


ALL AT SEA SOUTHEAST



Inside: Outboard Engine Tech Part II

PREVIEW: Charleston Race Week
SPORTSMAN BOATS Launches in SC
CAREERS: Inshore Charter Captain



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'(NOTHING BUT) FLOWERS'



I know about Guy Harvey. He's the artist whose work adorned so many of my dad's t-shirts when I was a kid. Simple white shirts, a pocket on the left front breast with Harvey's screen-printed signature in light blue, and those incredible renderings of ocean life on the back. A fighting marlin. A colorful mahi-mahi. A hammerhead shark. My dad had a drawer full of them, probably still does because he never throws anything away. As a kid around the waterfront, those images embodied the lifestyle.

But I did not know about him to the extent that Terry Boram reveals in her article titled 'Who is Guy Harvey?' this month. I knew the art. Boram discovers the man.

What Harvey and his 'Outpost' brand are hoping to do in the coastal resort world is nothing short of revolutionary. And to be honest, before reading Boram's piece, I was skeptical. An environmentally friendly resort? My years in college studying tourism management taught me to believe that in the past, such a statement was a flat-out contradiction, impossible. The mere idea of tourism doesn't jibe with environmental stewardship. At one end of the spectrum, the only real solution to preserving the environment is to keep people out altogether, a move in a direction back to nature, kind of the like that Talking Heads song in the title of my essay.

There was a shopping mall, now it's all covered with flowers!...

This used to be real estate, now it's only fields and trees...


Where, where is the town? Now – it's nothing but flowers!

But Harvey, with the launch of his third namesake 'Outpost' resort in St. Pete, is proving that there is indeed a

middle ground, and that now is the time to move in that direction. Harvey's is an example of taking responsibility to do the hard work, rather than stare down the bottom line. We are at a critical juncture in our relationship with the earth, particularly those of us who enjoy the water. Time has long since run out for people to sit by and do nothing. Start *somewhere*. Recycle more. Start composting. Grow a garden. Use your holding tank. Don't wait for someone else to do it – take control of the earth's destiny, the little bit you can. It all counts.

What will make Harvey's Outposts successful, I believe, is that the 'green' side of it is an unobtrusive part of the infrastructure design. With current technology, a resort (or a household, for that matter) need not make any compromises on amenities or luxuries to be environmentally responsible. Harvey will help change the tourism industry. I hope, as I'm sure Harvey does, that the clientele, upon visiting his Outposts, will go away changed just a little bit themselves.

On a lighter note, we have a new feature to introduce this month. David Ansel kicks off the 'Coastal Life' section of the magazine with a two-page cartoon depicting a typical waterfront scene on the Chesapeake. Ansel's cartoons are both light-hearted and exquisitely detailed, with almost a 'Where's Waldo?' quality to them that will have you noticing something new about the image every time you take a look at it. Look for his cartoons to pop up in the magazine here and there in the future.

As usual, direct all letters to the editor, contribution ideas, photography, news or artwork at andy@allatsea.net. We'd love to hear from you and always are on the lookout for fresh ideas and new talent. Thanks for reading *All At Sea Southeast*. 

**Andy Schell,
Editor**

andy@allatsea.net





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THIS ISSUE

THE SOUTHEAST STATES' WATERFRONT MAGAZINE

18

PHOTO: TONY MIRO



FEATURES

40 **AGAINST THE TIDE**

42 **RESTORING ELISSA**

DEPARTMENTS

4 **EDITOR'S DESK**

8 **ONE THOUSAND WORDS**

10 **SOUTHEAST NEWS**

12 **EVENT CALENDAR**

14 **COASTAL LIFE**

Chesapeake Watermen

Capt. Green Jeans

Ferry Riders Get a One-Year Reprieve

ARRRGH! Pirates Take Over Tampa

Guy Harvey Who?

24 **FISHING REPORT**

Sixty-Five and Comin' Alive

26 **AMERICAN HISTORY**

Curt Whiticar is Still Busy

29 **WORK ON THE WATERFRONT**

Inshore Charter Captain

32 **SAILING HUMOR**

St. Augustine

35 **MECHANICALLY INCLINED**

Outboard Engine

Roundup, Part II

Pro Tips

38 **MOTOR CRUISING**

Hunkered Down in

North Carolina

58 **COASTAL REAL ESTATE GUIDE**

62 **MARKETPLACE**

62 **SPONSOR DIRECTORY**

64 **ON THE INTRACOASTAL**

Sailors Midnight

COVER SHOT: Capt. Jim Huddleston on Florida's west coast

Photograph by Glenn Hayes

COASTAL EVENTS & INTERESTS

- 8 **MAP**
- 46 **NORTH CAROLINA**
Oriental Boat Show Update
- 48 **SOUTH CAROLINA**
Spring Breeze Attracts Sailors to Charleston
- 49 **FLORIDA**
P1 Superstock USA Kicks-Off
Miami International Boat Show Recap

FLORIDA CONT.
Fort Pierce Renovates
Florida Racing Update

- 55 **TEXAS**
Lakewood Yacht Club
Heads East

RESOURCES

- 56 **SOUTHEAST MARINAS**
- 57 **CLASSIFIEDS**

54



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Publisher:
CHRIS KENNAN
publisher@allatsea.net

Editorial Director:
ANDY SCHELL
andy@allatsea.net

Art Director:
AMY KLINEDINST
amyk@allatsea.net

Graphic Designer:
JENNIFER HOLMEN

Advertising:
KAREN TORTORIELLO
karen@yachtessentials.com

KATHY ENZERINK
kathy@allatsea.net

MIKE SWEENEY
mike@allatsea.net

Advertising Inquiries:
advertising@allatsea.net

**Accounting,
Subscriptions:**
accounting@allatsea.net

Owned and Published by
Kennan Holdings, LLC
382 NE 191st Street #32381
Miami, Florida 33179-3899
phone (443) 321-3797
fax (815) 377-3831

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SOUTHEAST U.S. EVENTS & INTERESTS

ALL AT SEA SOUTHEAST'S STATE COVERAGE

Texas



PAGE 42

Restoring *Elissa*:
Texas Tall Ship Raising
Funds for Hull Repairs



PAGE 24
Sixty-five and Comin' Alive:
Capt. Judy Helme's
Fishing Report

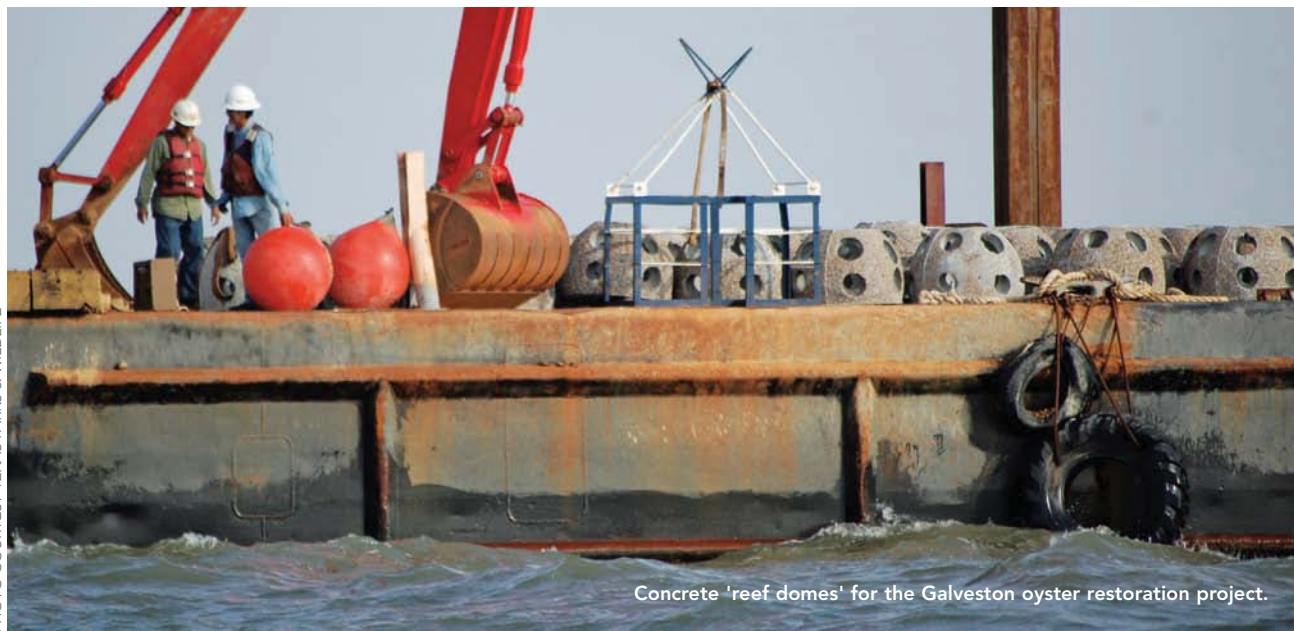


PAGE 52
Fort Pierce Renovates: With
Help From FEMA, The City
Readies for Boaters, Fisherman

SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION

PHOTO COURTESY TEXAS PARKS & WILDLIFE



GALVESTON BAY UPGRADES OYSTER RESTORATION PROJECT

Texas Parks and Wildlife Department recently enhanced one of its oyster restoration projects with the addition of 59 concrete artificial reef domes donated by Galveston Bay Foundation.

The artificial reef domes were placed over a one-acre patch in East Galveston Bay. Care was taken to ensure that water depth would be maintained for small craft navigation. The domes will be used to attract fish and oyster larvae and will facilitate studies on oyster density and fish utilization.

The department's artificial reef program has enjoyed success placing large reef domes in the Gulf over the past 15 years. Artificial Reef Program Director Dale Shively notes that there was a marked increase in the number of fish after the placement of the reef domes. Though smaller than the large artificial reef structures in the Gulf, the reef domes in Galveston Bay may also attract large game fish.

from May 14 – July 9, 2012. The adjustment comes after local business owners, recreational boaters and residents expressed concerns about closing the locks earlier in the spring due to heavy usage of the facilities.

"After hearing the economic and recreational concerns, the Corps has adjusted the scheduled lock closure to reduce the impact to the local communities," said Lt. Col. Michael Kinard, deputy district commander. "This timeframe will allow the lock to remain open further into the boating season, while allowing us to complete the installation at the beginning of the hurricane season when the risk is low."

Installation of the MPS is part of the Manatee Pass Gates project. The primary goal of the project is to safeguard Florida's endangered manatees from serious injury or death at water control structures and navigation locks by modifying these structures with a MPS. Using a set of acoustic transmitters and receivers, the MPS detects the West Indian manatee and prevents the gates from closing and harming the protected animal.

MOORE HAVEN LOCK TO CLOSE TEMPORARILY IN MAY

Jacksonville, FL. The U.S. Army Corps of Engineers has postponed the start date for installation of the Manatee Protection System (MPS) at the Moore Haven Lock on the Okeechobee Waterway. The lock is now set for closure

BOSTON WHALER JOINS SEA TOW'S 'SEA CARE' PROGRAM

Edgewater, FL. Boston Whaler and Sea Tow announced in February a new partnership that features Boston Whaler's participation in Sea Tow's popular Sea Care program. As part of the agreement, Boston Whaler will extend a com-

plimentary 95-day Sea Tow membership to all new Boston Whaler boat owners, while existing owners are eligible for 14 months of Sea Tow membership for the price of 12.

"Boston Whaler is a storied boat brand, and Sea Tow is the top name in boater assistance," said Jeff Vaughn, Boston Whaler's vice president of sales, marketing and customer service. "Participation in the program allows Boston Whaler to provide even more confidence and peace of mind to its customers."



GUY HARVEY SCHOLARSHIPS AWARDED

A record five graduate students at universities in Florida have been awarded \$5,000 scholarships as winners of the

Guy Harvey Scholarship Award. The winners are Felipe Carvalho and Sarah Stephens, University of Florida; M. Laura Habegger, University of South Florida; Sean Bignami, University of Miami; and Kier Smith, Florida Atlantic University.

The scholarship, established in 2010 through a partnership between Florida Sea Grant and the Guy Harvey Ocean Foundation, recognizes students at Florida universities whose research focuses on novel strategies for improving sustainable management of large marine fish and sharks.

"Clearly the innovative work proposed by these students will have major impacts," says Florida Sea Grant director Karl Havens.

The Guy Harvey Ocean Foundation is an organization of philanthropists, conservationists, scientists and educators that emphasizes sensible strategies for promoting ocean conservation and the development of the next generation of marine scientists.

P1 SUPERSTOCK USA ANNOUNCES 2012 RACE SCHEDULE

Greenville, NC. The one-design P1 SuperStock USA Championship is set with five events on its 2012 race schedule. For the second consecutive year, P1 SuperStock USA teams will race in Detroit, MI and Morehead City, NC with the addition of three new venues: St. Cloud, FL, Biloxi, MS and Pittsburgh, PA.

"We were approached by a huge number of venues who are interested in bringing P1 SuperStock USA to their city," said Martin Sanborn, P1 Director of North American Operations. "The amount of interest this series has generated throughout the U.S. is very encouraging and will be instrumental in bringing the Championship to a regional level by 2013." The season starts on March 30 in St. Cloud, FL at the "Spring Fling" presented by the Rotary Club of St. Cloud (ed. note: see story

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EVENT CALENDAR

Please send future events to editor@allatsea.net. This month and next month's events are currently published here and at www.allatsea.net. Your specific area may or may not be shown based on identified activities for these months.

ANNAPOLIS, MD

APRIL 27-29

Annapolis Spring Boat Show
Boat Show

www.usboat.com

ANTIBES, FRANCE

APRIL 12-15

Antibes Yacht Show
Boat Show
www.antibesyachtshow.com
info@antibesyachtshow.com
+33 492 905 915

ANTIGUA

APRIL 29-MAY 4

Antigua Sailing Week
Sailing Regatta
www.sailingweek.com
info@sailingweek.com
268-462-8872

APRIL 19-24

Antigua Classic Yacht Regatta
Classic Yacht Regatta
www.antiguayachtclub.com
yachtclub@candw.ag
268-460-1799

CAPE CORAL, FL

MAY 5

5th Annual Bricks & Sticks
Fishing Tournament
Deep Sea Fishing
www.bia.net/fishing.html
(239) 936-5525

CUBA

MAY 21

20th Anniversary Party of
Hemingway International
Yacht Club of Cuba
Boat Show
www.hemingwayyachtclub.org
yachtclub@cnih.mh.cyt.cu
537-204-1689

DENISON, TX

APRIL 13-15

Texoma Lakefest Regatta 2012
Sailing Regatta
www.texomalakefest.com

DOMINICAN REPUBLIC

MAY 17-22

International Cap Cana
Billfish Tournament
Deep Sea Fishing

www.intlbillfishtourns.com

a.new@capcana.com

809-695-5539

FORT PIERCE, FL

MAY 11-12

16th Annual Fishing Frenzy
Deep Sea Fishing
TAronson@StLucieChamber.org
772-340-1333

GALVESTON, TX

MAY 25-31

LYC / GYC Galveston to Gulfport Race
Sailing Regatta
www.lakewoodyachtclub.com

GEORGETOWN, SC

MAY 23-26

45th Annual Georgetown
Blue Marlin Tournament
Deep Sea Fishing
www.georgetownlandingmarina.com
glmarina@sc.rr.com
(843) 546-1776

JERSEY CITY, NJ

APRIL 13-15

Liberty Landing 3rd Annual Spring Fling
Crew Parties
libertylandingmarina.com

MAY 19-20

Liberty Landing Marina's J105 Regatta
Sailing Regatta
libertylandingmarina.com

MAY 23-30

OpSail 2012
Sailing Regatta
www.opsail.org

ORIENTAL, NC

APRIL 13-15

The 4th Annual Oriental
In-Water Boat Show
Boat Show
www.orientalboatshow.com
salmonboone@embarqmail.com
252-249-0228

POMPANO BEACH, FL

MAY 10-13

The Mercury/SeaVee Pompano Beach
Saltwater Shootout
Deep Sea Fishing

RIVIERA BEACH, FL

APRIL 28

The 32nd Annual Offshore Challenge
Deep Sea Fishing
www.pboffshorechallenge.com
(561) 842-7806

SARASOTA, FL

APRIL 20-22

Suncoast Boat Show
Boat Show
www.showmanagement.com

SEABROOK, TX

MAY 5-6

Keels and Wheels
Boat Show
www.keels-wheels.com
bfuller@4u.com
713-521-0105

APRIL 21-22

LYC Heald Bank Race
Sailing Regatta
www.lakewoodyachtclub.com

MAY 19-20

LYC Shoe Regatta
Sailing Regatta
www.lakewoodyachtclub.com

ST. BARTHELEMY (ST. BARTH)

APRIL 2-7

Les Voiles de Saint Barth
Sailing Regatta
www.lesvoilesdesaintbarth.com
info@lesvoilesdesaintbarth.com
+590(0)590 27 20 64

ST. PETERSBURG, FL

APRIL 19-22

Hospice Regattas
Nat'l. Championship
Sailing Regatta
www.spyc.org
info@spyc.org

APRIL 27

Regata del Sol al Sol
Sailing Regatta
www.spyc.org
info@spyc.org

STUART, FLORIDA

APRIL 13-15

Stuart Sailfish Regatta
Powerboats
www.stuartsailfishregatta.org

this issue), with the second event scheduled for April 26-29 in Biloxi, MS for "Smokin' the Sound." All At Sea Southeast will have further updates as the season progresses.

TRINITY YACHTS IN GULFPORT, MS, LAUNCHES 164-FOOT *TSUMAT*

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FCC ACKNOWLEDGES GPS INTERFERENCE ISSUES WITH LIGHTSQUARED PLAN

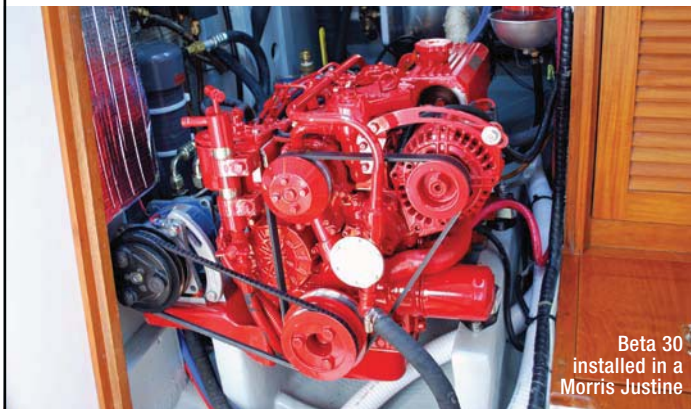
Alexandria, VA. Recreational boaters who rely on global positioning devices to keep them safely on course can breathe a sigh of relief since the Federal Communications Commission (FCC) announced plans in February to revoke conditional approval of a proposed cellular telephone network that could interfere with GPS signals.

"This is a significant development for all GPS users," said BoatUS President Margaret Podlich. "Last summer, BoatUS mounted a campaign to slow down the federal approval process until adequate testing could be done. BoatUS' "Don't Mess With GPS" campaign delivered over 18,000 comments to the FCC from concerned boaters all across the country.

LightSquared had originally asked the FCC for permission to build 40,000 cell phone ground stations across the country that would expand broadband cellular telephone service. In a February letter to the FCC, the National Telecommunications and Information Administration said tests indicate that the network would "...cause harmful interference to the majority of general navigation GPS receivers tested."

The FCC hosted a 15-day comment period ending March 1 to solicit feedback on their plans to revoke LightSquared's conditional permit. Look for more news on the topic in upcoming issues as we follow the developing story.

BETA MARINE



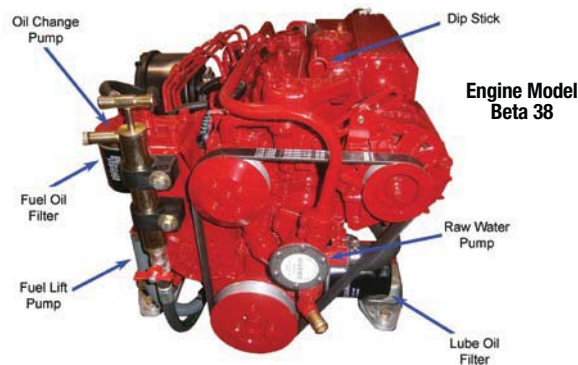
Beta 30
installed in a
Morris Justine

Some of our installations:

Engine Model	Vessel	Engine Model	Vessel
Beta 14 (BZ482)	Albin Vega Cape Dory 28	Beta 35 (BV1305)	Sabre 38Mk1
Beta 16 (BZ602)	Tartan 30	Beta 38 (BV1505)	Valiant 37
Beta 20 (BD722)	Contessa 32	Beta 43 (BV2003)	Westail 32
	Island Packet 27	Beta 50 (BV2203)	Valiant 40
	Pearson Vanguard		Bristol 41.1
Beta 25 (BD902)	Alberg 35		Hinckley B-40
	Morgan OI 33		Morgan 41 OI
Beta 28 (BD1005)	Alberg 37	Beta 60 (BV2403)	Morgan 45
	Pearson 35		CSY 44

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CHESAPEAKE WATERMEN





Chesapeake Watermen on the Bay Front. Original drawing by David Ansel of Annapolis, MD.



CAPT. GREEN JEANS

'STOCKHOLM SYNDROME'

Ah, the red solo cup. That ubiquitous beverage holder, as seen at college parties and social events the southeast over. A container that manages to conceal its contents while simultaneously informing the world that said contents likely involves some form of alcohol. The boat drivers' beer camouflage, the teenage concert-goers way out of getting stung with an underage. And a scourge on the environment.


There is a very funny sketch that John Stewart aired on the 'Daily Show' called 'The Stockholm Syndrome,' that I highly recommend looking up. On the surface, the sketch mocks Sweden's socialist culture, but really it's an essay that looks in on America and pokes fun at our own ignorance. The best part comes when Wyatt Cenac, the sketch's host, visits Robyn, a world-renowned pop singer who lives in a modest apartment in the Swedish capital city. "Is that the biggest TV you have?" Cenac asks. "I only have that one actually," she replies, to Cenac's chagrin. The camera pans to a number of paper bags underneath Robyn's kitchen table. "Alright, so somebody's been doing some shopping!" Cenac remarks. "Ah, no," Robyn replied, "it's my recycling station." Cenac looks to the camera, exasperated. "Alright, this isn't *^&%-ing working."

I used to be part of the problem. A sleeve of those red cups lived in one of the lockers behind the portside settee cushion, right on top of a stack of paper plates, nice thick ones so that mayonnaise and salad dressing didn't seep through and get on your hands. We also kept a package of napkins close at hand, and when all the guys came down for our yearly sailing trips, we'd bring along Styrofoam coffee cups and soup bowls with plastic spoons. The trash bags filled quickly, but nobody had to do any dishes. Once the big bags, doubled-up to prevent leaks, were taken ashore, they were quickly forgotten about. Not in our backyard.

And then I met my wife. The sleeve of red cups was not

replenished; the paper napkins used and disposed of, never to be seen again. Likewise the paper plates. I started doing dishes. Each guest that came aboard was given their own real cup, and we started eating soup with real spoons. Coffee was served in 'boat-plastic' cups, the non-disposable kind with rubber around the bottom to serve as a nice non-stick grip on varnished surfaces. Likewise with wine. We got a boat-sized (read 'small') compost bucket from the local hardware store, emptying its contents into the marina's garden once a week. Our trash bag consumption fell suddenly and dramatically.

Bottled water became a thing of the past. Those Deer Park 12 oz. plastic bottles we bought by the case from Sam's Club were replaced by reusable water bottles for each member of the crew. We clip them to the lifelines with those little mini karabiners, the kinds that have 'not for climbing' stamped on the side. They get refilled from the Brita filter we have integrated into the onboard water tank, which we often top up with rainwater caught in a special canvas tarp we made that funnels the rain into a bucket placed on deck. The 'Capt. Green Jeans' moniker was a joke, my friends mocking me when I didn't act responsible, when I got lazy. As in, "hey Capt. Green Jeans, why don't you turn on some *more* lights next time." Now it's a reminder to always think first, then act.

In mocking Scandinavia's culture of modesty, Stewart is really poking fun at America's culture of wastefulness and indiscretion. In his own way, Stewart, through humor, is trying to turn that around. Widespread change does not happen overnight; but it can aboard your boat. Use up the last of those picnic supplies and start drinking coffee from a real mug (it tastes better, trust me). Take five minutes and do the dishes. Time spent washing up is time saved walking to the dumpster. Demand recycling at your local marina. Let go of the idea that it's someone else's problem. Do something. It's our problem. The tide is high, and it's rising fast. But I'm optimistic. 



FERRY RIDERS GET A ONE-YEAR REPRIEVE

GOVERNOR SIGNS EXECUTIVE ORDER, FERRY TOLLS REMAIN UNCHANGED...FOR NOW

BY KATHY BOHAN ENZERINK

Governor Beverly Perdue signed an Executive Order, placing a "Moratorium on the collection of new tolls for the North Carolina ferry system," scheduled to become effective April 1. This suspension is good for one year unless ended earlier by the General Assembly.

Perdue's Order cites a negative economic impact to the travel and tourism industry, the coastal communities are still recovering from the devastation caused by Hurricane Irene last August and the ferries operate, "connecting components of the State highway system."

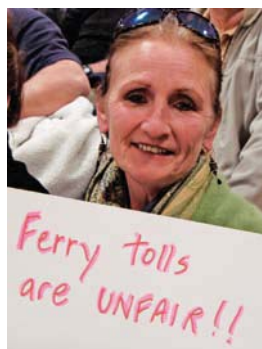
The governor's action comes on the heels of the final public hearing, attended by a full house at the 500-seat auditorium at Pamlico Community College. More than 30 people spoke, rebuking State officials with finger-pointing comments such as, "unfair burden, double taxation, illogical, inequitable, inconsistent, morally reprehensible" and accusations of, "you're killing the wrong people," and for having an ulterior motive to eliminate the Minnesott Beach/Cherry Branch Ferry across the Neuse River.

Some questioned the legality of assessing tolls on the Pamlico and Neuse River routes, which connects State Highway 306. North Carolina General Statute 136-89.187 reads in part, "Conversion of free highways prohibited."

Beaufort, Hyde and Pamlico Counties joined financial forces to hire a lobbyist team to stop the tolls. The team hit the ground running Monday, February 27 and the Governor signed the Order two days later.

Directing her remarks to Norman Sanderson, the lone legislator at the public hearing, Oriental resident Lee Duer admonished his actions.

"Shame on you," Duer said. "You passed the bill, then asked for public input."



Sandy Beal of Oriental, NC at the public hearing

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ARRRGH! PIRATES TAKE OVER TAMPA

A CENTURY-OLD TRADITION DRAWS THOUSANDS
TO THE CITY'S WATERFRONT

STORY AND PHOTOS BY TONY MIRÓ



The fully-rigged pirate ship *Jose Gasparilla II* on the offensive in Tampa

On Saturday, January 28, over 300,000 people gathered at Bayshore Boulevard in downtown Tampa to witness a pirate's invasion. The world's only fully-rigged pirate ship, the *Jose Gasparilla II*, magically appeared at the south end of Hillsborough Bay. Hundreds of pleasure craft, intending to defend the city, boldly sailed forth to stop the pirate's ship, but changed their minds and joined forces with Captain Jose Gaspar and his Krewe's flotilla.

The colorful Gasparilla Flotilla made its way north across Hillsborough Bay and into Seddon Channel. Shouts from the legendary pirate Jose Gaspar and his band of marauding buccaneers rang out across the waters of Hillsborough Bay as they returned to invade the City of Tampa.

The 2012 Gasparilla Invasion had begun!

The annual re-enactment of Tampa's historic pirate invasion, the Gasparilla Flotilla – led by the *Jose Gasparilla II*, teeming from bow to stern and capstan to crow's nest with swashbuckling 'Ye Mystic Krewe of Gasparilla' pirates – created a spectacular sight as she headed up the bay towards downtown Tampa. When she docked at the Tampa Convention Center, the Mayor surrendered the Key to the City of Tampa into the hands of the Captain of 'Ye Mystic Krewe of Gasparilla'.

With the Key to the City in their hands, the jolly Krewe launched their victory celebration with the Parade of the Pirates down Bayshore Boulevard sharing their wealth of

beads, doubloons and other treasures.

Since 1904, pirates with 'Ye Mystic Krewe of Gasparilla' (YMKG) have invaded Tampa Bay, looking for a rollicking good time. Tampa already had an annual May Day celebration during the turn of the last century, but a group of about 50 people decided they wanted to liven things up. So, they sent a few letters to the local newspaper warning that the pirates were about to invade.

In Tampa, the legend of the aristocrat-turned-pirate Jose Gaspar is well known. The legend goes that he plundered 36 ships along Florida's West Coast during the end of the 18th century and the early 19th century. Because of YMKG, Jose Gaspar went from a legendary pirate to a deep-rooted tradition in Tampa Bay.

The very first invasion wasn't the invasion we know today, but rather an invasion of 50 'pirates' – on horseback! The people of Tampa loved it and the tradition continued. The pirates made their first invasion by borrowed boat in 1911. There were some years when YMKG didn't know if they'd have a borrowed boat until the night before the parade, so as you'd imagine, the men would have to move fast to decorate it.

It wasn't until 1937, when the YMKG bought its first pirate ship, the *Jose Gasparilla I* which they used until 1954 when they purchased the ship we see today, the *Jose Gasparilla II*. The *Gasparilla II* is an engineless flat bottom boat, so

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it has to be towed. The early years of the Gasparilla parade went through downtown Tampa, ending at the South Florida Fairgrounds.

Up until 1966, Ye Mystic Krewe was the only 'krewe' in the parade. The Krewe of Venus, the Knight's of Saint Yago and the Rough Riders soon followed. In the 1990's, Gasparilla added dozens of more krewes that represent a variety of charitable causes and organizations.

Ye Mystic Krewe of Gasparilla has also grown over the years, from about 50 members in 1904 to about 800 members today.

And what's a parade without beads? The tossing of beads started in 1985. Before then, parade goers went after the coins and shell casings from the pirates' guns and cannons, which were firing blanks, of course. The Bead Barn in Tampa claims to have sold more than 40 million strands of beads so far this year.

So, when you step out in your best pirate gear, remember how the Pirate Fest got its start – more than 100 years ago, on horse back by a group of 50 Tampa residents. 

Capt. Tony Miró and his family joined the flotilla aboard their friend Capt. Eddy Jimenez's Sea Ray 45 Seven C's, and had a blast! So, mark your calendars and join them next year for this awesome Tampa tradition and become a pirate for day...Ahoy, Matey!



The 'Krewe' aboard the Gasparilla II.



The flotilla of pleasure craft that joined the Gasparilla II in their 'invasion' of Tampa

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GUY HARVEY WHO?

ICONIC ARTIST AND ENVIRONMENTALIST
TO OPEN A NEW 'OUTPOST' IN ST. PETE BEACH

STORY AND PHOTO BY TERRY BORAM



Guy Harvey and President of his 'Outpost' brand Mark Ellert at the Miami Boat Show press conference.

As I was preparing for my time at the Miami International Boat Show, I was constantly receiving press releases about this person named Guy Harvey. I am told that he is one of the most recognizable names among anglers, divers, conservationist and boaters. A quick search told me that he is an artist whose passion for the sea has driven him to be one of the leading conservationists and advocates for the protection of our marine environment. So why have I never heard of the guy? My intrigue put me dead center at the recent press conference announcing the newest Guy Harvey 'Outpost'.

Sitting behind a table in the middle of the room was Guy Harvey himself, with fans waiting to have their shirts, books or artwork signed. As I wandered around the room I couldn't help but be taken aback by the beauty of his art. His passion for the sea is vividly captured in each one of his pieces. I still questioned what all the hoopla was about, but based on the number of people in that room this was certainly a

big deal. Mark Ellert, president of Guy Harvey Outposts, lead off the press conference announcing their partnership with TradeWinds Sandpiper Suites, in St. Pete Beach, Florida, as its third Outpost resort. He went on to say, "The Tampa / St. Pete area is already 'Guy Harvey Country' so this was a natural selection to continue the Outpost brand."

As speakers began to take the microphone, I began piecing together that this was more than just another place to stay in Florida and that there was more to Guy Harvey than just beautiful artwork and a large apparel line. My curiosity peaked when Keith Overton, president of TradeWinds Island Resort, talked about the resort's innovative method of retrofitting their existing beach lighting with eco-friendly solutions so that newly hatched sea turtles would not be drawn off course on their way out to sea. That simple act has allowed 85 baby sea turtles to make their way to the Gulf. As a reporter, I wanted to learn more about what this partnership really meant not only to TradeWinds but to the Guy Harvey Outpost brand.

Over the years Harvey has supported catch and release initiatives, the creation and protection of fishing estuaries and most recently his dedication to the conservation of sharks. The Guy Harvey Research Institute was established in 1999 to provide the scientific information necessary to focus on the marine ecosystem. In 2008 the Guy Harvey Ocean Foundation was created to help fund leading scientists to become stewards of the marine environment (*ed. note: see SE News this issue*). As this was going on within the Guy Harvey organization, TradeWinds Resorts were making a name for themselves as an environmentally conscious hotelier.

The resort was the first to receive the coveted 'Two Palm Florida Green Lodge' designation for their ongoing conservation initiatives, and is often cited by the Florida Department of Environmental Protection as an example of how hoteliers can minimize their impact on the environment. Currently they are working with the University of South Florida to explore better ways to cap off inactive oil wells in the Gulf to help create the greatest amount of fishing estuaries. Mr. Overton is proud of what his resort has already accomplished and is excited about their future with Guy Harvey Outposts. "We are already committed to providing a unique experience for our customers based on conservation, education and recreation," Overton explained. "Teaming up with Guy and his Outpost hotel brand allows us to build on what we

have already begun while exposing us to a larger audience."

Mr. Overton says the physical transformation of the resort to a Guy Harvey Outpost will be completed in three phases. In the next few months, Guy Harvey's acclaimed artwork will begin appearing around the property. Next, the 211 guest rooms and suites will undergo a remodel to incorporate Harvey's inspired decor and will include new carpet, flat screen TV's, new bedding, paint and of course that artwork. By the end of 2013 the resort should be complete with a new marine-themed restaurant with lounge and private dining and a new retail store. A large fiberglass pool will also be installed at the front of the facility, which will allow guests to swim with rays and dolphins.

"Where do you see The Guy Harvey Outpost project in five years?" I asked Mr. Overton before our conversation finished. There was no hesitation to his answer. "This is a long-term relationship built on a solid base with room to grow, develop and explore. It will only get better from here," he assured me. ☺

Whether she's gunkholing with her husband Clint aboard their Contour trimaran, Tri Dreaming or jumping the mast on a race boat, Terry loves life on the water. Recently she began sharing this passion through her writing and photography. Contact Terry at terry.boram@gmail.com.

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SIXTY-FIVE AND COMIN' ALIVE

CAPT. JUDY HELMEY OFFERS HER SPRING FISHING REPORT FOR THE REGION, INSHORE AND OFF

BY CAPT. JUDY HELMEY
PHOTOS COURTESY MISS JUDY CHARTERS



Captain Kathy Brown of Miss Judy Charters is holding a nice Sheepshead.

Well, it's finally happened. The water temperature is now hovering over 65 degrees in the southeast. And like I say, "when it's 65 everything comes alive!" All this boils down to is that we are catching fish while bottom-fishing in the sounds and the rivers connected to them. For those fishermen that just want to go fishing while leaving the technical stuff out of it, now is the time!

WHITING

The recipe for catching whiting is to just fish on the bottom in around 15-18 feet of water. I suggest that you anchor near a sand- or mud-bar, which seems to always get this fish's attention. In the whiting world we have small – sometimes referred to as juveniles – and mediums – which we call ladies and gentlemen. When a whiting is larger than most it's called a 'bull'! Over this past week while just fishing in the sound



This is a picture of one of the Naval Towers that we have offshore.

we caught juveniles, ladies and gentlemen, and a few bulls. Kind of sounds like some sort of secret code doesn't it? The bottom line is that these fish aren't what we call 'big boys', but it certainly is a lot of fun catching them on light tackle.

Small pieces of peeled shrimp, pieces of un-peeled shrimp, shrimp heads and small pieces of cut whiting work well as bait when targeting whiting. But here's the thing – when fishing these areas for whiting, I suggest putting one of those whiting out for bait. It's best you use whiting as bait

when they are alive. As far as hooking the bait up, I suggest doing so behind the dorsal fin. This set-up allows the whiting to swim freely, but while doing so, distress signals are sent out, bringing in the attention of larger fish. While using this technique you could find yourself catching some interesting fish. As far as what we caught this past week – spinners, bulls, and black tip sharks! Our crazy spring bite is on!!

THE BIG RED-FISH SNUB

I think that it's time that we fishermen understand that just maybe the old red fish has had enough of us chasing and spying on him. Even if they can't talk, the signs are there. For instance, on some days – especially the sunny ones – the old red fish will pick up your bait, but won't try to eat it. And here's the thing: if you set the hook too soon, your almost hooked-up fish will be gone. So with this scenario in mind, I suggest casting into place and putting your rod into the holder or just laying it down. The best thing then is not to watch your cork, but the end of your rod only!

During this time of year, the finding and purchasing of different kinds of bait can be a problem, because sometimes there isn't a bunch of availability. Here's what I do know will work now, but not all of the time. Mud minnows work lip-hooked under popping or adjustable corks. They will also work when used without a cork. Another bait that works like a charm is 'old smelly' – last season's frozen shrimp, which hopefully were packaged with the heads on. Fresh, dead, live, or frozen mullet and fresh flash-frozen shrimp purchased at the seafood section of your grocery store are also good.

SAVANNAH SNAPPER BANKS

There is good news...vermilion snapper – also known as 'b-liners' – season opens April 1, circle hook only!

The requirement to use non-stainless circle hooks north of 28°N latitude went into effect March 3, 2011. You can use regular "J" hooks at the Savannah River Jetties, the in-shore waters, and beachfronts, but when you move to the offshore waters all hooks when targeting fish listed in the snapper-grouper complex must use circle hooks.

Best bait to use when targeting the vermilion snapper is cut squid, cut fish, fresh frozen cigar minnows, and / or Spanish sardines. If you want to target the larger vermilion over the smaller ones I have come up with 'Capt. Judy's Vermilion Catching Formula.' Read on.

When there is a school of vermilion hovering over the ledge, it seems that the larger ones can be found on the top layer. This means the larger vermilion suspend over the smaller ones. I am always suggesting to my customers to drop to the bottom and then to reel up about 10-15 times. On my reels (4/0 Penn reels), every time you complete one turn on the reel you have retrieved about one foot of line. Once situated

about 10-15 feet off the bottom, I usually suggest setting the hook every time you get a bite. However, since we are now using circle hooks, in this same scenario I would suggest instead slowly dropping your rod when you receive a bite. Believe me, with the circle hooks our customers are going to have great time catching more and missing less fish!

THE TOWER OF POWER

I am always talking about fishing around, over, and on the outskirts of 'structures'. Well, think of the old Navy towers as one of those very good 'structures' that hold fish, it just happens to stick out of the water. Here are a few tips.

The legs that hold the towers up are great places for small fish to feed and feel safe. All larger fish know this. So therefore, snacking around the legs is always a good place to find something to eat. It's also a good place to run around in the event that you are a big fish when hooked up. The fish might not understand what the pressure is that they are feeling when hooked, but they do know and learn that running through the legs of the tower some times offers a bit of relief. So as far as you can see down into the water the tower's supports (legs) are holding the attentions of fish.

The towers also offer shade on the water at different times in different places. The sun as it rises or falls, causes the shade coverings to move around the towers. You know this and the fish know this. So therefore working the shaded areas around the tower is a good thing, because the fish are going to do the exact same thing.

All towers have what I called "make up". This is a pattern where the fish normally hold. Take for instance the M2R6 Navy tower, also known as the 'middle snapper banks tower'. It has quite a bit of "make up". I know for a fact that if I troll 160 degrees out from the leg facing southeast, I most likely will catch king mackerel. It seems that the kings hold out and away from the tower to keep away from the toothy monsters (barracuda). The hits I have received working this area have mostly been while heading away from the tower. I know all this sounds crazy, but over the years "make ups" happen.

INTO THE GULF STREAM

It's now time to make your plan to go bluewater fishing! Believe me, it doesn't matter whether it's for bottom fishing or trolling, it's happening right now! All that's left to do is to take that blue water ride!

Thanks for reading and hope to catch you next month! 🍷

Captain Judy Helmey operates Miss Judy Charters out of Savannah, Georgia. She puts out a regular fishing report online, and will be contributing regularly to All At Sea Southeast. Capt. Judy has been "kicking fish tail since 1956."

CURT WHITICAR IS STILL BUSY

BOAT BUILDER FOR SIX DECADES, ARTIST FOR A LIFETIME

STORY AND PHOTOS BY KATHY BONAHAH ENZERINK



Curt Whiticar, who turned 101 years of age February 13, has a quick smile and the ability to recall life 95 years ago just as well as yesterday. He has a few age-related ailments, such as bad knees and ankles, forcing him to rely on crutches some of the time, and macular degeneration in one eye, for which he receives an occasional injection. His driver's license is renewed each year and Whiticar often drives to the local flea market on Saturday morning.

He built his first boat at the age of 12, a hobby turned career spanning more than 60 years. His lifelong love of painting began in earnest as a young pre-teen and continues to this day.

Whiticar was born in New Jersey, where his father, Addison Whiticar, or 'Captain Add', as he was known, worked as a charter boat fisherman in the summer and an oysterman

in the winter. When Curt Whiticar was six, his dad, tired of the cold, freezing and miserable job of oystering, moved the family to Stuart, Florida. He and his younger brothers Johnson and Jack grew up spending summers on the Delaware Bay and winters on the St. Lucie River.

"I had four or five bathing suits," said Whiticar, "and that's what I lived in all year round."

"I've always been a little more ambitious than some people my age," said Whiticar of his youth. "I had a paper route and I made fishing rods, which Dad sold to his charter customers."

To make the rods, Whiticar took six-foot long, one-inch square pieces of imported bethabara and greenheart woods, tapered them first on four sides, then eight sides and finally 16 sides.

"I made a long-bed lathe," said Whiticar, "then put the 16-sided rod on the lathe to sand them until they were smooth."

He used colored silk thread to make the guides and varnished the finished product.

It was a common sight to see fishing boats pulled onto the beach at high tide so their names and homeports could be repainted during low tide. Whiticar, who started re-let-tering his dad's boat when he was 11 years old said, "I did a better job than most for some reason."

Wanting to improve on his newfound skill, Whiticar watched a professional painter, who shared his secret of using a red-sable brush. "I think it was imported from Russia," said Whiticar. "He was getting ready to retire the brush and offered it to me for one dollar," said Whiticar. "I rushed home and raided my piggy bank."

Captains and owners of other boats and local hotels quickly commissioned Whiticar, who said he was able to save "quite of bit of money each summer. I'm pretty frugal."

Whiticar drew the plans for his first boat, a 16-foot, flat-bottom skiff in 1922 and built it over the winter in Stuart, Florida. "It had a one-cycle Briggs and Stratton engine," said Whiticar. "I had to stay in the River, but I wanted to fish in the ocean."

When he returned to Fortescue, New Jersey a year or so later, Whiticar built a 20-foot, V-bottom, smooth-planked boat from plans he found in a magazine, and put a used 12 hp outboard engine on it. When the charter fishing boats returned at low tide, Whiticar met them at their moorings and carried the clientele and their fish back to shore. He earned fifty cents from the captains and tips from the fishing party.

By the time Whiticar graduated from high school, he had upwards of \$300 in the bank, but needed \$450 tuition to attend Bliss Electrical School in Washington D.C. Captain Add made up the difference and Whiticar graduated in 1931 with a degree. He took a job installing phones for Western Electric in New Jersey, earning \$19.95 per week. "Room and Board cost \$12 a week, plus my transportation costs and incidentals," said Whiticar, "so I was barely getting by."

It was during the depression and Whiticar decided to "come back down to Florida," as he wanted to go into business with his dad or have his own boat for chartering and fishing. By the late 1930s, Curt and his brothers, with their "second-hand sport fishing boats," joined the business, for a total of seven boats in the Whiticar Fleet.

Curt Whiticar, who studied marine architecture on his own time, designed a 34-foot single-screw sport fisher. He wanted to build the boat in Stuart, but had no land. He contacted Mr. Mills from Dover, Delaware, who owned the property next to his dad's on Willoughby Creek with the hope of just using it. Mills, who purchased the land for \$5,000 just before the "big bust and Depression," was suffering and wanted to sell. Curt had \$550 from his summer chartering business



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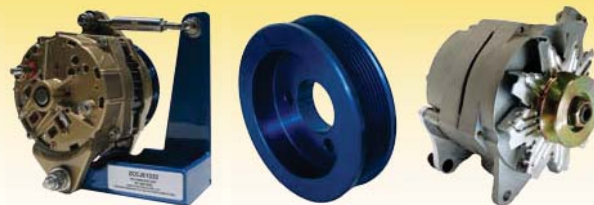
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Curt Whiticar with Cindy.

in New Jersey. He used it all to buy the property. In 1937, he built *Shearwater*, named after the long-winged oceanic bird, "where my bedroom is now." It is said to be the backbone to the design of the modern Whiticar sport fisherman of today.

In 1939, Curt became engaged to Elsa, a first-generation Norwegian girl from South Dakota who moved to Stuart. That winter, Whiticar had a house started on the property, which included the walls, ceiling and roof. He and Elsa were married in the unfinished living room. They moved into the house later the following summer when the floors were finished.

Whiticar bought the vacant land on the other side of his dad's property from his uncle in 1947, where the Boat Shop stands today. He purchased a used 70x90-foot Army mess hall building at Hobe Sound, dismantled it piece by piece, salvaging the windows and doors. He made a gin pole to lower the trusses and reconstructed the building at the new site. Whiticar Boat Works was officially in business.

The first boats built in the new shop were *Hobo*, a 38-foot sport fisher for his youngest brother Jack and a 26-foot sea skiff for another customer in 1954.

The company grew. Employees were added as bigger and better boats were built, and Curt and Elsa had three children, Laura Kay, JoAnne and John. Elsa's brother, John Dragseth was brought into the business as a partner. Nephew Jim Dragseth and son John are the current President and Vice-President, respectively.

Since his retirement in 1986, Whiticar found time for golf and painting. And a little boat building. In 1999 Steve Hero,

who recently purchased a second-hand 24-foot Whiticar boat, approached him. He asked if Curt would build a duplicate of his original 16-foot flat bottom skiff, which Hero said he could trailer to fish in the lakes.

Whiticar agreed and took three months to build the boat himself, at the age of 88, under the carport in front of his home. "No one else helped with the construction," said Whiticar. Hero named the boat *Curtis*.

Today, Curt Whiticar spends much of his time in front of and easel or in his carpentry corner of the boatyard making picture frames. "I average one painting per week," he said, "but I can finish one in three days if I work on it full-time."

To date, Whiticar has more than 1,300 paintings to his credit. Many hang in the offices at the boatyard and in his home. He has gifted many to his children and grandchildren and most are in storage.

"I donated a painting with egrets and blue herons in flight to the Maritime and Yachting Museum for a fundraiser and it brought \$1000," said Whiticar. He has loaned tools and paintings for display at the museum.

"I wanted to paint all my life," said Whiticar. "I was just too busy most of the time."



Kathy Enzerink makes her home in Oriental, NC, when she and her husband Gerry are not sailing on Sea Bird. She is a free-lance writer, journalist and publisher of children's coloring books. Contact her at kathy@allatsea.net.

INSHORE CHARTER CAPTAIN

IN THE FIRST INSTALLMENT OF AN ONGOING SERIES, GLENN HAYES EXAMINES WHAT IT TAKES TO WORK ON THE WATERFRONT

STORY AND PHOTO BY GLENN HAYES



There are many jobs that are performed every day on the waters around us. Some are obvious and high-profile while others are not so well-known or understood. In this series of articles each month, we will delve into the variety of marine-related jobs out there and will seek to learn more about the careers people

have chosen on the water. Each job is interesting in its own right and *All At Sea Southeast* will attempt to delve into what it takes to work these jobs on the water.

Do you fancy the idea of being on the water almost every day of the year and living, eating and breathing fishing from sunrise to sunset? Can you picture yourself in the latest and

greatest fishing boat with all the best equipment money can buy? Envision yourself fishing with CEOs and top executives as well as sports stars and celebrities. There you are on TV, on a sports network being interviewed after winning a top fishing tournament. Flip the channel and there you are again guiding a show host to a catch of a lifetime. Does this sound too good to be true? Well, it's not for some.

Captain Jim Huddleston has made a successful career of being a top inshore charter captain along the west coast of Florida. With a client book that reads like a 'who's who' and a list of top tournament wins, he has achieved what many have attempted and failed.

Saltwater runs through Captain Jim's veins. He is in fact a fourth generation professional fisherman. From a history dating back to his great grandfather who was a commercial fisherman to his charter captain and commercial fishing uncles and a father who loved light tackle fishing, his family influenced him to follow in their footsteps and work on the water.

With a few major tournament wins under his belt, it became obvious to sponsors that Jim was a safe bet for their sponsorships and also a safe bet for a great day of fishing for their executives and guests. As the requests for trips grew along with the possibility of more and larger sponsorships, Jim decided to take the leap and become a full-time charter captain, giving up a successful business career. All of this at about the same time he decided to take another leap and get married. Apparently he has been successful at both.

When asked what the single most important tool to have in order to be successful as a charter captain, Capt. Jim responded, "The support of my family. Without that backbone it's hard to be charter captain." It's a difficult juggling act to balance quality time with his wife and three kids and maintain a successful charter business, but somehow he manages to do so.

Huddleston is on the water about 300 days a year and runs 250-plus charters each year. Those numbers are impressive for any charter business and he attributes it to hard work and getting out on the water. He also adds that you have to spend time in getting your name out, working hard to get premium sponsors. "Nothing was handed to me on a silver platter. Everything I did, I did on my own." He attributes his extensive client book primarily as being a result of treating each of his clients like they are his best friends. As a result, referrals and repeat customers make up the bulk of his 250-plus charters a year.

A typical day on the water for Capt. Jim would start very early in the pre-dawn with the task of obtaining bait and setting up the tackle and rigs for the day's fishing. The time of year determines what bait will be used. Whether it's getting to the right spot at the right time to catch bait, or getting to the right bait supplier for the select shrimp before they are all gone, he is usually up and working hours before the charter guests arrive.

Another preparation Huddleston contends with before a charter is studying the tides. All his charters are fished according to the tide. "The tide is such a key element in my business. You can live and die by a good tide." After picking up his clients at a local marina the rest of the charter is spent in pursuit of fish – and Jim runs to wherever they may be. Typically he fishes in water that is three to four feet deep and can be fishing light tackle for fish from a two-pound trout to twenty-pound snook or even much bigger redfish. "A lot of the time we see the fish and it's sight casting and it's very intense. You can be on a school of 100 redfish looking at these fish feeding and all of a sudden they turn on." Getting the fish to strike is only part of the challenge for an inshore charter captain. His clients are fishing light tackle over oyster bars and in mangroves and the task of bringing in the fish and not losing it is a tough one. Guests and captain never know what they will be up against, either. With

The charter captain business can be a tough one, with many misconceptions, but it can be rewarding. Huddleston is quick to acknowledge that it's not a career you will get rich doing and that you should do it "for the love of fishing."

one cast they could catch a trout and the next it could be a 100-pound spinner shark.

When the charter ends and the guests head back home or to the hotel, Huddleston's work is still not done. After a full day of fishing he cleans the boat and takes care of any maintenance issues that are required of the tackle and boat, prepping them for the next charter.

The waters Huddleston fishes are unique, offering a variety of fishing not found in other locales. Because of the location of many of his charters in St. Joseph's Sound, on the west coast of Florida, at certain times of the year he is able to fish on the outside of the sound for king fish and run back inside to the inshore grounds to fish for reds – all in the same charter. The waters from Clearwater to Tarpon Springs are not the only area where Huddleston applies his knowledge. For a month or so he follows the monster tarpon down to Boca Grande and fishes the Professional Tarpon Tournament Series along with a full calendar of charters between tournaments.


The equipment he uses and is sponsored by is a direct result of his years on the water and is equipment he chooses not just because of a sponsorship possibility. If it's equipment he wants to use he pursues the sponsor, not the other way around. To be successful he requires top-quality equipment that is reliable and won't let him down on a charter. Knowl-

edge of what works best for his type of fishing in his waters is key to having a successful charter. His boat of choice is a 25 Shearwater (the third boat for him from the company) powered by a 250hp Mercury OptiMax with a Motorguide trolling motor. The Shearwater boasts large live wells, which are vital to keeping live bait alive in the hot summer months, and the boat provides a comfortable platform for his guests to fish from. As a sponsored captain he gets to input ideas and design improvements to the boat and equipment manufacturers, and this input can be used in the design of future models.

Sponsors are primarily the result of his successful tournament winnings and media exposure. These are key factors in obtaining quality sponsors and Huddleston is keenly aware of that. His involvement in the Professional Tarpon Tournament Series from its inception is proof of his acknowledgment of the importance of media exposure. He not only participates in professional tournaments but also is heavily involved in local tournaments and even is involved in helping to organize some fundraiser tournaments in the Tampa Bay area. He acknowledges that giving back to the community is a vital part of being a successful part of that community.

The charter captain business can be a tough one, with many misconceptions, but it can be rewarding. Huddleston is quick to acknowledge that it's not a career you will get rich doing and that you should do it "for the love of fishing." His favorite part of the job is one that shows his passion for fishing. "Hands down putting someone on a big fish that they have never caught before."

He also laments that another misconception is that charter captains will always put you on big fish. Even with knowledge of the waters and the fish you pursue as a result of hard work and time invested, you are still at the mercy of the fish. He says that the toughest part of the job is "one-timers." These are charter clients that treat their captain as a servant and are disrespectful to both him and the concept of conservation. He can usually educate his guests on the importance of catch and release and conservation, with only select fish being kept for the dinner table.

By treating his charter guests as if they were his best friends (and many do become friends) and utilizing his extensive knowledge of the waters he plies, Huddleston has proven enormously successful as a charter captain. After all, he "does it for the love of fishing." 

Glenn Hayes is a freelance photographer and writer living in Florida. His marine and boating industry experience extends back over two decades. A second-generation professional photographer and journalist, he specializes in marine photography and writing. He can be reached at HayesStudios.com.

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ST. AUGUSTINE

THE PERFECT HARBOR FOR A STRUGGLING SCRIBE

BY CAP'N FATTY GOODLANDER



St. Augustine is my favorite cruising destination in Florida. The reasons are many: as the oldest city (founded 1565) in America, it has a unique history. It is boater-friendly. It also has a deepwater outlet to the sea, making it a good stop for coastal cruisers as well as ditch-crawlers transiting the Intracoastal Waterway (ICW). There are a number of good anchorages and safe, inexpensive marinas in the area.

Perhaps the most important personal reason is because St. Augustine cherishes its artists, its eccentrics, and its non-conforming weirdos.

Of course, there's plenty for the casual visitor to do as well, both on and off the water.

Of particular interest is the Ancient City, just to the north of the main street. The Night Watch Parade and Illumination in early December is a must-see. In March is the Grand Colonial Muster – a very faithful, colorful recreation of the life and times of the Spanish colonialists of the 1740s.

If you are interested in historical militia reenactments and/or historical costuming – St. Augie is heaven year around.

Our favorite spot to anchor is just south of the St. Augustine Municipal Marina and the famous Bridge of Lions. We stayed for a year or two beginning in 1982 – although current mooring regulations may prevent such a lengthy stay.

Why so long?

Well, as a young live-aboard writer wannabe with a baby aboard, I needed a quiet place to write ashore. Of course, I had no money offer – only chutzpah. But since St. Augustine has always nurtured its painters, actors, sculptures, and writers – I decided to trudge ashore amid the dirt-dwellers with my proverbial hat in hand.

"Mrs. Darby will see you now," said the blue-haired woman at the circulation desk of the local library on Aviles Street.

Mrs. Darby was a grey-haired, bifocaled, no-nonsense type of librarian, so I didn't pull any punches. She cocked her head in amazement as she listened to my spiel, and occasionally jabbed a fat pencil in and out of her hair in exasperation.

"Let me get this straight," she said. "You've never published anything – but you want to write. You need a quiet

office five days a week where you can work without interruption. Do you have any money?"

"Well, no," I admitted. "But I've got a strong back. I could pull the weeds or wash your car or lug some books."

"Do you really expect me to say yes?"

"Well," I said. "I thought that, maybe, if you were into promoting book-reading, that, you know, you'd be into promoting book-writing too."

We stared at each other for a long time. "Follow me," she said, and led me up a narrow stairway to the attic. There were three odd-shaped rooms up there – two of them filled with spilling piles of spine-damaged library books. Our shoes left tracks in the dust. The floorboards creaked. It was stifling hot. Airless. Stuffy. Confining.

"Did you ever read *The Yearling*?" she asked as she led me into the final room, which was strangely empty, save for an ancient desk and rickety chair facing the lead-glassed garret window.

"Yes, madam," I said. "Marjorie Kinning Rawlings. Pulitzer-Prize winner."

"Marjorie used to write up here often – when she wasn't at Cross Creek," Mrs. Darby said quietly.

I felt the hair on the back of my neck stand up. My hands were shaking and my throat was dry. I couldn't believe my good fortune. It was an omen – I was on the right path – as a writer *and* as a cruising sailor.

"I'm taking a big risk here, young man," she said as she turned and left. "Please don't disappoint me."

The following day, I set up my typewriter and began to stare at it. Day after day I stared at it – hoping it would spring to life. My goal was to get something, anything published somewhere within the next 12 months. But my typewriter was mute. And I felt like crying.

I couldn't do it. I couldn't write anything, and if I did – no one would publish it. I was going to fail – for the first time in my adult life, I was going to fail.

Then it dawned on me that unobtainable goals were counter-productive. So, I immediately changed my goals to 'typing' each day for six hours while collecting one hundred honest rejection slips over the course of the next 12 months.

Yippee! Each morning I'd dash up the stairs and start pounding out gibberish on the keyboard – about what I'd just eaten for breakfast, the weather outside, or the color of my socks. It didn't matter. I wasn't 'writing,' I was typing. The pages piled up. I measured my success with a ruler.

It wasn't long before I could easily type 20 pages of gibberish a day. The late afternoons and evening were spent reading about the writing life as well.

One book advised, "Hang out with other writers," so I walked into the editorial offices of the *Ancient City Bea-*

con and asked the first person I met if they were a writer. "I'm Kathleen Hawk," the woman said. "I write the 'About Town' column."

"Good," I said. "I'm supposed to hang out with you."

"Excuse me?" she said. (Years later, her husband Bob laughed, "I thought you were trying to screw her – I had no idea you were serious about all that writing crap!")

Every day I wrote – oops, *typed* – gibberish for six hours.

"The job of a writer is to write," Kathy Hawk had told me at our first meeting – and I took her advice to heart.

Another book on writing advised to 'write what you know.' I decided to become a 'marine journalist' on the way to being a world famous novelist.

I studied other struggling writers, and noticed how many of them seemed to be lecturing, pontificating, and preaching down to their readers. I began to think of this as the 'broom-stick-up-the-butt' school of journalism – and promised myself I'd never fall into it. Instead, I concentrated on entertaining and amazing my readers – and emotionally touching them. (Tears and/or laughter are still the highest compliments I can earn).

Big news! Another ink-slinging Margaret was coming to St. Augustine. This time it was British novelist Margaret Walters of Harrogate, Yorkshire, author of the delicately-written, rose-scented thriller *Time Most Precious*.

I went down to the hotel where she was staying – but it was bad timing. She was upset. Somebody had vandalized her car. Nothing like that had ever happened to her in England. "Why? Why?" she kept asking. "What kind of person would do such a thing?"

The following morning, right smack dab in the middle of my gibberish, popped a story of exactly why I'd vandalized that rich bitch's car – and I slipped the story into her message box at the hotel before my courage deserted me.

We were both uptight at our initial meeting. "Look," I blurted out. "I'm not a vandal. I'm a writer – well, actually, I'm a typer who *wants* to be a writer..."

"What are you talking about?"

I didn't know what to say – so I just babbled. "I can feel everything that has ever been felt. All the anger in the entire world – all the love and hatred and jealousy and envy – all the goodness and evil in the universe is locked within my breast. I know what it is to die – or to be reborn – how spilt ice-cream feels on the hot pavement of a sunny summer's day..."

Margaret Walters looked at me horror – she hadn't been expecting to be tricked into visiting with a dangerous lunatic. But she asked the one question I wanted to hear, "Do you have any more of your writing with you?"

Margaret was in town to give a series of lectures for the Florida Freelance Writers' Association (FFWA). She needed

a chauffeur, baggage handler, and go-fer – or as she so politely put it, ‘a young editorial assistant.’

I was soon traveling around the state with her – meeting Dana Cassell, the magazine marketing expert; Janet Groene, the Caribbean travel writer; and Elaine Rocco Chase, the romance novelist.

“Ah, Fatty!” said novelist Jack Hunter, best-selling author of *The Blue Max*, which had recently been turned into a highly successful movie. “Margaret was telling me what a fine young writer you are!”

It was a couple of weeks later – I think at the Annual FFWA conference in Orlando – when Margaret read a few of my ‘best gibberish’ paragraphs and called me up to the stage amid warm applause. I stupidly said something like, “Adjectives suck, verbs are cool,” but it was my very first ‘public’ speech on the art of writing – and I’ll never forget how I savored it.

The seventeenth story I sent off sold – to a local paper for ten bucks. I was thrilled beyond – well, words! Fifty-some stories later, I sold another marine-related story – this time to a ‘glossy’ regional magazine. I’d probably sold around fifty or sixty stories and articles, when a small marine ‘fish-wrapper’ newspaper called *Caribbean Boating* offered me a regular column.

I couldn’t believe it. Within a year of first being published, I was a by-lined columnist!

I started sending ‘clips’ with my queries – and positive responses shot up accordingly. Some marine-related publications started contacting me for articles, and I was thus in a position to command a far higher price. I quickly realized that ‘marine-related writing’ was a huge growing field, which encompassed environmental, travel, industry, how-to, sports, and personal experience writing – as well as general interest stories about boats and boaters.

But, thus far, I’d not sold to a national ‘prestige’ magazine. So I set my sights on *SAIL* magazine in Boston – and one of its most revered editors, Marty Luray, in particular.

Marty was a sailor’s sailor – and a highly skilled wordsmith as well. (Former editor of *Rudder*, etc). In fact, Marty was highly regarded as the most ‘literary’ of the marine editors currently at work. He was a man who really cared about words and how they lay on the page.

About two years into my writing career, I wrote a story I thought was worthy of sending directly to my hero, Marty Luray. I polished and polished and polished it – until it shone like a 1200 word jewel. Marty purchased it immediately. I sent him another story the following month, and got another positive result in the return mail.

Then a horrible thing happened. Marty requested I call him. When I did – he requested I write him an essay.

Well, of course, I couldn’t. I couldn’t write an essay. I didn’t even know what an essay was – something scholarly, I assumed. I didn’t know anything about grammar or compo-

sition or dangling participles. Hell, I’d only been to school for a couple of boring years. I was just a crude storyteller, for gosh sakes, and now I was being ‘caught’ pretending to be something that I was not.

“And, as you know, I loved the last two essays I purchased from you,” said Marty Luray – and I almost burst into tears of relief.

About six months later *SAIL* published a short piece of mine – an essay, actually – entitled “The Last Cruise.” According to Marty it received more positive mail than any story he’d purchased for the magazine.

“You’re on your way,” he told me.

I soon went to Europe to cover professional multihull racing for *SAIL*. While there, *Boat International* and *Yachting World* started buying stories from me, as did *Yacht Vacations*, *Latitude 38*, *Sailing*, and (eventually, and best of all) *Cruising World*.

My stories were translated into Dutch, Danish, French, Spanish, and German.


I felt the hair on the back up my neck stand up. My hands were shaking and my throat was dry. I couldn’t believe my good fortune. It was an omen – I was on the right path – as a writer and as a cruising sailor.

Fodor’s Travel Guides asked me to update some of their sailing, chartering, and diving chapters – the beginning of a ten year relationship.

Regional marine publications such as *Caribbean Boating*, the *VI Marine Scene*, and *All At Sea Caribbean* were delighted to put my name on their masthead – and pay me for the privilege.

The BBC invited me to London to appear on TV, and the Tokyo Broadcasting System sent a film crew down to the Virgin Islands for a week to do a documentary on the life of a writing sea gypsy. WWWW Radio One gave me a weekly radio show – that lasted for 18 years.

I wrote numerous books, edited more, and founded American Paradise Publishing. (My *Chasing the Horizon* autobiography still sells a little better every year.)

Basically, I’ve never been out-of-print since I dropped my hook in St. Augustine. And all because I went ashore with head-in-hand to the only town along the east coast of Florida which is famous for embracing literary (hell, all types of) misfits. 

Fatty Goodlander and his wife Carolyn recently sold their sloop Wild Card and are boat-shopping. Catch Fatty online at fattygoodlander.com.

OUTBOARD ENGINE ROUNDUP, PART II

EXAMINING TODAY'S TWO-STROKE ENGINES

STORY AND PHOTO BY GLENN HAYES



A trio of Evinrude outboards, the Miami skyline in the background

In last month's article we discussed the basic differences in how two- and four-stroke outboards operate and some of the common perceptions of each of these motors. This month we will attempt to dispel some of the misconceptions of two strokes and explain the technology behind these modern outboards. Next month we will take a look at what four-stroke models have to offer.

When looking at the vast array of outboard options on the market today, some potential outboard purchasers have

dismissed modern two-stroke motors due to some common misconceptions. To do so would be a mistake – the two-stroke of today is vastly different from those of years ago.

Common misconceptions for modern two stroke outboards include that they are loud, rough-running at idle, smoky and inefficient at low RPMs. These perceived disadvantages are in many cases no longer relevant. Gone are the days of smoky carbureted two-strokes where oil is pre-mixed with the fuel in the fuel tank. Even the later develop-

ment of VRO type oil injection, where a pump adds oil to the fuel, is gone. Because of current technology, the days on the water that were once ruined by an oil warning buzzer going off are also a thing of the past. Technology has answered all of these issues. Technology and design advancement have in fact allowed two-strokes to be a viable and smart choice for many boaters looking for clean, powerful and efficient new power.

There are a few manufacturers producing modern two-stroke motors that have each answered many of these misconceptions with their own technology and have in turn created new two-strokes that are quiet, clean-burning, smooth and very fuel efficient. Motors by major brands such as Evinrude, Mercury and Tohatsu are currently being manufactured for the US market in two-stroke models. The common factor between all of them is that the carburetor has been replaced by different forms of direct fuel-injection. Direct injection, or DI, has become the game changer in two-stroke motors. This has resulted in a cleaner, more fuel-efficient operation that meets today's tighter EPA emissions guidelines. By injecting pressurized fuel directly into the combustion chamber of each cylinder, the precise amount of fuel ignites easily and is burned efficiently in the combustion chamber, with virtually no wasted fuel and cleaner exhaust. With direct injection there is no polluting un-combusted fuel leaving the engine. In fact, in today's two-strokes there also is a complete burn of oil, resulting in much cleaner emissions and better fuel and oil economy.

Utilizing its own form of direct injection, Evinrude is claiming the cleanest emissions of any new combustion engine outboard in today's market. Oil and fuel never see each other in engines such as the E-TEC engine, as oil is only being used for lubrication purposes. As a result, the amount of oil required is much less than an older model two-strokes. This is yet another myth-dispelling fact that is helping to make a two-strokes motor a viable choice.

Some manufacturers like Evinrude have even taken direct injection further by stratifying the injection at lower RPMs to improve fuel efficiency. Because the fuel is directly injected into the combustion chamber at a precise point in time, the onboard computer can determine that a much smaller amount of fuel is needed at lower RPMs and delivers only the amount of fuel required to create enough energy to move the vessel at the lower speed.

The easiest way to understand this technology is to imagine the combustion chamber as a closed room. Stratified injection would be the equivalent of an aerosol can in front of a lighter (the spark plug). When the lighter ignites, only the gas exiting the can ignites. This produces just enough energy to move the vessel at the slower speed. Now as the throttle is applied and the RPMs increase, the whole room is

filled with gas and the lighter then ignites, creating a much larger ignition, filling the whole room (or combustion chamber). This technology results in incredibly efficient fuel usage at the lower RPMs and still only puts the exact amount of fuel at the optimum time no matter how much power is needed. As a result these two-strokes can provide excellent fuel economy, surpassing four strokes at lower RPMs and still be more efficient at higher RPMs, dispelling myths of poor performance and poor emissions at low RPMs.

Another misconception two-stroke motors have endured is that of being threatened by ever increasing EPA emissions requirements. According to top officials at Evinrude and other manufacturers, this is not a problem. Current offerings such as the Mercury OptiMax, Evinrude E-TEC and those from Tohatsu all surpass emissions expectations for 2013. As technology advances these motors have the capability of being improved further as requirements dictate and these companies are already working to meet future requirements. The fact is that if outboards of the future require such devices as catalytic converters, they would in fact be at an advantage, as even with these devices attached they would be lighter and smaller than most four-strokes with the same requirement.


Simply put, emissions restrictions will not eliminate the two-stroke outboard from the market. Because motors such as BPR's have such clean-burning emissions, two-strokes have been able to capture a large market share, with government agencies adhering to strict guidelines and also in locations with strict emissions standards that many four-strokes could not provide. BPR, Mercury and Tohatsu have had similar results not only in the US but also abroad, where even more stringent requirements exist.

Companies like BPR have such faith in the future of two-strokes that they are utilizing them exclusively in their outboard line and are even extending this new technology to other markets.

Another perceived disadvantage of two-stroke motors is that they are noisy. This is no longer relevant. Technology and soundproofing have helped reduce noise levels comparable to those of four-strokes. Some still are quieter than the two-stroke of the past while being noisier than a modern four-stroke, but by design. Mercury has created a quieter two-stroke in their OptiMax while still maintaining a throaty performance sound. Noise should no longer be a deciding factor in the choice of two vs. four strokes.

While many of the conceived disadvantages of the two-stroke outboard have been answered, many of the advantages hold true today. The simple fact is that the physical engineering of the two-stroke outboard allows for less parts and as a result less weight and physical size, along with simpler, less expensive maintenance. Unlike the four-

strokes, a two-stroke does not need oil changes every 100 hours or every season. The design of the motor does not require all the parts or the maintenance of parts you would be required to have with a comparable four-stroke. Motors such as the E-TEC do not require a break-in period or 100-hour services and in fact have a 3-year or 300-hour service period. In the long run this can equate to substantial savings over a comparable four-stroke and can avoid post purchase realization of service requirements and costs. Some models of two-strokes even have the ability to self-winterize with a simple procedure at the throttle, taking just a few seconds. Many would argue that the modern two-strokes require less maintenance than older two-strokes and less maintenance than current four-stroke motors.

Performance, responsiveness and lighter weight along with developments in technology such as direct injection and product specific enhancements have made the modern two-strokes a viable and intelligent choice. This modern technology dispels the common perception of two-strokes and has brought them to the forefront of technology and outboard selection. With best-in-class emissions, outstanding fuel economy, lower maintenance costs and high performance these engines deserve serious consideration. 

Glenn Hayes contributes regularly to All At Sea Southeast. Look for Part III of his 'Outboard Roundup' in our May issue.

PRO TIPS

CLOSE-QUARTER MANEUVERS WITH AN OUTBOARD MOTOR

BY DENNIS SCHELL




PHOTO BY GLENN HAYES

One of the major disadvantages to an outboard-driven boat is that without a separate rudder, at slow speeds the boats don't exactly steer very well. In close-quarters – around docks and launching ramps, or maneuvering in a crowd – a skilled helmsman can turn that shortcoming into an advantage.

An outboard supplies both the propulsive force and the turning force. Unlike an inboard, shaft-driven boat – that has a separate rudder, usually aft of the propeller – an outboard driven boat relies on the motor itself to work as a rudder. And the shape of an outboard foot and fin, with attached prop, is not exactly rudder-like.

Therefore, the driver must rely on the aid of propulsion

when turning. At speed, this comes automatically, as the prop is always spinning. But at idle, shifting into and out of gear at slow speeds, the prop is not always spinning. Turning the wheel in these instances usually produces little to no turning effect – the outboard is just dragged sideways through the water in whatever direction the boat is heading, particularly on larger, heavier boats.

Try using bursts of forward or reverse propulsion in tight spaces to get the boat to spin on a dime. In one common example, when coming alongside a pier or floating dock (on your port side), approach at a 45° angle, drifting forward at a slow speed with neutral throttle. As the bow approaches the dock, rather than turn the wheel hard right to kick the stern in closer to the dock – as you would instinctually on a boat with a rudder – instead, still in neutral, turn the wheel hard *left* and give a burst of reverse throttle. The prop, now facing the dock that you are approaching, will pull the stern in nice and close while simultaneously checking your forward momentum. The boat should stop inches from the dock, nice and parallel. 

Dennis Schell is a USCG Master Mariner and has delivered yachts, both sail and power, up and down the east coast for over thirty years, usually instructing their owners in the process. He contributes regularly to All At Sea Southeast. dennis@fathersonsailing.com.

HUNKERED DOWN IN NORTH CAROLINA

THE M/V *RUBY SLIPPER* WEATHERS A BLOW ON THE ICW

STORY AND PHOTOS BY LINDA & BILL HUGHES



Ruby Slipper, 34' American Tug, navigating in thick fog on the ICW en route to Ocracoke, NC.

Our adventure on the M/V *Ruby Slipper* was one that entailed doing many things for the first time. It would have been too easy 'doing the ICW' the same old way. So we made a concerted effort to get out of our comfort zone and the last week really epitomizes that – including navigating in fog with zero visibility through some of North Carolina's more challenging inlets, weathering a monster storm at anchor and venturing 'offshore' to the remote Outer Banks of North Carolina to little-visited Ocracoke.

Three days ago, we anticipated a severe cold front and elected to anchor out rather than go into an exposed, uncomfortable marina. After lots of research we opted for the best protection we could find while still at anchor. Southwest Creek on the South River, off the Neuse River in North Carolina was the winner. Expecting a big blow, we found eight feet of water that was protected from southerly winds (the worst of what was anticipated). Holding was said to be excellent but we still put out 150' of chain with our 44-lb Delta anchor. This is considered a 'storm scope' of 10:1. We

felt snug. Not smug though, as we never take Mother Nature for granted!

Besides the strong to severe thunderstorms we had tornado warnings – this was going to be a ‘fun’ night!

So, we took the pups – Trapper and Murphy – ashore to the only place we could, a seemingly abandoned property with ‘No Trespassing’ signs posted. But we decided to go for it, as we didn’t know when we could get off the boat with the dogs for the next two to three days. We crawled up and over a severely wrecked dock with boards missing and stumbled into overgrown grasses that was tick heaven. All was well as we found a road to walk. It was a good 45-minutes, and that would have to do for a while.


Now, don’t get me wrong, Murphy and Trapper are both trained to do their ‘business’ on AstroTurf on the boat – they are *great* boat dogs! But we like them to have regular exercise. At home they get about two to three miles per day. On the boat it’s feast or famine. Same for us, too!

Back on *Ruby Slipper* we hunkered down for a long afternoon and evening. We had our PFDs out and a plan to abandon ship, if necessary. As the winds increased and the seas swelled, Bill cranked on the engine (a 370 H.P. Cummins diesel) just in case we had to take the pressure off the anchor. The lightning show was spectacular! I would have enjoyed it more if I knew it were benign. We simply didn’t know what to expect. Added to our discomfort, we were the *only* ones out here and had *no* connectivity. We had the VHF to listen to weather updates and any nearby radio chatter. But I felt so alone during this frightening time. Just the voices of other cruisers are comforting, but there were

none. On the VHF we heard about the tornados and now we were in a tornado watch. Frankly, I was scared. I sat on the cabin floor with the dogs and I admit it, the dogs and I had our life vests on. Cap’n Bill, thankfully, was cool and calculating. He needed to be manning the helm and keeping a look out.

The worst winds we saw got up to 45 knots, which was enough for us. Seas were choppy and just about two feet. Overall, not too bad. At midnight the tornado warning and severe thunderstorms were over and we could crawl into bed (after we each had a *big* drink).

Next morning we waited for the seas to settle and headed out for Ocracoke. While underway we finally got connectivity back and heard 45 people had died during the storm that crashed across the nation spawning hundreds of tornadoes. Scary indeed.

Now we’re safe in Ocracoke. It is a place very few cruisers travel to as it is so far off the beaten path and requires an ‘offshore’ passage through open waters. We made it successfully and were happy to find a National Park Seashore Dock for us. Great to get off the boat and enjoy this very charming and quaint, independent village that one can only get to by boat! We’ll be here until the next cold front passes. 

(Ed. Note: This article was written in real-time during the couple’s cruise north on the ICW in the fall of 2011.) Bill & Linda Hughes and their ‘salty dogs’ Trapper and Murphy have been cruising aboard their American Tug Ruby Slipper since 2010.

EVERYTHING I EVER NEED TO KNOW ABOUT CRUISING I LEARNED FROM THE WIZARD OF OZ



Ruby Slipper docked at the National Park Service Dock, Ocracoke, NC.

Sometimes you have to leave home to find it. Follow the ‘Yellow Brick Road’, but always be ready for a detour. Faith, hope & love can work wonders; but ruby slippers couldn’t hurt either. When friends stick together, they can work miracles. Having the courage to ask for what you want is half the battle. Hearts will never be practical until they are made unbreakable. The grass is always greener on the other side of the rainbow. All you need is right there inside you. Keep home in your heart & you can always return to it. When you go out into the world, remember stand up for yourself, but always be kind to the little guys!

AGAINST THE TIDE

AN INTERVIEW WITH TOMMY HANCOCK & THE EMERGENCE OF SPORTSMAN BOATS

BY SUZI DURANT



PHOTO: SPORTSMAN BOATS MFG.

New Heritage 229 goes for a spin in the harbor.

At a time when most boat manufacturers have hunkered down, slowing production and waiting for the economy to show better signs of recovery, Tommy Hancock and Dale Martin have taken a major leap of faith. The two boating industry veterans have started Sportsman Boats Manufacturing, building 20-24-foot saltwater fishing boats.

Boat building is a family tradition for Hancock, as is fishing. His father owned Citation Boats where Tommy worked and where he met Martin. When Hancock's father sold Citation in 1985, Martin went on to co-found Key West Boats in Ridgeville, SC, with Hutch Holseberg in 1986. The following year, Hancock, his father, brother and uncle founded Sea Pro Boats near Columbia, SC. As Sea Pro grew, the Hancock family moved to larger factories all in their home state, first in Chapin in 1991 then to Newberry in 1996. The family business prospered building their 17-25-foot saltwater sports boats.

The boats were so popular that the Brunswick Corporation, based in Lake Forest, IL, contacted Hancock in 2005 about buying Sea Pro. "We weren't looking to sell," recalls Hancock, but "Brunswick was a great company, probably the biggest in the industry, with a good growth and acquisition plan." Sea Pro joined the saltwater boat division that Brunswick was planning to expand.

"They had a great plan," Hancock said. "Unfortunately, the economy started downhill and hit Brunswick." The Sea Pro line was shut down, a blow to its home in Newberry.

After selling Sea Pro, Hancock decided "to enjoy myself, spending more time fishing" on the family's 65-foot Ricky Scarborough, *Dem Boys*, and travelling. He has several small businesses in North Carolina and a working farm in South America. Coincidentally, Holseberg had bought out Martin's share of Key West Boats in 2003. Martin was

investing in timberlands but he kept in touch with Hancock, still interested in building boats.

The duo began looking at ways to reenter the marine industry. They conducted many market surveys to determine what was selling and why. "The economy was our biggest blockade," said Hancock. "I think we've seen the bottom and are slowly starting to come back."

They explored opportunities to buy an existing boat builder but ultimately decided that they didn't "want to buy problems" with old models and old tooling. "Technology has advanced so much," Hancock explained, "in design as well as in tooling like 5-axis CNC routers that just didn't exist when we were building boats before."

On September 19, 2011, they took the plunge, launching Sportsman Boats Manufacturing. Their first model, the Heritage 229, a 22 ½-foot center console, deep-vee fishing boat, was extremely well received when it was introduced at the recent Charleston Boat Show in late January.

"We did a lot of preliminary work in that timeframe – opening the business, tooling up, producing designs. It was a lot of hard work but we're excited!" Hancock said. "We're receiving deposits so the problem now is not sales but in finishing up the factory."

The company leased 40,000 square feet of space in Zodiac of North America's facility in Summerville, SC. Hancock and Martin are optimistic, hoping to build 250 boats this year and a projected 500 in 2013. With 14 employees now, they plan to grow to a workforce of 30 by the third quarter of this year. That should enable them to produce their planned six new models, one every five to six weeks until October. Aiming at a March introduction, the next model will be the Masters 227, a 22 ½-foot bay boat.

The plan is to have three deep-vee center console models, the Heritage 209, 229 and 249 in lengths of 20-, 22- and 24-feet, and the Masters 207, 227 and 247 in the bay boats.

Milo Hanckel, owner of Hanckel Marine in Charleston, was a Sea Pro dealer and is the first dealer for the Sportsman Boats line. When he first learned about the new company, his immediate reaction was "It's about time! Why did you wait this long?" He's enthusiastic, not only about the product but because he "admires Hancock and Martin's knowledge and integrity in boat building."

If the first Heritage is any indication, the owners will soon regain the popularity that their Citation, Key West and Sea Pro lines had. A promise of reliability for the Heritage 229 comes with a 10-year hull warranty. Comfort shows up with a bow cushion set with bolsters plus a rear cushioned bench seat, a Melennia Bluetooth ready stereo with four speakers and an iPod jack, a built-in swim platform, a leaning post with a backrest, a 12-gallon built-in console cooler and seat, a console footrest, and windscreen, all standard features.

For fishing, there are two aerated livewells and a high-speed livewell pick up. Also standard is a 103-gallon fuel tank.

Optional features include Taco outriggers; trim tabs; T-Top gull wings; a T-Top LED lighting package; a ski tow bar; and a porta-potty, among others.

Hanckel was the first to display the Heritage 229 and was pleased with its reception. He sees the Heritage as "a family boat because it's bigger with higher sides. The bay boats will be more for the inshore/near shore fishermen."


The first impressions at the Charleston Boat Show from boaters was that they recognized the model was brand new with "a completely different look." Hanckel stressed, "the design and build is completely new from the keel up." He reiterated Hancock's and Martin's search for a new look, no old ideas from anything they had built previously.

"Their goal was to make the boats user-friendly," continued Hanckel. "Once you get into it, you can see that it isn't cluttered and everything is easily accessible." Milo's brother Ryan Hanckel is working at the manufacturing plant. The builders' experience coupled with Ryan's service background produced a boat "where you can actually service everything in it – wiring, pumps, tanks. Plus, it's easy to keep clean and has good storage." Hanckel predicts that the boats will continue to grow in popularity as more owners extol their virtues.

A dealer network is being established, with ten already in place in South Carolina and Florida. Hancock said, "We will be adding an additional 20 to 25 dealers over the next 12 months. A lot of dealers are keenly interested."

Asked what he thought would make the difference for the new company, Hancock answered, "The way we're starting. First, there is the maturity of the founders. I'm 50, Dale is 56. Between the two of us, we have over 50 years experience in the boat-building industry." He continued, "We're very well capitalized and have very little debt." That's a good thing considering the two are committed to a \$2 million investment.

He also praised the commitment to economic development by Dorchester County and the state's economic development board. "They understood the industry, having worked with other boat manufacturers." In fact, Sportsman's manufacturing neighbors include Key West Boats and Scout Boats.

Besides the knowledge, commitment and excitement, the company's founders have confidence. "We have a better idea and a better product," Hancock promised, adding "Time will prove whether we're right." 

Suzi has been a cruising sailor, a charter yacht mate and chef on 60 to 70-foot sailboats, and delivery crew on one transatlantic aboard a 65' Swan from St. Thomas to Antibes, France. Now land-based, she and her husband own a propeller repair business. She writes for a number of marine publications.

Elissa, in better times, under full-sail



RESTORING *ELISSA*

TEXAS TALL SHIP RAISING FUNDS FOR HULL REPAIRS

STORY AND PHOTOS BY ROBERT LUCEY

GALVESTON, TEXAS - Consider it an expensive reminder to check your sacrificial zincs after a storm. When Hurricane Ike made landfall near Galveston Island on Sept. 13, 2008, it pummeled the historic port. And riding proudly in her berth at the Texas Seaport Museum was the 1877 Barque *Elissa*, the Official Tall Ship of Texas, secured by heavy cables tied to pilings driven 125-feet into the muddy harbor bottom.

When museum employees returned to the island, they found heavy damage to the docks and exhibit space, but the National Landmark vessel that serves as the museum's

centerpiece appeared relatively unscathed. They had lost a square sail the volunteer crew had been unable to remove during storm preparations. The lid on the wheel box was cracked. And the brightwork had minor damage from wind driven sand and debris. She reopened to visitors five weeks later.

But below the waterline was a different story, one that would not unfold until the vessel's next bottom job. The trip up the Houston Ship Channel to a dry dock happens twice every five years, but what they found in January 2011 was anything but routine.

"The first sign of a problem was the disappearance of an unprecedented number of the 55 sacrificial zinc anodes scattered across the underwater surface of the hull," said Jamie White, museum director since October 2010. A light blasting with a sand and water slurry to remove marine growth revealed the full extent of the corrosion. "I saw the zincs were wasted away," said White, who immediately flew in his predecessor, Kurt Voss to help assess the situation.

Voss, who had served as the museum director since *Elissa's* initial restoration work, verified that they were looking at something not seen before. "Although a certain number of anodes are replaced at every dry-docking, their rates of deterioration were never before a surprise," said White.

White and Voss called inspectors from U.S. Coast Guard and the American Bureau of shipping to provide their input. Damage included numerous wasted rivets and many small pits, some of which penetrated entirely through the hull – all the result of severe electrolytic corrosion that had taken place since the previous drydocking in January 2008.

The U.S. Coast Guard pronounced the ship "not seaworthy" and her annual day sail series was cancelled for 2011, though she remains open for visitors at the museum. Most tourists who amble across her fir decks, explore her hold and admire the glossy woodwork of the officers' quarters are unaware of the threat beneath their feet.

Speculation is that stray current from downed or broken power lines after Ike greatly accelerated the normal rate of corrosion. "Whatever caused the electrolytic corrosion has been corrected, so it's difficult to assess blame,"

White said, adding that there is a chance that GHF will collect something from a pending insurance claim. There is also the possibility that FEMA will determine that the damage is "event related," opening access to some federal disaster relief funds.

The Galveston Historical Foundation, which owns and operates the ship and museum, has embarked upon a fundraising effort to pay for what is expected to be the most extensive repair job since GHF first rescued the vessel from impending destruction in 1974. Contingent upon funding, the hull repairs costing an estimated \$2.1 million are expected to take place this summer. GHF is also hoping to raise an additional \$1 million to pay for replacement of the wood deck.

"When the ship was built, it had a working life expectancy of a couple dozen years, so it's not surprising that the deck needs work," said White. "It's been three decades since the restoration. I tell people this is her 30-year refit."

In addition to drawing upon White's experience as a master rigger (including a stint working on the 1886 Tall Ship *Balclutha* at the San Francisco Maritime National Historic Park), GHF has assembled an international panel of maritime experts to provide advice during the project.

White anticipates that some of the original iron hull will need to be replaced with modern steel, as was done during the restoration work in the 1970s. Witnesses to that effort described the hull as looking more like a basket than a showboat as large chunks of corroded metal – some 25 percent of the hull – were cut away. Shipyard workers also used steel to rebuild *Elissa's* original clipper bow, which had been cut away during the later decades of her working ca-



THE BARQUE *ELISSA* BY THE NUMBERS

- Built 1877
- 3 masts
- 19 sails (approximately 12,000 square feet)
- 174 lines (approximately 4 ½ miles) running rigging
- 2 ½ miles of steel wire rope standing rigging
- 205 feet LOA
- 141 feet LWL
- 152 feet LOD
- 99'9" height of main mast
- 620-ton displacement

ELISSA'S HISTORY

Hers is an inspirational story of those maritime preservationists who found the stripped down iron hull in a Greek scrap yard and, seeing what remained of her graceful lines, envisioned the majestic sailing vessel she had once been.

Built by the firm of Alexander Hall & Company in Aberdeen, Scotland, for Liverpool merchant Henry Fowler Watt and named for his young niece, *Elissa* was designed to work smaller ports that were inaccessible to the heavier steam ships already taking over the cargo trade at that time.

Hers is the story of those true believers in Galveston who spent \$40,000 to buy the ship that had twice visited their port during her 90-year working history. On Dec. 26, 1883, she landed one passenger and a cargo of bananas from Central America. She left with a load of cotton. That was all the connection Galveston historians needed. The Galveston Historic Foundation had spent years preserving its historic Victorian structures. Now it had a Victorian-era ship to represent the city's maritime past.

But residents who bought into the dream were somewhat disillusioned when the stripped down hull was towed into port in 1979.

Over the years, her sailing rig had been reduced to little more than blocks and tackle on stumps used to load and unload cargo. Ownership passed to a Norwegian firm in 1897 and she sailed with her original barque rig for 14 years under the name *Fjeld*. In 1912, new owners reduced her rig so she could be operated by smaller crews. Swedish owners renamed her *Gustav* in 1918 and further reduced her rig. Finnish owners fitted her with her first auxiliary engine in 1918 and eliminated the last of her square sails. She last carried cargo in 1968 as a Greek smugglers' ship named *Achaeos*. Her proud bow had been snubbed and a deckhouse was added aft, perhaps to better blend in with other shipping traffic. Only the original brass owner's plate on the stump of the mizzen mast provided a hint of her bygone sailing days.

But her determined new Texas owners subsequently spent three years, countless man hours and

millions of dollars rebuilding her into what has been acclaimed as one of the finest maritime restoration efforts ever — and a celebration of Galveston's maritime heritage. In September 1982, *Elissa* once again sailed into the Gulf of Mexico.

Hers is the story of the hundreds of volunteers who have since maintained the ship and trained for an annual series of day sails to keep her in full working order — one of only three historic iron-hulled tall ships still sailing the ocean waters. Some volunteers travel from as far as Dallas and Austin for the rare opportunity to climb in her tar-coated rigging and haul lines upon her worn decks. These volunteers provide in excess of 30,000 hours of work annually aboard *Elissa* to maintain not just the historic ship, but to learn and preserve the skills and traditions of the age of sail.

It is thanks to their dedication that this small piece of our past will remain afloat for many more years — and, perhaps, many more generations.



Elissa approaches Galveston under sail



Volunteer crew go aloft to furl sails, one of the many exciting parts of the job.

reer (see sidebar). Over the years since she became a museum piece, another ten to fifteen percent of the original plates have been replaced, mostly due to a collision in 1984 when a floating drydock broke loose in a storm and drifted down onto *Elissa's* stern.

"GHF's goal is to retain as much of the original hull as possible and use traditional construction methods on any plates that are too far gone to save," White said. "That will be a time-consuming and expensive process, but the *Elissa* deserves nothing less. GHF has been unanimous in keeping *Elissa* sailing. They don't want a museum ship. They want a sailing ship."

If all goes as planned, White hopes to have the ship returned to seaworthy condition and the volunteer crew trained in time to sail in the annual Harvest Moon Regatta from Galveston to Port Aransas, Oct. 25-27, followed by her traditional day sail series in March 2013.

As of late January, GHF had surpassed ten percent of its fundraising goal. To donate \$10 toward the drydock campaign, text "Elissa" to 50555 on your cellphone or visit galvestonhistory.org to learn about other ways to help.



RETURN TO THE GOLDEN AGE OF SAIL

VOLUNTEER ON THE HISTORIC BARQUE *ELISSA*

Scaling aloft on ratlines, then clamoring out on the footropes to haul up handfuls of stiff canvas. The rough feel of hemp as you haul on the buntlines. The click of the capstan as the mast captain calls out, "Heave away the main brace!" That heady aroma of salt air, freshly tarred rigging and sweaty shipmates. Who could resist the siren call of the tall ship?

While this scene was commonplace 200 years ago, today there are few authentic places to experience life aboard a square-rigger. One of those places is Galveston, Texas, where each year an average of 100 volunteers go through an intensive series of 20 weekend sail training sessions to learn how to sail the 135-year-old ship *Elissa*.

They learn the names of every line and sail on the ship, what they do, and what to do with them when a command is called. They learn knots, terminology, seamanship, history and even some traditional sea chanties.

In addition to learning the ropes, each volunteer crewmember is required to work a minimum of 130

maintenance hours, doing his or her part to keep the historic vessel ship shape.

While the Royal Navy once had to employ press gangs to conscript sailors, these days the adventure of tall ship sailing lures recruits from throughout Texas. Some commute from Dallas and Austin. Crewmembers come in every variety: teens to retirees, parents alongside their sons or daughters, college students, lawyers, nurses, writers and businessmen. There has even been a wheelchair bound crewmember hauling lines on deck.

The reward for all of their studying and hard work comes when crewmembers put their training to work during the ship's annual week-long day sail series. They also crew when the ship occasionally visits other ports or participates in special events.

Sail training sessions normally start in July, but volunteers can start working at the museum anytime during the year. Call 409-763-1877 and ask when the next session begins. Visit galvestonhistory.org/elissa-volunteer.asp for more information.

ORIENTAL BOAT SHOW UPDATE

POPULAR EVENT BUILDS ON ITS PREVIOUS SUCCESS

BY JULES NORWOOD



The annual In-Water Boat Show in Oriental, NC has gotten off to a remarkable start in its first three years, and organizers are looking to build on that success in the show's fourth year. The event is scheduled for April 13-15, 2012 at Pecan Grove Marina.

"The way that the show is growing by word of mouth is amazing," said Sam Myers of the Oriental Rotary Club, which puts on the show. "We had 75 vendors last year from around the region and as far away as Tennessee and Florida."

New for this year is a nautical flea market that will run alongside the in-water show and provide visitors the opportunity to browse even more marine merchandise. Representatives from all walks of the marine industry — from apparel to diesel mechanics and sailmakers — will be on hand with information and products. Boat dealers and brokers will have new and used boats available for inspection both in the water and on the hard. A variety of seminars will be offered, including a demonstration of fire extinguishers and distress flares, a kayak fishing demo, boat maintenance and repair, and a presentation by U.S. Coast Guard Station Hobucken.

Myers said the show has served as a platform to spread the word about boating in Eastern North Carolina. "It's

at a time of year that has good weather, and people are starting to think about getting on the water," he said. "They love that we have boats in the water here at the show, and it's outside."

Oriental is a haven for many kinds of boaters due to its location along the Intracoastal Waterway, with access to the Neuse River, Pamlico Sound, and Pamlico River. Last year, the weather was less than cooperative for the boat show, and statewide tornado warnings took their toll on attendance. Still, more than 1,000 attendees and participants enjoyed the show, and it generated significant sales of boats and merchandise for vendors and dealers. Helping support the local marine industry while providing a wide variety of products, services, and information all in one place, Myers said, is what the show is all about.

For more information visit orientalboatshow.com.



Jules Norwood is UNC Chapel Hill alum and works with his father David at Carolina Wind Yachting Center. Jules is an avid sailor and has worked as a newspaper reporter, copy editor and newsroom manager.

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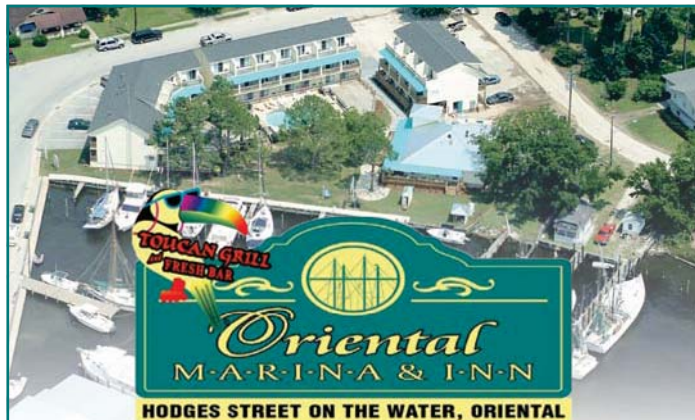
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SPRING BREEZE ATTRACTS SAILORS TO CHARLESTON

CITY'S RACE WEEK PROVES MORE POPULAR THAN KEY WEST

STORY AND PHOTO BY SUZI DURANT



The Melges 24 fleet head toward the race course leaving the host marina/hotel, the USS Yorktown and the Arthur Ravenel Bridge in its wake.

The Sperry Top-Sider Charleston Race Week continues to be one of the fastest growing regattas in the country. The race, now in its 16th year, is organized by the Charleston Ocean Racing Association (CORA). As of mid-February, there were 202 entries for the April 19-22 event.

Charleston had already overtaken Key West Race Week in number of participants three years ago. The 2011 edition had 251 boats register; 234 actually competed. Inshore one-design classes like the Melges 24s and Viper 640s race around the buoys in Charleston Harbor while the larger classes compete offshore.

The organizers foresee a new trend this year, expecting some larger offshore boats, including three International Racing Circuit (IRC) vessels. Austin Fragomen's TP52 *Interlodge*, from Newport, RI, is already entered; The Reichel/Pugh 72 *Shockwave* from Framingham, MA should also be there. Both competed in the Quantum Key West Race Week in January as part of a fleet of eight IRC boats.

Also new to Charleston is a cruising class competing in a pursuit race where the slowest boats (according to handicap) leave first, heading out of the harbor to a mark offshore then returning to the start, making the course about 25 nautical miles. It's designed for boats that don't normally compete in buoy races. Event Director Randy Draftz com-


mented, "It's a diverse group all in one class so we struggled to figure out how to manage it. We've tried to simplify it to get everyone back at roughly the same time."

Brian Swan, another of the organizers, calls it "Randy's No Sailor Left Behind Act".

CORA is adding two new launching areas for the convenience of the participants. The entire J/22 fleet will be launched at the James Island Yacht Club's newly finished facility. Another temporary facility will be installed at Union Pier on the harbor, arranged through the State Ports Authority, while Carolina Yacht Club, Charleston Yacht Club, Pierside Boatworks and Charleston Harbor Marina will also host competitors.

Draftz anticipates having one of the most experienced race committees that has ever been assembled for a public event in the U.S., including six US Sailing national race officers, one international and one Canadian national race officer.

Racers flock to Charleston not only for the superb racing but also for Charleston's legendary hospitality and great restaurants. The host establishment is the Charleston Harbor Resort & Marina, located at Patriots Point, giving the participants a straight shot to the race courses.

The entry deadline for the Sperry Top-Sider Charleston Race Week is April 13th. The race is open to all monohulls between 20 and 80 feet in length. Contact charlestonracing.org for entry forms, race rules and a list of the competing boats. 

P1 SUPERSTOCK USA KICKS-OFF

POWERBOAT RACING RETURNS
TO ST. CLOUD, FL



St. Cloud is the first stop for the 2012 P1 SuperStock USA tour (March 30-April 1) and powerboat racing's biggest stars will look to start their season in style as they race the waters of East Lake Tohopekaliga (East Lake Toho) on a 1 3/4-mile course during the 2012 "Spring Fling."

The "Spring Fling" is an annual fundraising event hosted by the Rotary Club of St. Cloud. Activities off the water include field games, arts and crafts, live entertainment, food and beverage vendors and for the first time ever, a "Poker Night." General admission into the event is free or an arm-band can be purchased for access into the wet pits where the boats will be on display.

The Powerboat P1 SuperStock USA Championship series features a global, one-design powerboat, leveling the playing field for all competitors. The driver's make the difference. The series is sanctioned by the Union Internationale Motonautica (UIM) and the American Powerboat Association (APBA) to create a genuine competitive championship series at the regional, national, continental and world-championship level.

"We are excited to bring powerboat racing back to the Spring Fling," said Michael Long, President of the Rotary Club of St. Cloud. "People always ask about the boats and fans will get to enjoy a great show put on by the P1 SuperStock USA series."

Rotary's main objective is service in the community, in the workplace and around the globe. The 1.2 million Rotarians who make up more than 34,000 Rotary clubs in nearly every country in the world share a dedication to the ideal of "Service Above Self." Rotary clubs are open to people of all cultures and ethnicities and are not affiliated with any political or religious organizations.

For more information about "Spring Fling" visit rotaryclubofstcloud.org and the P1 SuperStock USA official website at p1superstock.com.





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MIAMI INTERNATIONAL BOAT SHOW RECAP

NEW BOATS AND NEW PRODUCTS FOR 2012

BY TERRY BORAM

PHOTO COURTESY TIARA YACHTS



New Tiara Coronet 3600
launched at Miami Boat Show

For five days in the middle of February, the Miami Beach Convention Center turns every available space both inside and out into a motorboater's dream. With over 2,000 exhibitors and 3,000 boats on display, the Miami International Boat Show was where you needed to be to see the latest boats, equipment and apparel this winter.

A large crowd gathered at the Tiara Yachts booth as they introduced the Tiara 3600 Coronet and the 3600 Open. CEO David Slikkers began presentation by expressing the company's "desire and quest to be the very best while providing the tool to create life memories for each of their customers." Tiara offers a variety of models to find your own destination whether it is a trip to a waterfront restaurant, a short hop to the islands or the ultimate cruise across the ocean.

First to be christened was the Tiara 3600 Coronet, the latest entry to their day-boating fleet. The boat combines the luxury standard features you come to expect from Tiara Yachts with an innovative choice of propulsion/power packages — either Inboard or ZF Pod Drive — And a choice of power: Twin inboard Mercury 8.2 DTS/375 H.P. gas, or Cummins QSB/380 H.P. diesels, or ZF Pod Drive with twin Cummins QSB/380 H.P. diesels. The 3600 Coronet offers an oversized upper/lower cockpit providing great entertaining options and a comfortable retreat below with teak floors, a

full galley and sleeping accommodations for four.

After the champagne was broken across the bow of the 3600 Coronet, Mr. Slikkers was ready to unveil the yacht under the large cloak. The new Tiara 3600 Open boasts the same propulsion/power options as the 3600 Coronet and an oversized upper/lower cockpit provides a great platform for cruising or fishing. Jane Galati from Galati Yacht Sales was honored to christen the 3600 Open for Tiara Yachts.

There was no shortage of vendors demonstrating the latest in equipment for any type of boat. Dometic Marine, a division of the Dometic Group, the world's largest supplier of innovative products for yachts and pleasure boats, had two new ice producing products. The new EI540D was designed for the sports fisherman wanting to ice down their catch. This smaller, more compact unit is capable of producing 540 pounds of freshwater flaked-ice per day, doubling the output of the older EI250D. The 30 feet of flexible insulated hose gives the owner greater flexibility in the placement of the unit. The use of R-404A makes it more energy efficient and allows the water to freeze quicker. Full production began in mid-January 2012 and authorized dealers are now trained and ready to install new units.

Immediately adjacent to the EI540D was what is best described as an oversized bread machine. The Dometic Portable Ice Maker is a counter top unit weighing just 32

pounds and capable of making 33 pounds of ice every 24 hours. Simply fill the reservoir full of fresh water and in as little as 15 minutes you will have usable ice. The removable basket holds 2 ½ pounds of ice and has drain holes to allow melted ice to return back into the reservoir.

Safety products were scattered throughout the show. A product seen in the hands of many shoppers was the Dock-N-Loc by Boat Security Products, LLC. Once installed it disables the steering of the boat preventing a thief from driving off. The two-piece lock is made of stainless steel with a protective Polyarmor coating and comes with a 2 3/8 -inch stainless steel disc lock with a 5/16 -inch shackle. To install, just turn the engines to one side exposing the steering piston then attach the Dock-N-Loc over the piston. The company also makes a lock to secure outboard engines to the boat. This product is great for dinghy motors as well as engines on small fishing boats. Both products can be found in marine stores throughout Florida or ordered directly from Boat Security Products.

You couldn't walk anywhere in the convention center without stepping on a static cling of the new ResQLink+ by ACR Electronics. At just 4 ½ -inches tall and 5.4 ounces, this 406 MHz Personal Locator Beacon (PLB) is powerful enough to guide rescuers to within 300 feet of your position in a life-threatening emergency. Chris Wahler, Product Line Manager of Beacon Solutions - ACR/Artex Products, gave a demonstration of the proper placement of this new waterproof and buoyant beacon. To activate simply deploy the antenna, push the on button then give it a clear view to the sky. The optimal placement of the unit is near the shoulder of your PFD. "This new PLB is great for single-handed boaters or those using a watch system on a crossing," stated Mr. Wahler. Priced at less than \$300 it gives boaters peace of mind if an emergency situation arises.

There was definitely no shortage of apparel options. Native Outfitters, a six-year old company out of West Palm, Florida, has a unique design logo and artwork to appeal to anyone with an active outdoor lifestyle. Their clothing line series includes surf/paddle, saltwater, resort conservation, logo, native beauty and freshwater and all have their native themed artwork. The company recently added a rhinestone overlay option to their women's wear. Stephanie Ortiz said, "Our women apparel sales have exploded over the past year with the addition of the extra bling. Woman consumers now make up 45% of our sales." Native Outfitters has 200 dealers throughout Florida, Texas, and the Carolinas. Their products can also be found in the Orlando Airport.

These were just some of the many new and exciting products presented at this year's show. You truly needed all five days to see everything the exhibitors had to offer. If the crowds served as any indication, the waters will be full of new boats with boaters sporting the latest equipment and apparel. ☺



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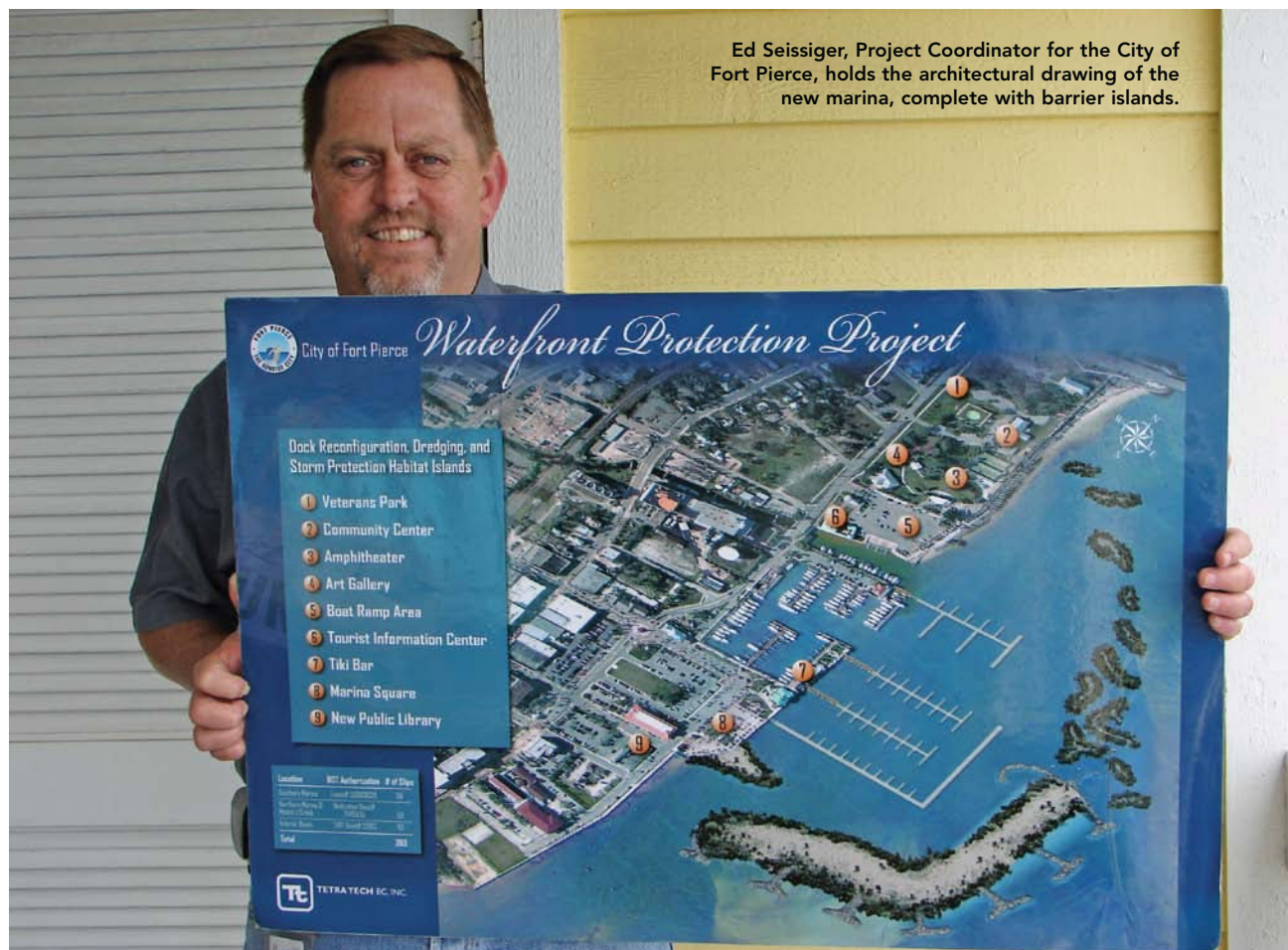
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FORT PIERCE RENOVATES

WITH HELP FROM FEMA, THE CITY READIES
FOR BOATERS, FISHERMEN

STORY AND PHOTO BY KATHY BOHANAN ENZERINK



The Sunrise City of Fort Pierce boasts world-class in-shore and offshore fishing, beachfront parks, free public boat ramps plus marinas and boatyards, which can accommodate skiffs to luxury yachts. Since Hurricanes Fran and Jeanne inflicted extensive damage in 2004, public and commercial marine facilities have been upgrading and rebuilding.

Fort Pierce City Marina, which lost all its exterior docks and suffered \$2.5 million dollars in damage to the 137 interior basin slips, is gearing up for a two-phase, \$28 million dollar major renovation, according to Marina Manager Dean Kubitschek.

"We are planning the greenest project for a marina in Florida," said Kubitschek. "We feel we're going to be suc-

cessful for marinas and the environment to co-exist."

The Hazard Mitigation Project, which will reduce the present four-knot current down to one-half knot, includes one large and 12 small barrier islands to be constructed with virgin materials, "to create a habitat in natural conditions," between the marina and the Intracoastal Waterway. Mangroves and native grasses will be planted along the island shorelines to create shade for fish and shelter for birds.

According to Ed Seissiger, Project Coordinator for the City, ninety thousand tons of rock, each piece weighing between 4,500 to 9,000 pounds and four- to six-feet in diameter, will be barged to the sites.

"Think of it as one dump truck every ten minutes, six days a week, eight hours a day for eight months," Seissiger said.

This State of Florida Storm Water Protection Pilot Project for the marina and downtown waterfront is scheduled to be completed by late 2014. The Federal Emergency Management Agency, or FEMA, is paying the majority of the expenses with State taxpayers picking up ten percent of the tab.

Harbor Town Marina has a direct view of Fort Pierce Inlet, a major gateway to and from the Bahamas. Under new ownership since spring, 2011, the marina is undergoing a fresh look with new amenities. More than \$1 million has been invested in a new fitness room, an upgraded lounge and the fastest Internet service available. Not to mention replacing docks and finger piers, new fuel pumps, a paved parking lot and the boats-on-trailer storage yard is being leveled and topped with fresh sod. "It is encouraging and uplifting to watch things get done," said Audrey Willmot, Operations Manager. A new 150-ton lift, which handles boats up to 30 feet wide is in place in addition to their 50-ton lift, which was refurbished.

Ground has been broken and fences moved to make room for a guardhouse and 24-hour surveillance cameras and there are plans to renovate the bathrooms, locker room and shower facilities. Sitting on 30 acres of land, Harbor Town Marina is home to Whitticar Boat Works North, Sun-nyland Canvas and a DIY yard.

"A lot more people are excited and seem to be enjoying themselves on and near the water," Willmot said."

Taylor Creek Marina and Anchors Aweigh Marine cater to smaller boats, offering in- and out-of-water covered boatshed storage services and are authorized to repair several makes of outboard engines. The 2004 Hurricanes caused more than \$2 million dollars in damage and most repairs were complete within a year. Charles Shoup, owner, said he continues to maintain the marina and takes great pride in his "same level of service in these down times."

Offering a marine-style concierge service, boats are filled with non-ethanol gas and the icebox is loaded when a customer calls to have his boat put in the water.

"We have two full-time forklifts, so there is no waiting," said Shoup. "We have capacity to store 600 boats and there is always room for one more."

Shoup describes Fort Pierce as "an undiscovered paradise," with its Bahamian-style clear blue water and 'uncrowded' inshore and offshore fishing. It is home to the Smithsonian Institution Research Center, the Manatee Observation and Education Center and Harbor Branch Oceanographic Institute and a 1,200-seat theatre, which serves as a regional performing arts center and its popular Saturday morning Farmers Market.

"Fort Pierce is a great place for people to get back on the water," said Shoup.



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FLORIDA RACING UPDATE

TRAVIS ODENBACH DOMINATES AT ST. PETE NOOD REGATTA; FLORIDA'S PETER BREAM TAKES J/24 MIDWINTERS

BY TONY MIRÓ

The 2012 National Offshore One-Design (NOOD) Regatta Series began on February 17 with the St. Petersburg Regatta hosted by the St. Petersburg Yacht Club in Florida. The message in 2012: Race to Win! Win a NOOD Regatta for the chance to participate in the 2012 NOOD Caribbean Regatta sponsored by Sunsail to determine who is the overall Champion. Last year, a local Tampa Bay J/24 crew, consisting of Doug Weakley, Genoa Fedyszyn, Eric Bardes, and Steph Karidas aboard *Spoony Tactics* skippered by Todd Fedyszyn, of Davis Island Yacht Club, won both the St. Pete NOOD Regatta and the Caribbean NOOD Championship.

The warm weather and great sailing conditions on Tampa Bay attracted many out-of-state sailors, who made up about fifty percent of the fleet. This year the regatta had sailors from 17 US states and as far away as Argentina and Canada.

After racing was cancelled on Saturday due to fog and light winds, the "Breezin' Band" kept sailors entertained at the evenings dinner party. I joined my friends and fellow sailors from the Tampa Bay area for some drinks and to share stories and discuss strategies for Sunday's races. I also met Ken Johnson, from Argentina, who traveled the farthest to race and enjoys coming to Florida every couple of years to charter a J/24 and battle it out in the most competitive class of most NOOD regattas.

On Sunday the wind finally decided to cooperate and gave the sailors a chance to redeem themselves and show who's who in heavier air. Gusts reached into the 20s with choppy conditions.

The San Juan 21 class held its 2012 Midwinter Championship at the St. Petersburg NOOD with Fisk Hayden from Lake Monroe Sailing Association crowned their new Champion.

Travis Odenbach's J/24 *Honey Badger*, from the Rochester Yacht Club in NY, took advantage of the conditions and dominated the class with three bullets in Sunday's stiff breeze, to win both the J/24 class and the overall honors.

Meanwhile, the Davis Island Yacht Club in Tampa was the host for the 2012 J/24 Midwinter Championships in February. A fleet of 28 boats competed for the chance to qualify for the 2013 J/24 Worlds hosted by the Howth Yacht Club in Howth, Ireland.



2012 St Pete NOOD Overall Winner, the J/24 *Honey Badger*, skippered by Travis Odenbach from the Rochester Yacht Club in NY, leading the J/24 fleet on Sunday.

PHOTO: PHOTOBOAT.COM

On the first day of racing Peter Bream, of Jacksonville, Florida took an early lead with four top three finishes after four races in idyllic 10-12 knot conditions and sunny skies. Mike Ingham of Rochester, New York finished second, 13 points behind Bream, and John Mollicone of Newport, Rhode Island, ended in third.

After racing, sailors enjoyed a chili and chowder bar with kegs provided by Quantum Sailing/Tim Healy. It was the perfect way to warm up as the wind chill was in the 30s all day during racing.

Day three started with a brief postponement in the morning, followed by a nice sea breeze which filled up as expected and allowed three races to be completed in ideal sailing conditions with 10-15 knots southeast winds, sunny skies and warm temperatures.

Travis Odenbach of Rochester, New York took the first race with John Mollicone finishing second. Mollicone then won the second race and Peter Bream, snuck past Rochester's Kris Werner to take the third race.

Peter Bream and his *Team Tarheel* led the regatta through the final day of the nine-race series to repeat as winners of this year's event. Bream's consistent top-five finishes allowed him to cruise to victory, finishing with a nine point lead over John Mollicone in second overall and Tony Parker taking third.

Racing ended and another cold keg, provided by Quantum Sailing, was tapped to enjoy during the Awards Ceremony while Kat Robinson-Malone, DIYC's Commodore, handed out the awards. In the end, no one went home empty handed thanks to DIYC and their generous sponsors.

The J/24 Midwinter Championship will return to DIYC in February, 2013. For final results please go to regattatech.com/events/DIYC/J24Midwinters12.



LAKEWOOD YACHT CLUB HEADS EAST

NEW OCEAN RACE SETS SAIL FROM GALVESTON THIS SUMMER

BY ROB LUCEY



One of the most popular regattas launching out of Texas is changing directions this year. Lakewood Yacht Club organized and ran the biennial Regatta de Amigos between Galveston and Veracruz, Mexico 22 times culminating in the June 2010 race, which coincided with a tall ship gathering to celebrate 200 years of Mexican independence as well as 500 years since the founding of the port of Veracruz by Spanish Conquistadors.

But this year LYC has decided to look east for a domestic destination with its inaugural Galveston to Gulfport Yacht Race ('G2G').

"We have run the Regatta de Amigos in even numbered years for a number of years and always enjoyed the destination," said Regatta Chairman Jim Winton. "However, because of concerns about violence in Mexico and difficulties many racers have had recently getting insurance endorsements to go more than 100 miles offshore, it was decided that an alternative destination should be identified."

Winton said LYC looked toward other states along the Gulf Coast.

"Races were run from Galveston to Biloxi or Pensacola 15 or more years ago, so we thought we would go east again," he said. LYC connected with the Gulfport Yacht Club in Mississippi to co-sponsor the new race.

"We have encouraged racers from Gulfport to join in the race," Winton says.

Gulfport, which was severely damaged by Hurricane Katrina, is rapidly recovering. As the second largest city in Mississippi, Gulfport has plenty of restaurants, lots of shopping, six miles of white beaches, and nearby casinos to provide shoreside diversions for the racing crews.

At 425 miles, this year's destination is 200 miles closer than the Veracruz Race.

"Being only a seven-hour drive, or just over a one hour flight, from the Houston/Galveston area, the Gulfport destination will give friends and family a chance to join in the post-race party and activities in the Gulfport/Biloxi area," Winton said. "It also allows power boaters an opportunity to run the Intracoastal Waterway to join the fun and to enjoy the opportunity to visit the Gulf Islands National Seashore."

Entry cost is \$275 with a \$25 discount for US Sailing members. A kickoff party was slated for Feb. 25 with a safety seminar on April 14 and a skippers meeting on May 18.

Organizers hope to have 30 boats in the PHRF fleet on the starting line on May 26. A cruising fleet will launch a day earlier. An awards party is scheduled for May 31 at the Gulfport Yacht Club. The race will be followed on June 15 by the Gulfport to Pensacola Race sponsored by the Southern Yacht Club (southernyachtclub.org). Last year, that race drew three-dozen entries. Winton hopes many of the Texas fleet will remain in Gulfport for the event. Visit galvestontogulfport.com for details.



SOUTHEAST MARINAS

ALL AT SEA'S SOUTHEAST U.S. MARINA GUIDE

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St. Michaels	MD	St. Michaels Marina	800-678-8980	10'	200' +	50+	●	30/50/100 Amp Single Phase	●	●	●	●	●	●	16	FREE
Washington	NC	McCotters Marina	877-272-6632	6'	65'	180	●	30/50 Amp				●	●		16	FREE
Oriental	NC	Oriental Marina & Inn	252-249-1818	6'	255'	35	●	30/50/100 Amp	●	●	●	●	●	●	16	FREE
Charleston	SC	Charleston City Marina	843-723-5098	25	300'	415	●	480v & 208v, 3 phase		●	●	●	●	●	16	FREE
Isle of Hope	GA	Isle of Hope Marina	912-354-8187	16'	200'	100	●	30 50 & 100 Single Phase	●	●	●	●	●	●	16	FREE
Amelia Island	FL	Amelia Island Yacht Basin	904-277-4615	6'	100'	135	●	50 & 30 amp		●	●	●	●	●	72/16	
North Palm Beach	FL	Old Port Cove Marina	561-626-1760	15'	200'	202	●	30/50/100 Amp	●	●		●	●		16/8	●
North Palm Beach	FL	New Port Cove Marine Center	561-844-2504	5'	80'	43	●	30/50/100 Amp		●	●	●	●		16/8	●
North Palm Beach	FL	North Palm Beach Marina	561-626-4919	10'	150'	107	●	30/50/100 Amp	●	●	●	●	●		16/68	●
Boca Raton	FL	Boca Raton Resort & Marina	561-447-3474	8'	170'	32	●	200 Amp	●			●		●	16	
Fort Lauderdale	FL	Bahia Mar Yachting Center	800-755-9558	14'	un-lim	250	●	30/50/100 Single & Three Phase	●	●	●	●	●	●	16	
Fort Lauderdale	FL	Pier Sixty-Six Marina	954-728-3578	17'	290'	127	●	30/50/100 Single & Three Phase	●	●	●	●	●	●	16	●
Fort Lauderdale	FL	Hilton Ft. Lauderdale Marina	954-728-3578	17'	un-lim	33	●	30/50/100 Single & Three Phase	●	●	●	●	●	●	16	●
Sarasota	FL	Hyatt Regencey Sarasota Marina	941-953-1234	6'	38'	32	●	30/50 Amp	●	●	●	●	●	●	16	●
Captiva	FL	South Seas Island Resort and Marina	239-472-7628	10'	120'		●	30/50/100 Amp	●	●	●	●	●	●	16	●
Fajardo	PR	El Conquistador Resort & Marina	787-863-1000	12'	70'	35	●	30/50/100	●			●		●	16	●
Canyon Lake	TX	Canyon Lake Marina	830-935-4333		85'	449	●		●			●		●	16	
Canyon Lake	TX	Cranes Mill Marina	830-899-7718		45'	250	●			●	●	●	●	●	16	
Austin	TX	Hurst Harbor	512-266-1800		100'		●			●	●	●		●	16	

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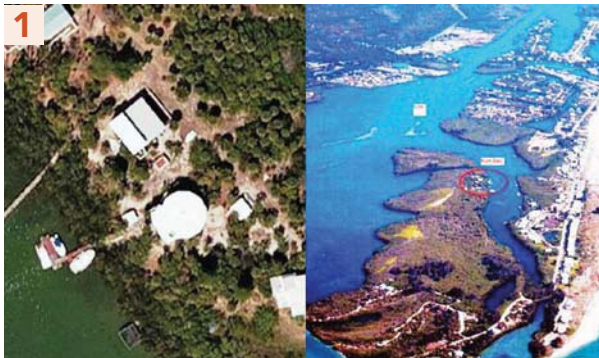
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Beta Marine	13	and Mgmt. Services.....	60, 61
Carolina Wind Yachting Center.....	62	River Dunes Harbor Club.....	31
CBRE Marina Group	62	River Supply	49
Colligo Marine	63	Sailcraft Service, Inc.....	63
Coppercoat	47	Savon de Mer	62
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Eco-Clad.....	23	SeaSchool.....	53
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Oriental Marina	47		

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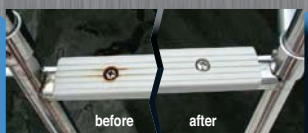
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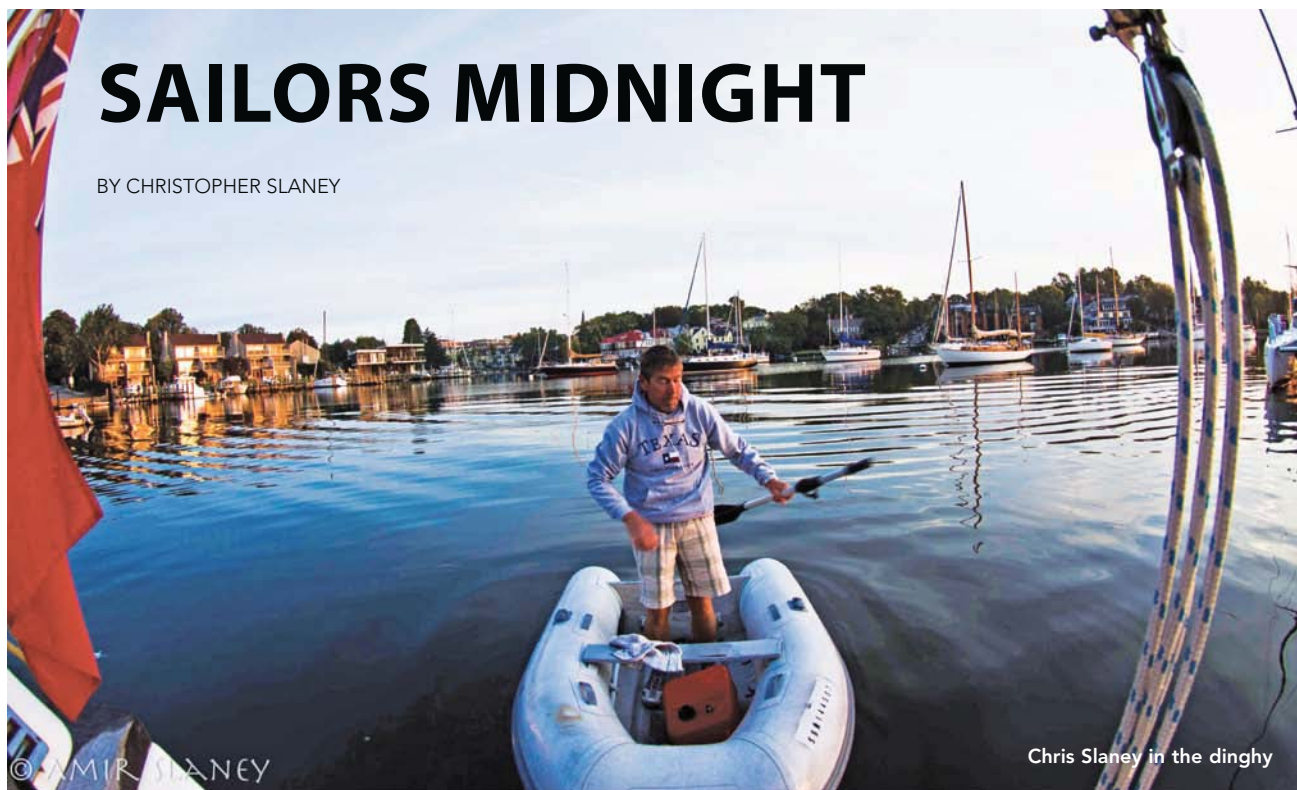
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SAILORS MIDNIGHT

BY CHRISTOPHER SLANEY



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Chris Slaney in the dinghy

Yesterday was remarkable, I ate my evening meal in a restaurant, had a few drinks and chatted with other cruising sailors. On the dinghy ride back to the anchorage my wife marveled at how the full moon was so bright we could see the shadows of wavelets on the shallow sea floor. So which part of this was remarkable? The mere fact that it was nine pm and we were still awake.

Well into our second year of an Atlantic circuit and I am still struggling with the fact that I often succumb to what I've heard called 'Sailor's Midnight'; lights out and nodding off in the early evening. Cruising is held by many to be a healthy lifestyle but being in bed by eight o'clock is taking a health kick too far. How did it come to this?

There are several possible explanations. One lies in the old saying, 'Early to bed, early to rise...' Yes, we do get up with the sun, it would be a pity to miss it. Plus, when making offshore day sails and aiming to arrive at the destination in daylight, it's best to be off at first light. But come to think of it I used to be up and about pre-dawn when we lived on land, had full days and rarely saw the bed again before eleven.

'You know what our problem is?' I tried one theory out on the wife. 'Cocktail hour starts too early and goes on longer than sixty minutes.' For a while I was certain this was the cause of early evening drowsiness. A vodka gimlet or G&T at five, followed by a glass of wine with supper is likely to do the trick. So we cut down on the alcohol and postponed sundowners until the stars were well and truly out. This made little difference and the bunks still looked very inviting by eight.

I guess these short winter days don't help the situation. We spent the previous summer in Maine where northern darkness

comes much later. Ferocious mosquitoes drove us below decks each evening but we were wide-awake until the local NPR stations relayed the BBC news at midnight. The days shortened as we began our trek south with the fall. The end of daylight savings time didn't help.

Could drowsiness be induced by some technical quirk of life on board? The gentle rocking of a boat in the breeze and the almost total quiet of an anchorage by the Alligator River seems conducive to sleep. Or maybe it's the energy saving LEDs I installed from stem to stern. They seem bright enough but who knows...

There are definitely some cultural differences at play here. Before crossing the Atlantic we sailed the Mediterranean, mostly in summer when the days are long and the cool evenings are a welcome respite from the heat. In Spain, Greece and Italy it's normal to make a reservation for dinner at nine or ten o'clock and bars get lively after midnight.

Age might have something to do with it but anecdotal evidence would suggest not. I recall my father, well into his eighth decade, telling me that the older he got the less sleep he needed. The other day I overheard a Canadian cruising Mom surprised that her ten- and eight-year-old daughters frequently ask to call it a day at seven o'clock.

I'd like to do some more research on this topic if I could just stay awake.



Chris Slaney and his wife Nirit sail on Passepartout, a Wauquiez 43, and are in the midst of an Atlantic Circuit that began in the UK. After cruising the Caribbean, they spent a summer and fall on the US East Coast and are currently in the Bahamas.



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