

AMERICA'S BOATING CLUB

Golden Isles



The port hole

For Boaters, By Boaters™

A quarterly publication of America's Boating Club Golden Isles

Upcoming Events

November

8 - Darien cruise
12 - EXCOM

December

6 - Women in Boating
11 - EXCOM
TBD - Christmas party

January

13 - EXCOM
20 - Club Social

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Commander's Message



CDR Mark Crawford, AP

Lake of the Ozarks vs. the Golden Isles

Like many of you, my first boating experience was on a lake. My family had a small deck boat that we used on a small lake very close to home in Oklahoma. We used it for fishing and skiing.

In 2017 Robin and I bought a small lake house on the north end of the Lake of the Ozarks. It was about 3 hours from our home in St. Louis, so it was easy to drive down over a weekend to get away from town and enjoy a huge lake with guests.

Lake of the Ozarks is a big lake with a length of 93 miles. It was the result of impounding the Osage River and tributaries in central Missouri in 1929. Built by Ameren (Union Electric), the Bagnell dam is a hydroelectric dam and was part of an overall water management system, but the Lake's primary function is power generation. In the winter months, Ameren lowers the lake by about 5 feet for power generation and in rainy months, the lake refills. Over time, Ameren began to sell the land around the lake, retaining ownership of land below 700 feet above sea level. Homeowners could, for a small fee, be granted a license to have a dock and seawall on their property.

The Lake is truly beautiful. From the air, it is shaped like a dragon given the original shape of the Osage River. There are hundreds of coves to explore, and the fishing is spectacular. One of the great pleasures is to just sit on the dock and watch the many species of birds that come through the area. We enjoyed going on long boat rides to see the many sights on the lake. It was a great escape from city life.

Now the downside. Almost every home has a dock. It is no exaggeration to say practically every home has a dock and at least one boat. The problem is there were too many boats of unlimited sizes with no speed limits. Many boats would put out a wake that rivals East Beach waves on a very windy day. It was common to see 40-foot boats cruising at 20 mph in small coves, kicking up a wake that damaged docks. The lake itself is narrow and on a busy weekend day, way too rough to go boating. The wakes would bounce off the shoreline

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Commander's Message (continued)

like a bathtub and make the lake so rough you would easily get water over the bow. Trying to dock with the wakes made for an interesting experience in timing the wakes to slip into your dock. We had a 28 ft Four Winns that was too small for the lake. As a result of this unregulated boating activity, we did not use our boat from 11 am on Friday to 4 pm Sunday on a summer weekend. That made the weekend get-away less enjoyable.

The other downside was the lack of boating education. It seems that very few boaters had the slightest idea about boating safety or the simplest rules of the road. You do not want your tombstone to say, "but I had the right of way."

Compare that experience to Hampton River and the surrounding area. Sure, on Memorial Day, Fourth of July, and Labor Day, the area is busy. We generally avoid the "gelcoat rodeo" on these days but otherwise it is clear. I rarely see many boats out. The downside for us is wind and tides but practice increases confidence. I also find that boaters here are much more courteous. I think part of that is driving a boat here requires serious attention to navigating and safety. Running a-ground happens to us all but it is not for lack of attention.

So, for us Saint Simons is the better spot. If we were 25 and looking for a party, the lake might be more fun. For nature, fishing and cruising, and at age 65, St. Simons offers more of what we want.

Remember, invite your friends to one of our social events or education classes.

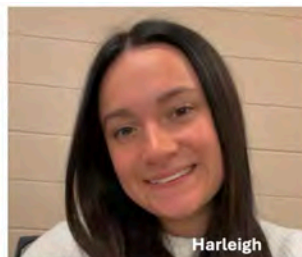
Meet the CCGA students working to improve our visibility within the community



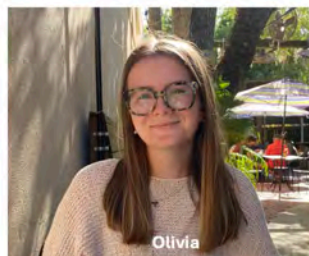
Isabella



Trey



Harleigh



Olivia



Jackson

We are excited to introduce Harleigh, Isabella, Trey, Olivia, and Jackson, a group working together in their Environmental Communication class at the College of Coastal Georgia.

For their class project, they are working to help manage and grow our social media presence.

Their goal is to highlight the boating community's love for the water while promoting environmental awareness, sustainable boating practices, and conservation education. They will be helping us share our mission with a larger audience and to inspire others to protect our coast. Go Mariners!

Executive Officer's Report



XO Cynthia Lamb, JN

The Inside Scoop on District Cruise & Rendezvous Events

Our boating club is part of District 26 which includes 9 clubs representing the 7 power squadrons in South Carolina and the 2 coastal Georgia clubs – Savannah and Golden Isles. There are rumors that the Atlanta squadron may join our district. Atlanta is the only other power squadron in Georgia and, in my humble opinion, probably should be part of our district. Atlanta is only like 2 hours away from Seneca, SC by car (where we had our last District Cruise & Rendezvous), while St. Simons is over 6 hours away. I think the Atlanta club is probably envious of our district's camaraderie and wonderful cruises. Don't quote me on any of this; this is

just me speculating.

Speaking of District Cruise & Rendezvous events, Jerry and I, as well as Rick and Sharon Hindery and Domenick and Miriam Mastroianni, attended the last one that was held in the Seneca, SC area back in September. The Golden Corner Lakes club hosted it. (By the way, our similar club names often confuse people at National. Just in case you were wondering.)

Like the Golden Isles, the "Golden Corner" is a region. It is a marketing nickname for Oconee County, located in South Carolina's northwestern corner. It's named for its beautiful climate, mountain scenery, and lakes, and is a popular destination for outdoor recreation like hiking, boating, and whitewater rafting. The Golden Corner is home to several large lakes, including Lake Hartwell, Lake Keowee, and Lake Jocassee. Jocassee Gorges was actually named a "Destination of a Lifetime" by National Geographic. Lake Jocassee is notable for its clear, Caribbean-blue water and hidden coves. I told Jon Arterburn, a member of the Golden Corner Lakes club, that if I couldn't live in St. Simons, I'd live there.



Jerry on a tour of Lake Keowee

There are **two reasons** I'm telling you all this. The **first reason** is that I want to encourage more of you to attend these events in the future. The district Cruise & Rendezvous is a lot of fun and represents an incredible weekend getaway at an affordable price. The host club takes care of all the planning and ensures that you receive great value. They use their own boats to show you around their waterways, and they thoughtfully plan, then execute, lots of wonderful side excursions.

These events are NOT meetings nor are they only for people who have district functions. Even if you know nobody from the other clubs, you will feel like you've known them forever.

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Executive Officer's Report (cont'd)



*Domenick, Miriam, and Poseidon
on the "waterfall hike"*

As an example of this, Domenick Mastroianni joined our club only a few months ago. He and his wife, Miriam, live in Darien and have a beautiful 27-foot Ranger Tug. They moved here from New Jersey about a year ago. Jerry and I met Domenick when we took our boat over to meet him at his condo's dock in Darien.

Domenick had not even had the chance to attend one of our local events before he heard about the district Cruise & Rendezvous that was upcoming. He and his wife quickly signed up. This was their inaugural event in the organization and Domenick and Miriam thoroughly enjoyed themselves. According to Domenick, "The trip was simply amazing. As a new member, I felt so welcomed. It was super nice to meet members from other squadrons. Everything was great from the accommodations to the activities. Some of the highlights were the scavenger hunt, the waterfall hike, and swimming in the lake."

Sharon Hindery had this to say about these events. "I've been on several C&Rs... it is fun to meet other boaters who boat in different environments. Lake boating is so different."

Now, the **second reason** I bring all this up is that we are hosting the **2026 District 26 Cruise & Rendezvous**. It will be held next fall. These events usually start on a Friday and end on the following Sunday morning. We get to select the dates based on what's best for us. For example, we would not want to hold this event the weekend of the Florida-Georgia game.

This is a great opportunity to show off the Golden Isles and for members to pitch in and get involved. Even though these are a lot of work to put on, it really is going to be a lot of fun. Trust me! We need to come up with a great plan and some amazing activities. Luckily, we live in a beautiful vacation spot.

I will be reaching out for volunteers. With all of you helping, I think we can make ours be the best one yet. Go Golden Isles!

Thanks.



*Sharon, Domenick, and Rick at a public music
event in downtown Seneca, SC*

Squadron Education Officer's Report



SEO Mike Moye, SN

What's Happening this Fall

Fall has been a busy season for our club's educational activities and it's not over yet. Saturday October 11 was our last ABC class for the calendar year, and we had a great group of students who were eager to learn about our local waters and how to become a safe boater. It's always a joy to get to know folks new to boating as well as being with some long-time members who just want to pick up new ideas and find out what might have changed since they last took the ABC course.

Two of our members, Alan and Cheryl Shedd, have been boating a long time. I think the two of them own more vessels than Shoreline Marine.

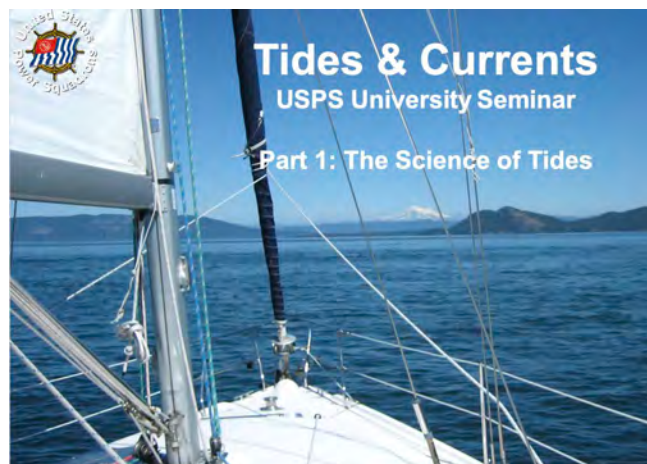
They transferred to our club from the Atlanta club when they moved here. They both attended our recent ABC Class and sent our instructional team a very nice thank you note. This is what they had to say about taking the ABC class again after all these years, "The presentation materials are well put together, and the book is such a relevant resource along with all of the visual aids that you brought. I think revisiting information that one has learned in the past and re-learning it again is fun. For example, we had not realized fire extinguishers were re-categorized. It is validating and fills in those gaps of information that need to be reinforced. Both of us left today with renewed enthusiasm for the importance of safety on the water. I hope all of you feel good about that.

Some of the rules around fire extinguishers have changed (effective April 20, 2022). Key changes include a 12-year lifespan for disposable extinguishers, which must not be older than the stamped date of manufacture, and newer requirements for dated extinguishers on model year 2018 and newer boats. Extinguishers must still be approved, serviceable, and readily accessible.

Tides and currents

The Tides and Currents seminar, taught by Cynthia Lamb, proved to be so popular that we offered a second class. I took the first one and can attest that it was great. It really helped me better understand more about what happens with tidal currents and how to prepare for them. Cynthia is also busy pulling together our next "Women in Boating" class.

There are lots of very pretty days during the fall. We hope to spot you on the water enjoying them.





Our August event was a hibachi dinner cruise on the Emmeline, a 45-passenger coastal cruiser. The weather was gorgeous and the food was awesome! Some of our members even partook of the hands-free sake drinking. Crazy people! At least they weren't driving the boat.

September 2025

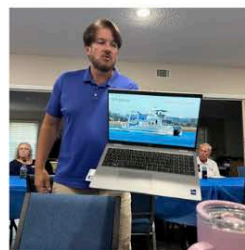
ABC SEPT. 2025 SOCIAL RE-CAP



**SPECIAL SHOUT OUT TO PETER BOYTON –
INTERNATIONAL SEAFARER’S CENTER IN
BRUNSWICK**

THANKS FOR HOSTING US!

All who attended the September ABC Social at the Seafarers in Brunswick, GA were treated to an informative night from the Gray's Reef National Marine Sanctuary group. Another night filled with good food, seeing fellow boaters, and taking in a great presentation.



September's social was a potluck dinner at the International Seafarer's Center in Brunswick. We had guest speakers from the Gray's Reef National Marine Sanctuary group as well as a short presentation from Peter Boyton (pictured in the tan shirt above), Executive Director of the Seafarer's Center.

An overview article about Gray's Reef National Marine Sanctuary Foundation follows on the next page.

Gray's Reef National Marine Sanctuary Foundation: An Overview

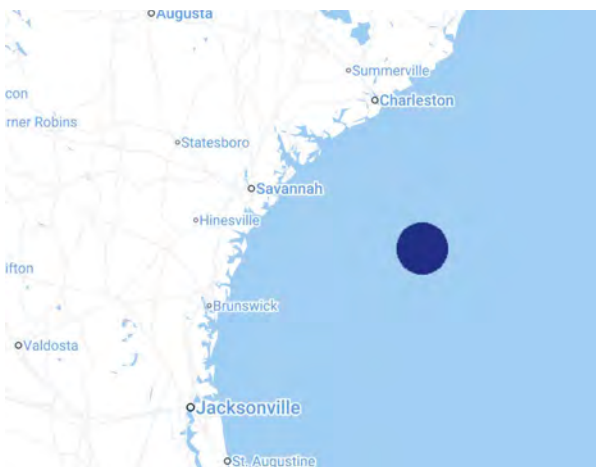
Submitted by: Sarah Porter, Chapter Director, Gray's Reef

The **Gray's Reef National Marine Sanctuary Foundation's** mission is to support and strengthen awareness of the sanctuary as a unique and vital landmark for Georgia's coastal community through education and conservation, while developing the next generation of ocean stewards.

Gray's Reef is one of our nation's underwater treasures—a vibrant ecosystem just off the coast, teeming with marine life, cultural history, and scientific discovery. Georgia has one of only 18 national marine sanctuaries, and it's right here in our backyard. But it's more than a sanctuary in the sea, it serves as a reminder of our responsibility to safeguard what makes our coastal home so special.

The natural live bottom habitats of the sanctuary are representative of others across the region. The sanctuary provides year-round opportunities for sport fishing, recreational diving, and boating. The research area within the sanctuary hosts one of the only designated

no-take zones in the region, which makes Gray's Reef a catalyst for scientific research and habitat monitoring.



We are a Chapter of the **National Marine Sanctuary Foundation**, the official non-profit partner and voice for our 18 national marine sanctuaries across this nation. The Gray's Reef Chapter plays a vital role as the chief advocate and voice for Gray's Reef National Marine Sanctuary, and partners closely with NOAA (the National Oceanic and Atmospheric Administration). Our Chapter is not only a steward of one of our nation's most

unique marine environments, but also a bridge between the sanctuary and the people it serves.

Being 19 miles offshore, we know that we can't bring everyone into the sanctuary, but there are ways to bring the sanctuary to everyone. One of the ways we do this is by operating the Ocean Discovery Center, a community gateway to the wonders of Gray's Reef. The Ocean Discovery Center is the official interpretive visitor center for Gray's Reef, and it's our bridge to the sea. We created this space to serve as a hub for education, inspiration, and action.

This free interpretive educational center features interactive exhibits to learn about the live-bottom habitats, virtually dive with sea turtles, and learn about the research and science being conducted. The Foundation will host a grand re-opening event for the community with new and innovative hands-on exhibits in 2026.

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"Gray's Reef National Marine Sanctuary Foundation: An Overview" (cont'd)

As part of this initiative, we plan to expand partnerships with schools, creating opportunities for more students to explore and engage with our Ocean Discovery Center. The Center is one of the only free educational and museum type spaces in Savannah, and it's open to all.

Our ability to raise the resources and awareness needed to protect this underwater treasure depends on strong community engagement, and we welcome a partnership with America's Boating Club!

Ed. Note: Sarah can be reached at sporter@marinesanctuary.org. Her organization also runs The Dolphin Project.

Rules of the Road Quiz



1. What is the red ATON on the left and what does it mean?
2. What is the vessel in the background, and what do the day shapes on top of its mast indicate?

Answers are found later in this newsletter.

Thanks for Charles Wilsdorf for the quiz and answers.

Real Life Rules of the Road

Submitted by: P/C Jerry Lamb

Introduction: Forget the Textbook

There have been “Rules of the Road” since Phoenician times—and they’re not all that different from today’s COLREGs. COLREG is the acronym for the International Regulations for Preventing Collisions at Sea, an international set of rules published by the International Maritime Organization that governs navigation to prevent collisions between vessels. These rules, which you should have on your boat by the way, cover aspects like steering and sailing, lights and shapes, and sound and light signals to provide a standardized method of navigation for all vessels worldwide. But out on the water, those crisp diagrams from the manual don’t always help.

Is that vessel crossing or head-on? Is that sailboat really sailing, or secretly power-sailing? Will that ferry actually hold its course even though I’m the stand-on vessel? And those are the easy questions.

What we need are Real Life Rules of the Road—a practical (and slightly cynical) guide to how things really work when the wind, wakes, and weekend warriors show up.

Rule #1: There Is No Road

There’s no asphalt. No traffic signs. And definitely no “50 Miles to Topeka” markers. In nautical terms, “road” is short for roadstead—a sheltered anchorage area where anchor rode live. So yes, technically, the Rules of the Road apply where there isn’t one. Go figure.



No road in sight—just a fine roadstead.

Rule #2: You Can Be at Fault Even When You’re Right

On the water, there’s no true “Right of Way.” The COLREGS start by saying you must obey the rules—and immediately follow that with, “unless you shouldn’t.” You must avoid a collision even if it means breaking the rules. So yes, you can do everything by the book and still be partly at fault. Welcome to boating.

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Real Life Rules of the Road (cont'd)

Rule #3: Everyone Has Higher Priority Than You

There is a maritime 'pecking order' or hierarchy for right of way, from highest to lowest privilege. You need to remember that almost every vessel out there outranks yours—except boats like yours. Think of this barge that Terry Osman passed on her Chesapeake Bay cruise, or the roll-on/roll-off (RO/RO) ships heading for Colonel's Island. They're considered vessels that are Restricted in their Ability to Maneuver (translation: get out of the way).



Photo: T. Osman

There are also buoy tenders, dredges—all of which I've seen in local waters. Add the military crowd (mine-layers, aircraft carriers, submarines, etc.) and you'll realize: sometimes discretion really is the better part of valor.

Feeling powerless yet? Well, technically, you outrank a seaplane (see picture below).

But after watching them land many times in Cuttyhunk Harbor near Martha's Vineyard, I decided those spinning props looked too sharp for testing that theory.

Bottom line: you're the low boat on the totem pole. Don't expect anyone to be watching out for you.



Photo: T. Osman

Rule #4: Big Beats Little

When it comes to powerboats, size matters. There's a certain *noblesse oblige* among big-boat owners—though they sometimes tend to skip the "oblige" part. They don't slow down or alter course when they should, and their wakes could practically qualify as surf breaks. If you're in a smaller boat, give them plenty of room and a generous helping of skepticism.

In the end, the Real-Life Rules of the Road come down to one simple truth: Everyone is out to get you. Stay alert, stay cautious, and be ready to thwart (yes, that's a nautical term) them. Carry your COLREGS but trust your instincts. The sea may be wild at times, but a little humor, humility, and common sense go a long way toward keeping you safe—and dry.

Update from Stargazer, M/V Kadey Krogen 42

Submitted by Terry Osman on October 18, 2025

On day 53 of our three-month cruise to the Chesapeake, Michael and I find ourselves In North Carolina, Alligator River southbound, almost to the Pamlico sound and our destination for a couple weeks - New Bern.

The trip from Jacksonville started with 14 days of motoring to reach our first destination in the Chesapeake Bay, but in total it was 19 days because we took a few "lay days". We took the ICW route without incident, mixing anchoring with marina stays. We found a great little anchorage north of St. Simons toward Savannah you might try sometime - Kilkenny Creek. It's peaceful in the marshes with just a couple early morning fishing boats around sunrise- very nice. Passing each of the GA-NC inlets along our Golden Isles and north was our first experience understanding the motion of Stargazer in heavy slop and swells (her first run out of local waters). Stargazer is 42 feet long and weighs 40,000 pounds but still without stabilizers, so it was an eye opener! Now we know the "baseline" of how she responds in these conditions and can compare it to when the stabilizers get activated. I did love noting the different personalities of each of the many inlets we crossed on the way up the coast.

Yes, it has gotten chillier and actually last night was an uncustomary 48° low! We've seen plenty of salt on the boat and brackish water, peaceful canals with just a touch of fall color, passed by a blimp storage facility, and even observed a J 80 regatta in the bay outside Annapolis.



Michael and Terry - nice selfie!

We've learned a lot about the boat without any major issues except the bow thruster batteries gave out, so they quickly got delivered and replaced...8Ds at 120# each pulled out by some "yard guys" happy to earn a tip. Such benefits being in an area where boating skills, services and facilities are plentiful!!!

Our goal was to visit the interesting villages and creeks along the Chesapeake Bay for a few weeks before attending the Annual Kadey Krogen Rendezvous. We spent the most time along the Rappahannock River (Urbana, Reedville, Galesville

& Solomons) on the western shore, and the eastern shore's St. Michael's, Oxford, Charlestown & New Haven. All claim some mariner & historical significance of which they are deservedly proud. I loved it all!

One of our more fun moments was trying to back this 15.5'-wide girl into a 14' slip. No prob, we just wiggled back out and repositioned; had the best Friday night happy hour on the dock, adding our stories to the local slip holders there.

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Update from Stargazer Stargazer, M/V Kadey Krogen 42 (cont'd)

At the Rendezvous, a highlight was participating in the "Rendezvous Docking Formation" in which approx. 38 boats tie up stern-to two long docks and pack in like sardines side-by-side.

The volunteer who leads and schedules the arrival and positioning of boats, along with his experienced 9-person volunteer dockhands (all Krogen owners), is a real pro - amazing to watch.

The formation once complete, keeps us all so close we HAVE to socialize with your dock mate neighbors because they are "right there"! Lovely people though with so much experience to share, diverse group - some liveaboards, some working, some retired, all moving around the waterways A LOT!

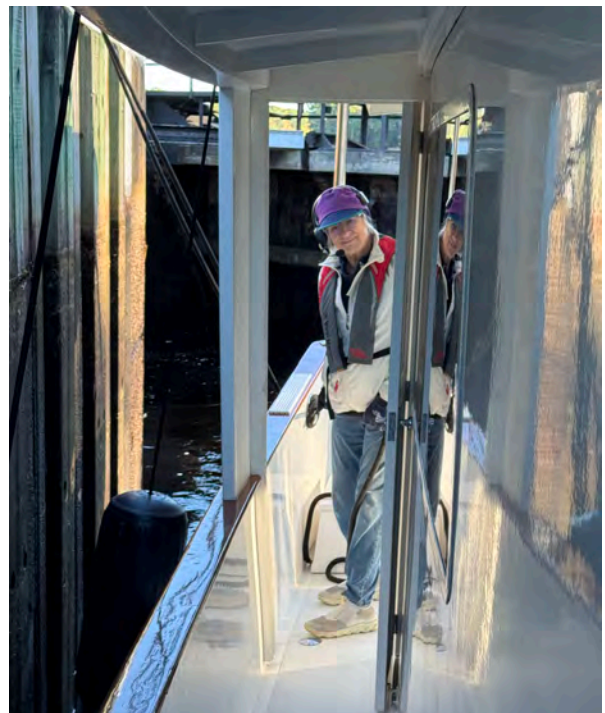
The sights we saw are too many to list but an awful lot of nature and beauty, even an eagle, and a ray, but my favorites are always close to home: the "young" sea turtles munching on growth at the Fernandina City dock.

Hate to be missing so much of the American Boating Club fun. We'll be home end of November, so hope to see you all again real soon.

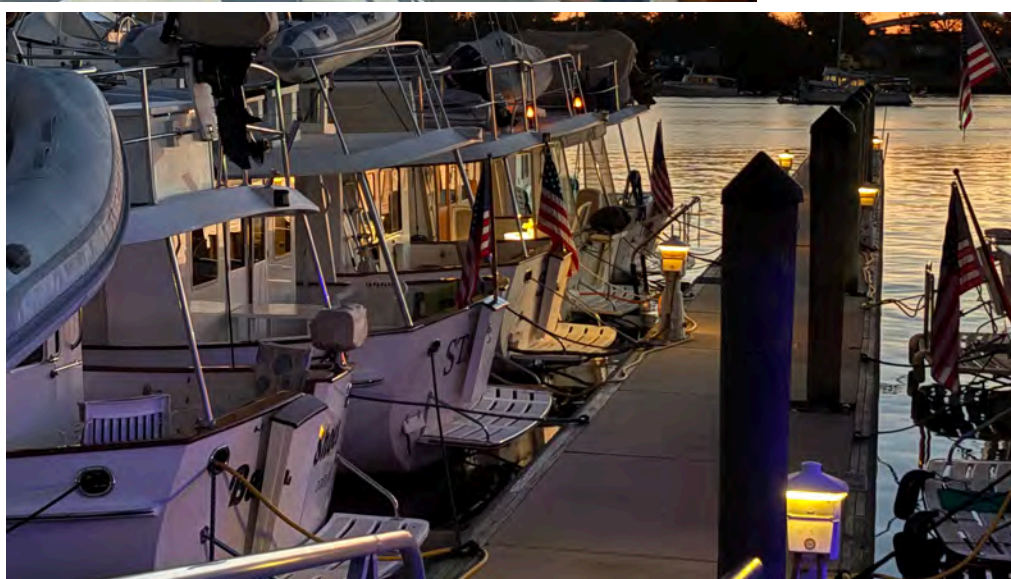
Terry Osman & Michael Kienlen
M/V Stargazer
t.osman@att.net



Crew member on watch



Some Additional Photos from Stargazer's Cruise



Lake Mead: My Boating Classroom

-Submitted by P/C Charles Wilsdorf

Much of my boating life began on Lake Mead, Nevada—a reservoir born from the completion of the Hoover (Boulder) Dam. I moved to the area in 1970, towing my boat behind me, eager to explore. On my first day off, I launched from Hemingway Harbor, the ramp closest to the dam, and spent the entire day on the water, captivated by the surrounding mountains. As the sun moved across the sky, the colors of the landscape shifted—an ever-changing canvas that held me spellbound.

But as sunset approached, I realized I had a problem: I had no idea where I was. Every mountain looked the same. Using the sun's position as my guide, I deduced I needed to head south and eventually found my way back to the ramp. That day taught me my first lesson—get a chart. Until I knew the lake better, I needed something to help me navigate.

Thirteen years later, I knew Lake Mead like the back of my hand. I'd owned five different powerboats during that time and completed the USCG Auxiliary Seamanship course. Night running? No problem. I was at home on that lake.

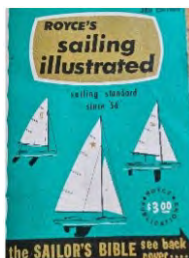
From Power to Sail

I'd always dreamed of blue water cruising, and I knew a sailboat was the way to get there. Aside from crewing a few times on a catamaran, I knew next to nothing about sailing.



Newly single, I traded my 23' Reinell cuddy cabin for a 25' MacGregor sailboat. MacGregors were mass-produced and budget-friendly—just a boat for beginners. But it was mine.

Someone recommended I read Royce's Sailing Illustrated, affectionately known as The Sailor's Bible. That compact 1-inch thick, 8-by-4-inch book was packed with everything I needed: halyards, sheets, tiller, points of sail, sail trimming, running and standing rigging—you name it. Armed with new knowledge, I trailered the MacGregor to the lake.



It took me hours that first time to raise the mast, attach the boom, and rig the boat. Then I set sail in light wind, the Sailing Bible open in the cockpit beside me. When the first puff of wind hit and the boat heeled, I felt a thrill I hadn't known before. I was hooked. But rigging the boat each time was a chore, so I was lucky to find a slip at Las Vegas Bay Marina. I sailed solo a few more times until I felt confident.

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Lake Mead: My Boating Classroom (cont'd)

Trial by Wind

Then skiing season arrived. It was great—until I broke my right tibia and fibula. With a cast up to my knee, skiing was out. Sailing, however, was still on the table—though I'd need crew. One weekend, I recruited my 17-year-old daughter Michelle and my new girlfriend Teresa. Michelle had some powerboat experience; Teresa had barely been on a boat. Off we went.

At first, the light wind bored them. Then the boat heeled, and they felt the same rush I had on my first sail—equal parts excitement and fear. But the wind picked up fast, and I struggled to control the boat. I asked them to hold the tiller steady into the wind so I could lower the mainsail. The rolling boom furler jammed...typical. I had to go forward and manually pull the sail down.

They did a commendable job holding course until fear got the better of them. Just as I reached the cabin top, they let go of the tiller. The boat went into a full knockdown. The best analogy I can offer is to imagine a cat trying to climb a tiled wall. It doesn't work. Fortunately, I held on. As the boat righted itself, I managed to get the mainsail down.

Lessons Learned:

- I didn't know as much as I thought I did.
- Sailing with a cast? Not smart.
- My crew lacked experience—and I needed that.
- My boom roller furler needed a serious redesign.
- My crew learned not to sail with me until I knew more and healed up.

And remember sailing can be described as boredom, ecstasy, and terrifying.

Despite that harrowing day, I sailed that MacGregor for several years including several more knockdowns, improving both the boat and me. Eventually, I took it to a boat show where a gentleman not only grabbed my dock line—he bought the boat. That led to my next vessel, a 25' O'Day, with my youngest son Josh as my new sailing buddy.

Epilogue

I boated on Lake Mead for over 30 years, back when the water level hovered around 1,200 feet above sea level. Today, it's down to 1,055 feet—my old day-sailing grounds are now desert.

As for Josh, he's definitely a chip off the old block. He currently owns four boats.



A Different Kind of Vacation Cruise

-Submitted by Ed Reynolds

This August, Cindy and I took a seven-day sailing cruise along the Croatian coast aboard the 439-foot Royal Clipper. It is a replica 5-masted square rig tall ship with a guest capacity of 227.

Our voyage consisted of daily stops/tours along the Dalmatia province and Montenegro for a round-trip total of 800 miles. The accommodations and meals were excellent though quite a bit different from a typical 1000+ passenger cruise ship. It had no elevators, and the deck was packed with sailing-related gear.

The ship spends the summer months cruising the Mediterranean and the winter cruising the Caribbean. We had a fantastic experience and highly recommend it.



Royal Clipper, the largest of 3 tall ships owned by Star Clipper Cruise Lines



Cindy and Ed havin' fun



Ed dinghy sailing for the first time in 30 years!

Continues on next page

Ed & Cindy's Excellent Adventure (cont'd)



Had to take this pic for Charles and our Celestial Navigation course graduates. Of course, this is only for backup purposes.



Always make time for a knot tying class!



Having to work for our supper?



Cindy climbing 75 feet to the Crow's Nest. Ed saw no good reason to do this!

Photos from our Various Activities



**Inaugural Docktail Party
at Hampton River
Marina**

Photos from our Various Activities (cont'd)



Domenick and Miriam on their
Ranger Tug

Cruisin' the Hampton River



Alan Shedd getting ready to head
out (Cheryl's taking the photo)



The Lambs leading the way

Photos from our Various Activities (cont'd)



**Everyone had a great time
at our October social held
at Mullet Bay!**



Photos from our Various Activities (cont'd)

19_ Epworths bells were just chiming the noon hour- the end of our adventure- just when I took this photo!



9_Smiling Mammals



Not the mammals I was going for...

These photos are from our recent Scavenger Hunt. Team Berta kicked butt and located and verified, through photos and/or video, all but one item on the list - a roseate spoonbill.

My bad! They've already migrated out of the area.

9_Smiling Mammals

...But these are the crowd's favorites!



(Photos and videos: S. Hindery)

Golden Isles Welcomes its Newest Members



What's Wrong With This Picture?



This photo was taken on October 9 right around noon time. At the time, we were experiencing a king tide due the perigean full moon. The predicted tide was over 9 feet that day. Add to that the additional water being pushed inland due to persistent strong onshore (northeasterly) winds. This resulted in water levels probably 11 feet above mean lower low water.

This sailboat had been anchored north of this point when its anchor pulled free and dragged.

Not a good situation.

Answers to the quiz on page 9:

- #1. This is a Red Lateral ATON, with flashing red light, marking the right side of the channel when coming from open water or going upstream.
- #2. This is a vessel restricted in its ability to maneuver marked by the above day shape. The vessel looks very much like a dredging vessel.

America's Boating Club Golden Isles 2025 Bridge & Committee Contact Information

Commander	Mark Crawford, AP	314-614-6037	mscl234@aol.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
Past Commander	Jerry Lamb, P	860-908-4678	lambo50@icloud.com
Webmaster	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/> and on Instagram



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.