



The Ocean Breeze

An official publication of America's Boating Club of Hilton Head

"Come for the Boating Education...Stay for the Friends"



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EVENTS CALENDAR

JUNE

- 25 May River Redneck Riveria Sand Bar Cruise, 11:00, BYO picnic
- 30 Annual Summer Picnic, 4:00 p.m., Jarvis Park

JULY

- 1 Magellan Society Cruise - Summer Make-Up Cruise, 10:00 w/lunch at Eagle's Nest/Bloody Point
- 7 Join Tybee Light as they cruise to Beaufort, 10:00, lunch TBD
- 9 Bluffton Boys & Girls Club "Day on the Water"
- 12 Partners in Command, 6:30 p.m., HHI Senior Center
- 16 Magellan Society Cruise Page & Pine Islands, 10:30, lunch TBD
- 18 Cruise south to Wilmington River; Beaufort PS joining us; 9:30, Lunch at Tubby's Tank House in Thunderbolt, GA
- 24 Family Promise "Day on the Water" - TBD

AUGUST

- 11 Cruise to Fripp Island via back channels with Beaufort PS; Lunch at Bonito Boathouse
- 15 Magellan Society Cruise to Daufuskie Island, 11:00, w/lunch at Eagle's Nest/Bloody Point
- 20 Ex Comm Meeting, 6:30 p.m., HHI Senior Center (TBD)

SEPTEMBER

- 13 Cruise to Tybee Island with Beaufort PS, 10:00 am - 4:00 pm
- 17 Monthly Dinnere Meeting, 6:30-8:30 p.m.
- 24 Ex Comm Meeting, 6:30 p.m., HHI Senior Center
- 26 30-Year Anniversary Celebration, Harbour Town Yacht Club, 6:30 - 9:30 p.m.
- 29 Magellan Society Day-Long Cruise around Hilton Head Island with lunch at Harbour Town's Quarterdeck restaurant



The Beaufort Loop ~ June 16, 2018

Barb Sommers, PC



70 miles including a stop in Factory Creek for a Cookout with the Beaufort Squadron.



At 6:00 pm on the eve of the Beaufort Loop Cruise the weather called for an 80% chance of thunderstorms the next day. We all said a prayer and the weather gods cooperated; we woke up to a beautiful day for our cruise.

This was the inaugural Beaufort Loop Cruise for the Hilton Head boating group. We had three boats and 13 participants. We left the Boathouse and cruised to Green 27 at the southern entry to the Beaufort River where we met up with six boats from the Beaufort Club. Vicki and Erl Stierkowski lead the group up the Broad River to Whale Branch Creek, skirting the shallows, under Highway 21 and past Whale Branch High School till we joined the ICW onto the Coosaw River. From there we followed the ICW past the Marine Air Station till just before the Beaufort Swing Bridge where we cut into Factory Creek to Beaufort Cdr. Carol Sherratt's community dock. Beaufort hosted the group for a good old summer cookout featuring hamburgers, hot dogs, beans, potato salad and delicious cookies for dessert.

After the cookout, the weather was moving in; but we made our way home without getting wet or tossed too much in the Port Royal Sound as we made our second crossing. It was a fun day and we were all quite amazed at the little 14' runabout that brought up the rear of the group. They had six people onboard, four adults and two children and kept pace the whole time. They had not gone that far on a single tank of gas, and as the captain said, it was a "test" to see how far the 12 gallons of gas would go. Well, they ran out a couple of miles before the Beaufort Bridge. After a quick tow to the docks all was well. I'm not sure I would have done the trip in a 14' runabout but they all had fun!! Hope to see you on our next cruise.

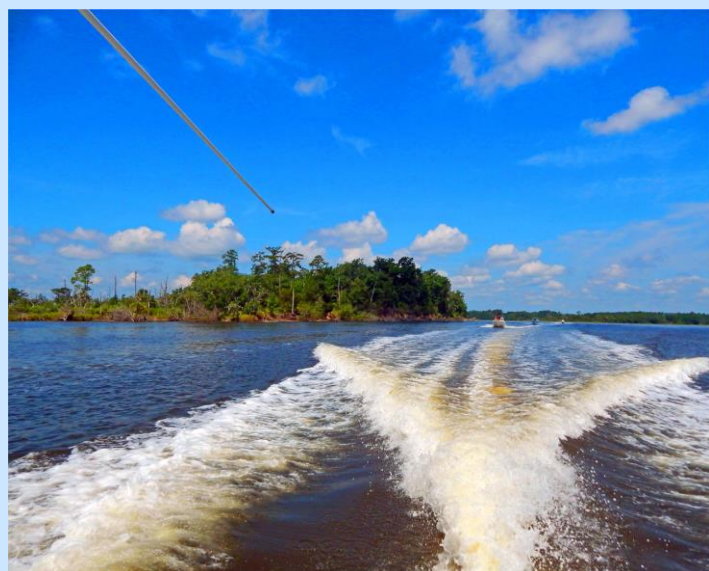


Going under Highway 21



Note the 14' runabout at the rear!





Shooting the Bull...

'Magellan Mike' Gilroy



It almost didn't happen! With an initial signup of eight Captains and over 30 total Participants, the 2018 episode of the Bull Island Cruise was slated to be the largest in Magellan Society history. But the seemingly constant occurrence of "afternoon thundershowers" left many of us in doubt as to whether the cruise would happen. Two days before the cruise, both Intellicast and Weather.com showed a 40-60% chance that one of those pesky weather events would occur smack dab in the middle of our cruise. With 36 hours to go the percentages dropped; but both sources still called for t'showers. At the 24-hour mark, Weather.com had removed the t'shower prediction and replaced it with "mostly cloudy," but Intellicast still had thunderstorms predicted. Finally, at 8:00 both sources had dropped the rain predictions and replaced it with "partly" or "mostly" cloudy. And we were off to the races!

The day dawned clear and bright, and by launch time we had mostly sunny skies. Fears about the possibility of bad weather had thinned our ranks by one boat and several crew members, but we still had seven boats and 23 members turning into Bull Creek. Robert Newbert took over the radio and informed everyone about the several shoaling points along Bull Creek. In addition, he regaled us with intriguing facts about the history of Bull Island. Its one-time owner, Alfred Lee Loomis, Sr., was by all accounts a remarkable individual who reigned over a Tuxedo Park Mansion, both socially and scientifically. To learn more, Robert recommended his biography, titled simply "Tuxedo Park." Everyone was so intrigued by Robert's descriptions that we imposed on him to take center stage during lunch at the Daufuskie Crab Company where we fleshed out some of his remarks, including - but not limited to - the fate of the first color television on Bull Island. (If that intrigues you, you'll have to corner Robert at one of our dinners!)

We ended the day by routing our homeward leg behind Middlemarsh Island to demonstrate how much calmer that stretch of water often is than the choppy waters of Calibogue Sound.

Next up: The Weekend Make-up Cruise (for those unable to get away during the week) on July 1st and Magellan #4 (Page & Pine Islands) on July 16th.





The Bay Islands

by Dennis Trantum



Six years ago:

Me: Let's take a trip to the island of Roatan.

Wife: Where is that?

Me: Between Utila and Guanaja.

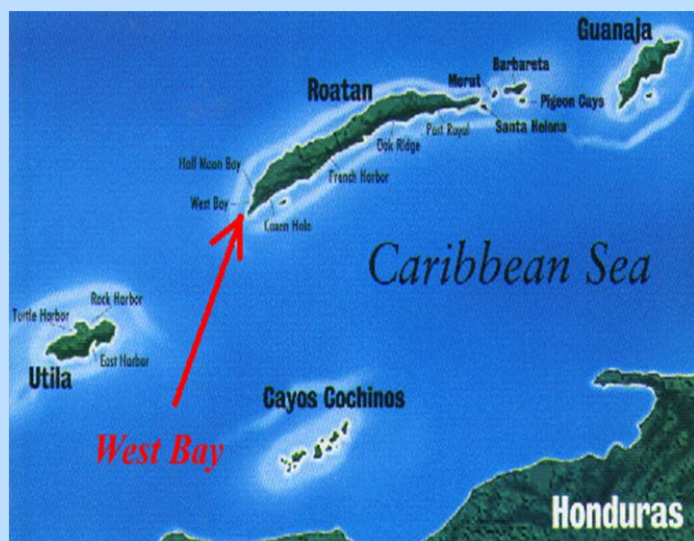
She's a good sport so we went. And we adored it. So much so we put a deposit on a vacation villa the day before we left.

The Bay Islands, in the Caribbean 40 miles from the coast of Honduras, is a Mecca for SCUBA, snorkel and fishing enthusiasts and is part of the largest reef system outside of Australia's Great Barrier Reef. Roatan (the largest of the Bay Islands) was originally a British settlement and English is still widely spoken. Now part of Spanish Honduras it's handy to know some Spanish but not necessary. There are daily flights directly to the island (Delta, United, and American). We rarely see an empty seat on our flights. We have noticed more and more that people do not usually come to Roatan once. They return again and again and many remain permanently. There is a large expat community of both Americans and Canadians.

As boating enthusiasts, we all enjoy being on and around the water. But below the surface of the sea is an enchanting silent world of wonders, colors, creatures and sights. On Roatan the waters are azure and turquoise. You can swim to the reef from shore and underwater visibility can be over 100 feet. The reef bulges with coral and all manner of tropical aquatic life. Beth and I spend half the year on the island snorkeling and diving. It's my 8-year old self dream come true. If you're old enough to remember Sea Hunt (with Lloyd Bridges) you will understand the origin of the dream. I never missed an episode.

Beth doesn't SCUBA so when I'm on my many weekly dives she spends full days with the many friends we have made. The close friendships that have developed has been a bonus. There are plenty of meaningful and recreational endeavors on Roatan. Beth loves visiting and volunteering at an orphanage. Oh, I forgot to mention The Black Pearl, which is a stunning Pete Dye golf course at Pristine Bay.

As many as five cruise ships stop at one of Roatan's ports every day. If you are planning a cruise that stops on the island let us know. Or, if you are planning a vacation on Roatan let us know so we can get together. We love company and would be happy to pick you up and show you our end of the island. (We live at the western tip.) www.theroatanmeridian.com.





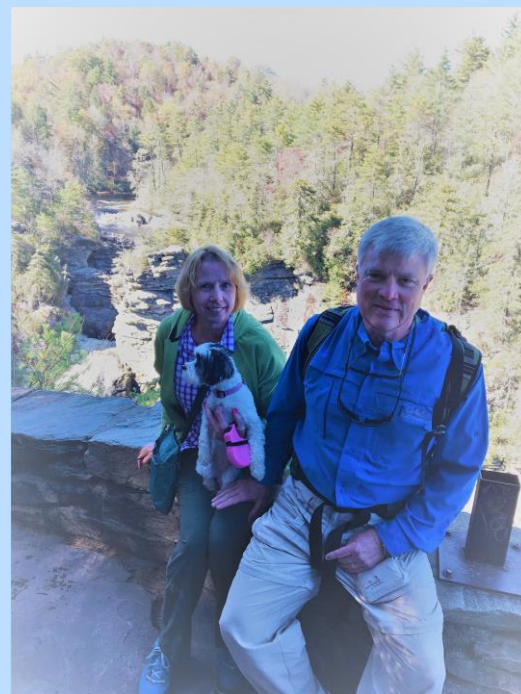
Dennis & Beth
Trantum in Roatan.

As the Editor of the Ocean Breeze, I would like to take this opportunity to say "thank you" to Dennis Trantum for submitting this great article and these fabulous pictures. He admitted that he actually enjoyed doing it. With that being said, if any other members have a story that they'd like to share, please send your article and pictures to me at ladyd_gi@hotmail.com. I would be happy to publish your submission in a future newsletter.

Debbie Dion

WELCOME OUR NEW MEMBERS

Please join me in welcoming Brian and Donna Evans to America's Boating Club of Hilton Head. Brian and Donna reside in Bluffton and have lived in the area for eight years. They relocated from Lewisburg, West Virginia, due to Brian's work. They have two sons and four grandchildren. And judging from the photo to the right, it looks as though they have a cute family pet. Brian and Donna are members of Freedom Boat Club and have some previous boating experience. They enjoy the outdoors in general and also like to fish. They've taken the America's Boating Course and joined our Club for the educational courses and seminars. They also hope to get acquainted with other members of our Club.



EDUCATION DEPARTMENT NEWS

Peter J. Dion, SN - Education Officer

1. Three people took the **Anchoring** seminar: Chip Munday, Brian Treacy (non-member), and Steve Leer (non-member). Instructor: Klaus Loehr
2. Eighteen people took the **Mastering the Rules of the Road** seminar at Moss Creek: Chip Munday, Marie Munday, Randy Royen, Jack Cunningham, Roberta Jordan, William Jordan, Dennis Trantum, Suzanne Stansbury, and non-members: Dustin Rhode, David Igyarto, Patrick McNamara, Richard Rohde, Brian Evans, Bill Hinchcliffe, Russell Merkey, Paul Bishop, John Walsh, and Patrick Gibney. Instructor: Peter Dion
3. Since **Partner in Command** is one of our more popular seminars, I thought it would be worth a shot to offer it in again July. Two reasons: 1.) Test the need for a seminar in the summer months. 2.) Capture the March ABC participants who expressed an interest in this seminar. I will let you know the results at our next meeting. Instructor: Hal Wilson

EDUCATION DEPARTMENT NEWS

Peter J. Dion, SN - Education Officer



Are you prepared for a hurricane? Recently, Norm Sholtz, AP gave an excellent seminar to ABCHH members highlighting important information to ready your vessel for a hurricane. Norm showed local pictures of the destruction Hurricane Matthew caused to some of our local marinas and boats. Pictures included Palmetto Bay Marina before and after and a friend's vessel that the owner decided to tie up to the marina slip rather than to a mooring.

He stressed the following topics:

1. Hurricane plans
2. Surges, wind, rainfall, and waves
3. Preparation activities
4. Storage options
5. Trailing
6. Marina storage and marina docks
7. Land storage and tie down methods
8. Mooring and anchoring



Below is an excerpt from the recent Compass publication (Vol. 12 No. 6) about Hurricane Preparation.

"Regardless of where you decide to store your boat, you should take part in a few common preparation activities.

Reduce Windage

High winds can hurl objects that normally appear secure. Strip all gear that wind can catch: canvas covers, sails, Bimini tops, outriggers, antennas, anchors, running rigging, booms, life rings and dinghies. Anything on deck that can't be taken off should be lashed securely. If you can, point your boat into the wind. If possible, remove sailboat masts. Run halyards to the masthead and secure them with a single line led away from the mast to the rail.

Chafe Protection

Nylon line's ability to stretch and absorb shock is important for in-water hurricane tie-up. However, this spring action will cause the nylon to abrade and heat up where it comes in contact with cleats, pilings, chocks and dock edges. As nylon strands heat up they break, causing line failure. You can achieve chafe protection by some combination of increasing line diameter, covering lines or using polyester tails on lines at tie points. Don't seal the chafing protection. Let the rain or sea water cool the line.

Securing Lines

Many boats have cleats and chocks that are inadequate and possibly unusable when additional and larger diameter storm lines are used. Add adequate cleats and chocks ahead of time. Make sure all cleats are backed with stainless steel or aluminum plates so they can handle the load. Under most circumstances two lines per cleat is the maximum. Cleats are most reliable when lines are led parallel to the horn, distributing the force across the length of the cleat backing.

Water Damage

If on land, remove drain plugs so that any water that gets in will drain out. For boats in the water, seal all possible water entry points. Remove cowl ventilators and seal all vent openings. Use duct tape to cover instrument gauges, and around hatches, ports and lockers to prevent water entering. Close all but the cockpit drain seacocks and plug the engine's exhaust ports, usually one of the lowest openings on a boat. Check that your battery is in good condition and top it off. Test the bilge pump and check the wiring to make sure it's functioning properly."