (that's why Mike gets paid the big bucks). He said all you need is a bucket and 50 feet of nylon line (you could use your anchor line). Just make sure you've drilled out two holes above where the handle meets the bucket before bringing the bucket on board (unless you carry a power drill on your boat). Put the line through the holes until you have equal amounts of line on either side. Toss the bucket overboard. Allow the bucket to fill with water. Let equal amounts of line out and make sure the lines are of even length. Gradually release line and give the bucket distance from the transom equal to about the length of your boat. Tie off each line on the stern cleats on the port and starboard sides.

To turn left, gradually shorten the port line. To turn right, let out the line so the bucket returns to the center and gradually shorten the starboard line. Mark the spot when the boat turns and you can go immediately to that spot when you need to turn. A bucket slightly to either side of the outboard makes gradual turns while a bucket further to the side makes sharper turns. Remember that you're steering with a bucket, so go slow.

You can also do this same exact thing but with your anchor and one of your fenders. Tie the anchor to a fender, then put the line through the fender's hole so you have the same amount of line coming out of each side. Bridle it by cleating off both ends of the line; then pull on the lines when you want to turn (pull the line in on the starboard side and the boat turns to starboard, etc.).

The more you know...

Squadron Education Officer's Report



SEO Mike Moye, SN

The instructional year has been completed for Golden Isles America's Boating Club, and it has been great. Actually, it's never over. We're all concerned boaters and want our experiences on the water to be not only safe, but also handled in a manner expected from a knowledgeable mariner.

We constantly learn. We read books. We devour boating magazines. We subscribe to email newsletters and scan Internet-based forums. We teach ourselves. If we don't do that, we become stale, and our skills and knowledge are washed into the bilge never to be seen again. Years ago, an electronics instructor that I supervised explained it to me this way—he said, “You see that young lady over there? She's at the top of the class. She does A+ work in all of her assignments. She'll graduate with a solid 4.0 G.P.A. However, she won't make it in industry if she doesn't learn to teach herself.”

In recreational boating we face the same thing. We can do A+ work in our courses, but we must keep at it or the A+ will become C- knowledge. One more thing. Not only do we have to teach ourselves about new and more advanced marine knowledge, but we need to teach others. We need to spend time with new boaters and show them “how to do it.” That applies especially to teaching kids. Their early experiences on boats will last a lifetime. Let's make those experiences happy ones.

We have four happy folks who have recently completed the Boat Handling class. They are Dave Vaughan, Alice Vaughan, Robin Crawford, and Mark Crawford. All of them have earned the privilege of placing an “S” after their name when communicating with other ABC members or when their names appear in our publications, etc. Well, all except Mark. His grade is “AP.” Our Marine Navigation (“P”) and Advanced Marine Navigation (“AP”) courses were available to him before Boat Handling, so he took those more advanced courses first. Congratulations to all of them. We'll certainly shoot for having another Boat Handling course in 2024.

What do all those letters mean?

In our nationwide organization we have adopted two different methods to describe our members (actually, more than that but I'll only describe the primary two that we typically see). We use a “rank” designation similar to that found in yacht clubs around the country. In fact, the United States Power Squadron was created by yacht club members (1914) who were beginning to enjoy power boats in addition to traditional sailing vessels. The big difference I see is that most yacht clubs refer to their leader as Commodore. For a couple of years I was the Commodore of the St. Marks Florida Yacht Club. I thought it was a pretty cool title until I heard a former Commodore jokingly referring to the position as Commode-A-Door.

We use the title of Commander. Our national leader is titled Chief Commander (C/C). When we complete advanced courses, we're given the designation of the completed course after our name. So, our national leader is C/C Craig D. Fraser, SN-IN. The rank and grade would be too long to spell out, so we use abbreviations. The Coast Guard Auxiliary does the same thing. Their leader is called National Commodore (COMO Gus Formato). The resulting names for leadership positions in our national/district/squadron organization are a bit of a blend between those used in Yacht Clubs, the United States Navy, and the United States Coast Guard. And, we throw in position names found in all types of other organizations such as Treasurer and Secretary. Sometimes it gets a bit confusing but not too badly until we start using the “official” abbreviations. I have to scratch my head to figure out some of them—like what is a N/F/Lt? Well, that's the National Flag Lieutenant and that position serves on the Chief Commander's bridge. If you feel really curious about our leadership titles just flip through the various departments represented on our national website (www.usps.org). You'll be scratching your head too.

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Squadron Education Officer's Report (cont'd)

The above description was intended to give an overview of the leadership titles seen in our National/District/Squadron organizations and the abbreviations seen before those individuals' names. Those are ranks. After our names are our grades. Grade, in our context, does not refer to the score that we achieve in our courses. However, it does refer to the courses. At one time, grade was easier to understand because the grade achieved was the first letter of the name of the course. An example is our "S" that was awarded after completion of the Seamanship course. National threw us a curve though when they changed the names of the courses. "S" is now Boat Handling, "P" is no longer Piloting but Marine Navigation. Next is Offshore Navigation which is currently being offered as Junior Navigation. Folks completing this course are designated as "JN." That course is the first in a two-part program of study. The second is called Celestial Navigation. It is currently offered as Navigation and the grade for it is "N." There are a few other grades that are the result of completing advanced courses plus elective courses and in some cases on-the-water skills. "SN" is the grade achieved by individuals who have completed six elective courses plus the requirements for "N." "SN" stands for Senior Navigator. The remaining four certification levels add additional designations to the grade indicator. These are Inland Navigator ("IN"), Coastal Navigator ("CN"), Advanced Coastal Navigator ("ACN"), and Offshore Navigator ("ON").

So, our organization does have a slight alphabet soup flavor. It's good to know the meaning of all those letters if for no reason other than curiosity. But wait! There's more; I won't do a description since the only way to do it justice would be with pictures. What I'm talking about are flags for different offices and insignia and tabs for formal uniforms indicating rank, seniority, and merit marks.

Will you give your boat a Christmas gift?

Well, my boat gets so many gifts during the previous eleven months that it probably doesn't need anything on that special day in the twelfth month. But I doubt that will stop me. As you thumb through boating information geared toward new "stuff" for your boat allow me to suggest that you spend an extra few minutes on an item that most all our boats could enjoy—AIS. The Automatic Identification System has been around long enough for it to have been embraced by a big range of boaters. Everyone from the most casual center console boat all the way up the ladder to the largest ships that traverse our coastal waters can benefit from AIS. On some commercial boats it's even required.

A survey I read a while back in the *Cruising Compass* newsletter reported that 87% of folks responding have AIS. The 13% who don't have AIS say that they plan to add it to their boats soon. The same survey asked folks to rate the importance of AIS. 91% say that it is very important or essential. The people responding to the survey are mostly cruisers. Only a handful of our local members are active cruisers, but I believe their thoughts on AIS are significant.

There are two basic kinds of AIS. One will allow you to broadcast your identity (boat name, description, MMSI number, etc.) to others as well as receive that same information from them. On many systems, an icon of the other boat will appear on your chart plotter/MFD, and you click on it to get the information.

The second type of AIS does not broadcast your identity and information to others, but you do receive information on any vessels with the broadcast feature.

Some AIS systems are built into a VHF radio (AIS uses a VHF antenna) and other systems are stand alone and can broadcast to a separate screen like a chart plotter or even an iPhone. There are lots of configurations and options that would work well on your boat. Remember, she's been good this year and you need to reward her.

Happy Boating,

Mike Moye, SN

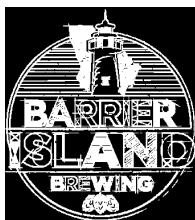
Administrative Officer's Report



AO Eileen Berta

In October we enjoyed some great unscripted casual time together! Our October social was enjoyed at Barrier Island Brewing. The weather cooperated and we were able to sit at tables outdoors in the beer garden. I don't think there is anything on the menu there that isn't great!

When our St. Mary's cruise destination had to be changed, we proved that it's not just the destination that makes a cruise great, it's the time spent with good boating friends. Not that the alternate destination, although different, wasn't also great....Three boats snuck up the Little Satilla to Honey Creek, where we rafted up and enjoyed a shared lunch while watching the shore birds and dolphins pass by. Great weather again and a beautiful alternative day!



Next up - our annual Christmas celebration and wacky gift exchange (or as New England transplant Cynthia calls it - Yankee Swap). Thank you to the Lijoi's for offering to host in their St. Simons Island home.

ABC-GI Holiday Party & Gift Exchange

Date and Time: Friday, December 8, 6 pm

Place: John and Daria Lijoi's home
263 Villager Dr, SSI

RSVP: by 11/27 email to Daria with your choice of appetizer, side or dessert to bring
beachfun5@gmail.com

Format: Potluck and wacky white elephant gift exchange.

Dress: Holiday Casual

Plan to bring your favorite hors d'oeuvre or dessert and beverage of choice. The Club will provide a ham, sides, plates, napkins, utensils, etc.

You may want to start thinking now about what to bring for the gift exchange. You may each bring a gift (\$20 or less) and both participate, or bring one gift and play as a couple.

Detailed invitation and directions will come in an email later this month.

Club Burgees: Club burgees are still available. If you're a new member and want one for your boat or an old member and need to replace a worn one, please let me know. Cost is \$35; make check out to GISPS.

Club Secretary's Report



Sec'y Sharon Hindery, AP

Our club members have historically been generous donors to the International Seafarer's Center (ISC) for the annual Christmas at Sea program. Those of us who have volunteered for the ISC know how much the Crew of the ships at all three of our port locations have enjoyed receiving these gifts during the Christmas season. It is something very special to those who are spending the holidays away from home at sea.

If you would like to donate - whether preparing gift Ditty Bag/Boxes, or giving items from the suggestion list below, or make a financial gift. It is all appreciated. I would be happy to accept any donations, or you could bring them along to the Christmas party. Thank you in advance!

Our final Liberty Ship Park litter pick up for the year will be on Tuesday, December 12 at 8 am. Please join us for some fresh air and some exercise as we spruce up the park. Also, check out the trees newly planted there.

Christmas-at-Sea

The Christmas-at-Sea program began many years ago and grew out of a desire to bring a little Christmas cheer to the many seafarers who visit the Port of Brunswick during the holidays.

Seafarers are so far away from home and family that the ditty-bags and shoeboxes have become the highlight of the season. The seafarers have often expressed how appreciative they are and how much the gifts mean to them.

Not all Seafarers' Centers offer programs similar to Christmas-at-Sea. As a result, Brunswick has become a favorite destination of seafarers at Christmas time. As a matter of fact, back in 2016 one of the merchant vessels was delayed and would not be arriving until after Christmas. The captain of the vessel called the Seafarers' Center and asked if the packages his crew would have received could be held until they arrived in port. We gladly obliged!

Every seafarer on every vessel that visits the Port of Brunswick from Thanksgiving through Orthodox Christmas receives a gift. These gifts would not be possible if it were not for the generous support we receive from our amazing donors and volunteers.

Once again the International Seafarers' Center will be preparing and delivering shoeboxes and ditty bags to the seafarers.

We are in need of donated items, already prepared shoeboxes and ditty-bags, and volunteers to help stuff



shoeboxes and ditty-bags with donated items (see list above).

This year, we will continue using clear plastic shoeboxes and ditty-bags only...no cardboard shoeboxes please. Clear plastic shoeboxes will eliminate some of the waste associated with gift-wrapped packages since the seafarers can reuse the shoeboxes. They also provide an added measure of security since the contents will be clearly visible.

For more information or to sign-up to help, email directorofvolunteers@seafarerscenter.org or call the Newcastle Center at 912-267-0631.

Crabbing 101: *It's fun and it's delicious*

Submitted by: John Lijoi

I have been crabbing ever since I was a little boy. I can remember weekend trips with my family out to the local docks in Long Island, N.Y. There we would bait our foldable crab traps with chicken legs or place a piece of chicken on a string and cut up a wire clothes hanger to “reel” the crabs in slowly and then scoop them up in a net. We would then enjoy a family feast of delicious crab salad or crabs in spaghetti sauce. This ended up being a family ritual in the summer months.

Later, while I was in college, I would drive 2 hours at night to go crabbing with my Uncle Frank at low tide in Brooklyn, N.Y. There we employed a much different method of crabbing. We would go into the bays of Brooklyn during low tide armed with a strong flashlight and a long handle net. We would stroll in waist deep water, following a twisted tortuous path, avoiding the obstacles in the bay. Bicycles, shopping carts, and even car engines! We would shine our lights into the water and scoop up the illusive blue claw crab. Occasionally we would spot a soft shell crab swimming on top of the water and let out a hoot when we were able to scoop them up because they were quite a bit less numerous.

One of my favorite stories is from when we lived in New York and would take summer camping trips to the Jersey shore. One year my 21-year-old daughter, who lived in New Jersey, called, and asked me to take her crabbing on our next camping trip because she had not been crabbing in a long time. Of course, I obliged!



Crab bucket with harvest

Here in Southeast Georgia, there is an abundance of blue claw crabs in our local waters. You will often see the commercial crab pot buoys littered about in the local rivers and creeks. Crabbing season is year-round here. Mating season is from May to October. You can spot the pregnant female crabs by the large “sponge” of eggs attached to her abdomen. It is illegal to harvest female crabs with eggs since they control future generations of crabs. Crabs tend to “fill out” after the mating season and are larger and more plentiful during the fall months.

If a crabber is older than 16 years old, a fishing license and Saltwater Information Program (SIP) permit are required to recreational crab in Georgia waters “unless you are on your own private property”. To harvest a crab, it must be at least 5 inches point to point. The recreational angler is allowed to harvest up to 2 bushels of crab per day.

The average life span of the blue claw crab is 3 – 4 years. To shed the old shell, a crab swells with water, and busts the old shell along the back edge. The crab then wiggles out through the back. The new shell has already formed and is about a third larger, but it is still soft. The crab will remain truly soft for only a couple of hours (10 – 12) in the water.

A large crab will shed 3 – 4 times a year while a small crab might shed up to 10 times per year. This is the reason soft shell crabs are quite a bit more expensive than their hardshell counterpart.

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Crabbing 101 (cont'd)

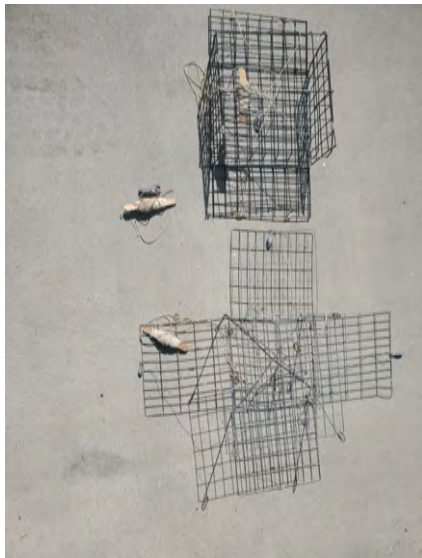
To catch crabs in our local waters there are several proven methods and baits. There are differences of opinion as to when is the best time to go crabbing. It is generally thought that 2 hours before and 2 hours after low tide are the best. This is because water is minimal (low tide) and still moving so crabs can sense their food. Crabs are scavengers and will eat just about anything. Many people use chicken (the cheapest parts), or fish heads. The bait needs to have a scent, so it is recommended to change out the bait once or twice during a day of crabbing. Equipment required to catch crabs: Double ring crab net or crab lines which have a weight and clip attached or a snap trap, (triangle or rectangle). You should also have a crab net to scoop up the crabs and a 5 gallon bucket to place your crab bounty in. I drilled holes in my bucket and attached a rope to allow an occasional watering of the crabs. If crabs are left in water, they will drown or if they get too dry, they will die. To handle a crab safely grab the swimming flippers with one hand, the crab won't be able to pinch you. Another safe way to handle a crab is to have your partner do it!



2 ring crab trap and long handle net



John's brother-in-law pulling up some crabs



Open door snap traps

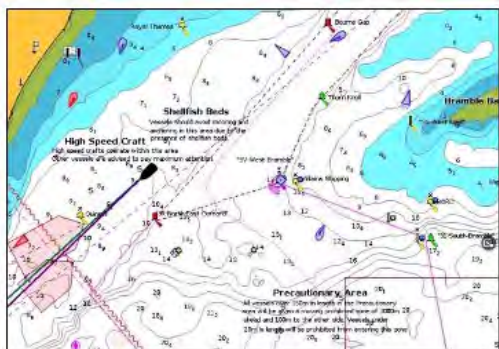
DO NOT COOK DEAD CRABS.

As soon as a crab dies it starts to rot and becomes toxic. If a crab has died, dispose of it immediately. To cook crabs, you can either steam them or boil them. Many people also add a spice such as OLD BAY, but I prefer to steam my crabs without spices, steaming separates the meat of the crab from the shell. This allows for easier removal of the edible delight. The crab is loaded with meat in the shell and the body. The best tool for opening crabs is a nutcracker. First remove the carapace by grabbing one end of the shell point and gently lift off the top to expose the insides. The lungs, and green/yellow insides do not taste good and sometimes taste sour, so dispose of this part of the crab and enjoy the delectable claw and lump meat.

Happy crabbing!

Tap Into America's Boating Channel™ Library of Boating Safety Videos

The boating community uses many acronyms that someone new to boating may not understand. Do students enrolled in our basic safe boating course understand that the acronym ATONS references aids to navigation? In 2020 America's Boating Channel produced "Introducing ATONS," a video showing how buoys, day beacons, and other marks provide aids to navigation. This short video offers a wonderful introduction to ATONS. In it, viewers also learn about categories such as lateral and regulatory ATONS, as well as special purpose and danger marks.



In 2022, another ATONS video was released. Entitled "Digital Charts and Virtual ATONS," it covers the effort underway to replace paper nautical charts with electronic navigation charts. This video introduces viewers to three types of new virtual aids to navigation. Also featured are tips for using these enhancements and how they will make recreational boating safer.

Remember, if you need a refresher before getting out on the water, you can access an invaluable library of videos produced by America's Boating Channel. The videos referenced here, and others, are available to USPS members to view and download for free at bit.ly/USPSABC. There is an index to help you find the

topic you need, which is very convenient for instructors who want to use these videos in the classroom without the need for an internet connection.

Otherwise, visit America's Boating Channel on YouTube at <https://www.youtube.com/@AmericasBoatingChannel> to find these and nearly 100 other safe boating videos, which are an excellent tool to help recruit participants to our educational program and to membership. Invite your friends and neighbors to watch, like and subscribe to America's Boating Channel to introduce them to what our organization has to offer.

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



Golden Isles Welcomes its Newest Members



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Happy Birthday in November to

Cynthia Lamb

Cathy Stortz



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. All newsletter content is due to Cynthia Lamb by the first Tuesday of each month.



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 20,000 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.