ALL AT SEA
SOUTHEAST

CAREERS: Tow Boat Captain
Twelve Southeastern Sailors
GO FOR THE GOLD
PROFILE: Bob Dougherty
How to Maneuver
A BIG BOAT

Inside:
Our Megayacht Industry
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Editor’s Desk

THE STATE OF THE U.S. MEGAYACHT INDUSTRY

ALL AT SEA SOUTHEAST EXPANDS OUR COVERAGE FOR THE BIG GUYS

One Friday morning in April, I had an hour-long Skype conversation with Trinity Yacht’s Vice President William (Billy) Smith. We’d covered some newsy bits from Trinity in the first couple months of the magazine’s existence, but never really touched on the industry as a whole in any significant fashion.

One of the goals of All At Sea Southeast—and one of our writers’ biggest challenges—is to create a publication in which all aspects of the waterfront lifestyle are covered, and from a local perspective. Thus far, we’ve focused mainly on the little guy—coastal motorcruisers, local fishermen, the occasional sailing competition—and I think our team has done an admirable job.

But I’d admittedly been looking forward to the conversation with Trinity for some time. The megayacht industry is an interesting one indeed, close to me personally, and has a huge presence in our region. So it doesn’t make much sense to ignore it.

Over the years I’ve had many friends make their living crewing aboard yachts of various sizes—one of my best sailing friends from Annapolis found a job as a deckhand on a 130’ schooner and sailed all the way from Bermuda to New Zealand, calling in Alaska, British Columbia and Tahiti en route. Another was a stewardess aboard a large motor yacht out of Florida, which spent the winters in the Caribbean. My dad—who has been a friend of mine and a fan of Brion Toss, one of the world’s foremost master riggers, and a fantastic writer to boot. His “The Rigger’s Apprentice” book is a must-have in the onboard library of any self-respecting sailor, and he’s got a lot of good stories to tell. This month’s article examines potential problems on a sailboat many of us take for granted. Pay attention.

As usual, direct any questions, comments or story ideas to andy@allatsea.net. Thanks for reading All At Sea Southeast.
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FEATURES
36  SHIPYARDS SEE SUPERYACHT PURSE STRINGS LOOSEN
Deferred Maintenance, Military Contracts Keep Skilled Employees Busy

40  PROFILE: BOB DOUGHERTY
A Five-Decade Love Affair with Fiberglass

DEPARTMENTS
4  EDITOR’S DESK
8  ONE THOUSAND WORDS
10  SOUTHEAST NEWS
13  EVENT CALENDAR
14  WORK ON THE WATERFRONT
   Tow Boat Captain
18  FISHING
   July is Hot for Fishing
20  SAILING
   Olympic Sailors Go for the Gold
24  SAILING HUMOR
   The Pirate Queen
26  MECHANICALLY INCLINED
   The Worst Possible Chainplates
   Outboard Engine Roundup, Part 5

32  MOTOR CRUISING
   The Gulf’s Own Trinity Yachts
35  PRO TIPS
   Close-Quarters Maneuvers In Big Boats
56  COASTAL REAL ESTATE GUIDE
59  MARKETPLACE
62  SPONSOR DIRECTORY
64  ON THE INTRACOASTAL
   Heading South as a Nine-Year-Old

COVER SHOT:  Mi Sueño, a 190’ Trinity Yacht at sea | Copyright 2012 Trinity Yachts, www.trinityyachts.com
## COASTAL EVENTS & INTERESTS

<table>
<thead>
<tr>
<th>Page</th>
<th>Region</th>
<th>Event/Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>MAP</td>
<td></td>
</tr>
<tr>
<td>44</td>
<td>NORTH CAROLINA</td>
<td>Geocaching Along the ICW</td>
</tr>
<tr>
<td>46</td>
<td>GEORGIA</td>
<td>Savannah Tall Ships Challenge</td>
</tr>
<tr>
<td>47</td>
<td>FLORIDA</td>
<td>Clearwater Community Sailing Center</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Saltwater Airboat Fishing</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Marathon City Marina</td>
</tr>
</tbody>
</table>

## RESOURCES

<table>
<thead>
<tr>
<th>Page</th>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>52</td>
<td>TEXAS</td>
<td>Texas Gains West Marine Flagship Store</td>
</tr>
<tr>
<td>54</td>
<td>SOUTHEAST MARINAS</td>
<td></td>
</tr>
<tr>
<td>55</td>
<td>SOUTHEAST BOATYARDS</td>
<td></td>
</tr>
<tr>
<td>63</td>
<td>CLASSIFIEDS</td>
<td></td>
</tr>
</tbody>
</table>
This month’s “One Thousand Words” images are from Jody Reynolds, one of the magazine’s Motor Cruising correspondents, on board a classic wooden yacht she cruises on the ICW. She’s often accompanied by Dublin, her Dalmatian, who sometimes travels incognito because he’s known at so many marinas. She writes:

“Everywhere we stop along the ICW people say ‘I just read your article in All At Sea’ … It’s amazing. I have also heard from people as far away as Minnesota. You guys have done a great job getting distribution/readership. Thanks!”

-Jody Reynolds

Thanks Jody! Send us a photo of you “telling a story,” in not-so-many words, and you may be the lucky one. The title speaks for itself. We will select one a month. Thanks for reading All At Sea Southeast! Please send images and your information to andy@allatsea.net with photo credits.
North Carolina Christens New Outer Banks Ferry

BY KATHY BOHANAN ENZERINK

Sea Level, a new 220-foot long Sound Class ferry was named and christened at a ceremony held May 11 at the state shipyard in Manns Harbor, joining sister ship Swan Quarter, placed into service last November. Both motor vessels can carry 50 vehicles and 300 passengers, and will run from Swan Quarter and Cedar Island to Ocracoke on the Outer Banks, according to the State Department of Transportation.

“This new ferry is an impressive addition to the Ferry Division’s fleet and will be an ambassador for the great state of North Carolina,” said State Transportation Secretary Gene Conti.

Built by the Orange Shipbuilding Company in Orange, Texas, the new ferries feature 13-passenger elevators, move 25 percent faster than the existing five Sound Class ferries in the fleet and meet Environmental Protection Agency standards for diesel emissions.

Ferry transportation began in the mid-1920s and today the NC Department of Transportation’s Ferry Division includes seven routes, 21 ferries and employs more than 400 workers. Each year, North Carolina ferries transport more than one million vehicles and 2.5 million passengers across five separate bodies of water - the Currituck and Pamlico sounds and the Cape Fear, Neuse and Pamlico rivers.

Bertram Yacht Relocates to Merritt Island, Florida

Bertram Yacht and the Economic Development Commission of Florida’s Space Coast announced in May that the luxury sport-fishing boat manufacturer will begin relocating this summer from Miami to Merritt Island. The new manufacturing and marina facility is on a 37-acre site 45 miles from the Orlando airport and close to the ocean, a location well-suited for product testing, distribution and deliveries throughout Florida and the Eastern Seaboard.

While Bertram will relocate key management and production employees to the new facility, the plant also will
bring more than 220 jobs to the region, good news for a laid-off skilled labor force once employed in the dwindling aerospace industry.

“We at Bertram Yacht deeply value our 50 years of history and culture in the state of Florida and are enthusiastic to remain in the state,” said Alton Herndon, President of Bertram Yacht, a Ferretti Group brand. The company will complete the current models in production through the summer and begin relocating key models and production to the new facility this fall in preparation to launch the first Merritt Island-built models in early 2013.

**Superyacht Industry Lures Business from Abroad**

**BY ROB LUCEY**

The U.S. Superyacht Association, a group of shipyards and service providers promoting the superyacht industry in the United States, has launched a campaign to invite more of the opulent vessels to visit American shores.
Pre-registration is required for the free seminar. Boaters desiring a one-on-one solution discussion can email (zrdinfo@zrd.com) to arrange an appointment time. www.zrd.com.

Superyacht Society Seeks 2012 Award Nominations

The non-profit International Superyacht Society (ISS) has announced that 2012 nominations from the yachting industry and yachting public for its annual Awards of Distinction are now open. Awards are made for leadership, excellence in innovation and stewardship of marine ecosystems, for distinguished crew and for the business person of the year. All will be presented during a gala held on October 25, 2012 on the opening night of the Fort Lauderdale International Boat Show. A nomination form is available on the ISS website: www.superyachtsociety.org.

Amelia Island Yacht Basin buys a dredge

General Manager Tom Moore sent us a photo of the new IMS 4010 Hydraulic Dredge Amelia Island Yacht Basin has purchased. The Florida marina’s plan is to maintain its waterway depth on an annual basis, clear of shoaling that Moore points out is so common in the Intracoastal waters of South Georgia and North Florida.

“We anticipate this immediate project will be concentrated on the entrance channel and should take a couple of months to complete; then our attention will move and focus on the entire marina, and dredge it to a depth of six feet at MLW,” Moore said. “Our final goal is to have dredged the entire marina and the entrance channel to a depth of six feet at MLW.” www.aiyb.net

ZRD Offers Enhanced Showroom and Seminar Series

ZRD, LLC has expanded and now offers a dedicated showroom in Titusville, FL that enables a hands-on, detailed discussion for customers to review possible solutions, enabling correctly done upgrades or problem solving.

The company conducts free, bi-annual Detailed Electrical Seminars, usually held in January and July, in a convenient location. The seminar series, developed to educate the average boater on a boat’s electrical system design, covers how to design (or redesign as needed) and implement a vessel’s electrical and related systems. John Zeitlin, President of ZRD, has over 47 years of sailing and aviation experience.


The ad features post card views of the Golden Gate Bridge, a Maine lighthouse and shiny shipyards alongside text that says, “The U.S. is proud to have some of the best superyacht builders in the world and is home to world-class refit and repair facilities with some of the industry’s most talented craftsmen standing by to assist you. Your extended cruising options are virtually unlimited and offer breathtaking scenery and safe harbors that promise fun and adventure ... making the United States the ultimate superyacht destination.”

Some 5,000 copies of the guide are distributed through major marinas, shipyards and yacht clubs and during boat shows and racing events in the French Mediterranean region. Charlie Petosa, association board member and marketing chair, said the ad is the first step in a larger campaign to include more ads and a website.

Southeast News


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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.

BOOTHBAY HARBOR, ME
AUGUST 10 – 12
The Shipyard Cup
Sailing Regatta
www.shipyardcup.com
registration@shipyardcup.com

CHARLESTON, SC
JULY 11 – 14
MEGADOCK Billfishing Tournament
Deep Sea Fishing
www.megadocktournement.com
mhutaff@megadock.us
(843) 278-4920

COWES, UK
JULY 22 – 25
The Superyacht Cup
Cowes 2012
Superyacht Regatta
www.thesuperyachtcup.com
info@thesuperyachtcup.com
+34 971 402 553

EDISTO BEACH, SC
JULY 25 – 28
Edisto Marina Billfish Tournament
Deep Sea Fishing
www.edistomarinasc.com
smithbeccae@gmail.com
(407) 463-2082

NEWPORT, RI
AUGUST 24 – 26
Newport Bucket Regatta
Superyacht Regatta
www.bucketregattas.com
hank@bucketregattas.com
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ORIENTAL, NC
AUGUST 18
20th annual Tarpon Tournament
Fishing Tournament
www.orientalrotary.org
marineinsurance@embarqmail.com
252-249-0400

JULY 7
Croaker Festival Regatta
Sailing Regatta
www.Towndock.net/ODC
sailingbob@embarqmail.com
252-249-2210

AUGUST 4 – 5
Dragon's Breath Regatta
Sailing Regatta
sailingbob@embarqmail.com
252-249-2827

AUGUST 10 – 11
Dragon Boat Races
www.OrientalDragonBoat.com
info@orientaldragonboat.com
252-675-9424

POMPANO BEACH, FL
AUGUST 2 – 5
The Mercury/SeaVee Pompano Beach Saltwater Showdown
Deep Sea Fishing

RALEIGH, NC
AUGUST 19 – 21
Carolina Fall Boat Show
Sailing Regatta
www.ncboatshows.com
336-855-0208

SEABROOK, TX
AUGUST 11
LYC Bay Cup II
Sailing Regatta
www.lakewoodyachtclub.com

ST. THOMAS, USVI
AUGUST 28 – SEPT. 1
USVI Open Atlantic Blue Marlin Tournament
Deep Sea Fishing
www.abmt.vi
loveto@islands.vi
340-775-9500

VIRGIN GORDA, BVI
JULY 30 – AUGUST 2
BVI Billfish Tournament
Deep Sea Fishing
www.bvibillfishtournament.com

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Towboats from various tow companies ply the waters of the U.S. covering every major body of water. They are just a dispatch call away from running inshore or offshore to offer towing, un-groundings, salvage operations and provide a jump or fuel for boaters in need of their services. There are small independent operators on call offering their services as well as major national companies such as Towboat U.S., Vessel Assist and Sea Tow that offer memberships covering towing and other services for an annual membership fee. As a member you can call on these companies either via VHF or cell phone and receive their towing services at no additional cost, or in some cases at a reduced fee, depending on the service required. Without a membership the cost for these services can be large and warrants looking into getting a membership. Towboat
U.S. claims that the average cost for a tow to non-members can be around $600, and it’s not unusual for it to be even higher. Different companies have different business models and coverage can vary so it’s advisable to do your homework before signing up and see which company offers the best program for your particular needs.

I recently had the opportunity to speak with Captain Lee Eckler, a seven-year veteran towboat captain for Towboat U.S., and asked him what it’s like to be a towboat skipper. It immediately became obvious he has a passion for what he does and enjoys his days on the water helping his fellow boaters. Working the waters from Clearwater to Hudson on Florida’s west coast he claims, “it is the best job and the worst of jobs all rolled into one.”

It has the benefit of being on the water in some of the best boating scenery in Florida, but he points out that it is not all sunny days and relaxing vistas. As a tow captain he is paid by the hour and is on call 24 hours a day, seven days a week – with the exception of the time he chooses to take off. He is quick to point out that if he is off work, he is not getting paid. It’s for that reason that last year he only took 13 days off. To take advantage of the slowest weeks of the year, Captain Lee takes his vacation in the winter during the slowest two weeks when he would otherwise be generating very little income.

After giving up a well-paying corporate job as a CFO, this master’s graduate traded his master’s degree for a master captain license and jumped headlong into being a towboat captain, claiming he made the financial sacrifice for the love of the water and the satisfaction of helping fellow boaters. Being on call 24 hours means that he is under contractual agreement to be able to get to his towboat at the mouth of the Anclote River and be alongside the vessel requesting help within an hour. That requirement certainly puts a limit on what you can do while on call and puts a time pressure on all calls for service. If he is not already on the boat or at the marina he can be found on board his own private boat/office at a nearby marina, just minutes away. Being on call also can put a kink in your social and family life. It can be tough for the captain and his significant other or family, knowing that they can be called away at any moment, be it at two in the morning or while attending a function. Drinking is also out when on call, so there is no possibility of a cocktail at the gathering. Captain Lee just never knows when he is going to get a call, so he can’t take the chance of having an alcoholic beverage. According to the captain it can be a strain socially and it has been the cause of his losing touch with some friends. There is also the exasperation of waiting for a call to come in.

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“It can be frustrating when you are required to be out on the water on the weekends and see hundreds of boats around you and not get a call.” Again, when there are no calls, there is no income.

The day I interviewed Captain Lee was a typical one for him. It started in the pre-dawn hours of the morning with a call to go 40 miles offshore to tow a 62-foot sport-fishing vessel that had been fishing and ran out of diesel fuel. It was a relatively fast ride out on his franchise-owned 266 World Cat towboat, powered with dual 200HP four-stroke Yamaha outboards. But the tow back at about 5 knots took hours. The rest of the day was very slow doing maintenance and cleaning the boat, until what he calls “the witching hour” at about 4 p.m. That is when all the boats out at the beaches, sandbars or fishing the inshore and outside waters start heading back to port. The radio, texts and emails started flooding in, and he went from sitting for hours to running from one tow to the next until late into the evening.

The area Captain Lee works is handled by a franchise of Towboat U.S. that covers all of Tampa Bay all the way up to Yankeetown, roughly 100 miles of coastal waters (an atypically large area). Large lakes in the area are also covered with a trailered towboat that is towed to the lakes and launched as needed. There are approximately 13 boats servicing the area through the franchise and some of their captains own their own workboats. Owner-operator captains get a higher hourly rate, as they are responsible for all aspects of their vessels and fuel costs. Captain Lee uses a franchise owned boat for his time on the water and that vessel can cover a lot of miles in a single day. When things get hectic in a particular area he may be required to cover waters north or south of his regular territory. If a towboat gets called on a tow and it looks as if a customer will not get to be taken care of within the hour, dispatch will call other boats from neighboring ports to fill in. The same is true if a particular area were to get busier than usual.

This means that captains such as Lee must have excellent local knowledge for extended bodies of water within their dispatch area. Local knowledge is critical to be able to aid customers and to not create problems while in tow. With seven years on the job, Captain Lee knows the waters as well as or better than anyone on the water. He is able to tow and dock disabled vessels safely in any conditions and can place towed vessels in their dock better than most of us could manage under our own power. Because of their experience, these tow captains are always an excellent source of local knowledge and usually are more than happy to provide information on currents, tides, weather and navigation questions.

Sometimes towboat captains get to be heroes and save more than just the boating day or a prized vessel. Captain Lee did just that recently when returning from a long tow to a facility outside of his regular service area. A seasonal summer storm with heavy rain, strong winds and lighting had kicked up. As he was running back to his homeport he spied what looked like an overturned kayak and three people struggling in the water. It turned out to be three young girls, aged 12 to 16, who had fallen off the kayak in the storm. With one lifejacket between them they were in big trouble. Captain Lee was able to come around and pull all three girls from the water and then return them and their kayak to shore, so was able to take control of what could have been a tragic incident. Not only saving lives but also vessels is a part of the job. These captains are often the first on scene in sinkings, capsizes and boat fires and get to be the first to help passengers and vessels in distress.

Every day Captain Lee is on the water he is doing what he loves. Taking the good with the bad he keeps coming back for more and wouldn’t have it any other way. He, for one, truly enjoys his time at the office.

Glenn Hayes is a regular contributor to All at Sea Southeast. Find him online at hayesstudios.com.
Imagine gliding through crystal-clear waters on your own private yacht in an exotic, tropical location such as Tahiti, The British Virgin Islands or the Seychelles. A vacation of which you have always dreamed. The Moorings will bring your dream to reality by providing the newest yachts along with unparalleled customer service to ensure you have the most exceptional sailing vacation possible. Our 40-year reputation for integrity, quality and reliability has satisfied the most discriminating sailors. Experience your most unforgettable vacation ever with The Moorings.
Fishermen always say, “When July rolls around fishing can be a little tricky!” The bottom line when it comes to this month is that all fish that are going to migrate here during the spring and summer have arrived, meaning more fish catching opportunities! The reason for the term “tricky” is because of our hot fishing conditions. This is admittedly more for the fisherman than the fish!

**Inshore Options**

For those inshore fishermen that just want to catch fish, I suggest purchasing or catching some live shrimp. This is the number one bait that all fish like. Like I like to say, “Your chances for hooking up when baiting up with live shrimp are very good!”

When it comes to fishing with live shrimp there are several good presentations. There is the traditional adjustable float, which comes in all sizes from super large to mini sizes. And there is the ever-popular popping cork, which when popped makes a sound just like a fleeing live shrimp. The only downside to using this float is your length of leader used restricts your depth. It shouldn’t be longer than four feet and can’t be shorter than 12 inches. I suggest using this float when fishing in depths from two to six feet of water. Then there is “fishing naked!” Most fishermen want to do this, because the weather is so hot. Just kidding - no I am not talking about taking your clothes off. When fishing naked, all you do is tie on a short leader to your main line and then tie on a small Kahle hook. Then I suggest placing the hook under the shrimp’s horn located on top of the head and let the shrimp make way its own way. It’s a known fact that shrimp go where they feel safe and it’s also a known fact that larger fish have already figured out the shrimp’s game of hide and seek.

**Offshore Options: Trolling and Strolling!**

Our beachfronts and artificial reefs are holding some pretty interesting top water catching opportunities. I call the month of July the “If you can see the fish you can catch the fish” month.

Frank Murray of Atlanta, Georgia and Captain Kathy Brown of Miss Judy Charters definitely have something to smile about..... and that is...This nice, big, genuine red snapper, which was caught while bottom fishing at the Savannah Snapper Banks.
Top water fish such as Spanish/king mackerel, barracuda, little tunny, jack crevalle, and cobia are making their way to this area. These fish will hit anything from a small trolled lure to a spoon being pulled slowly behind your boat. Another way to get one of these fish’s biting attentions is to cast right into the school. The best thing that I can suggest is that you “match the hatch!” This means that you match the size of bait you use to the bait that the fish targeting are feeding on. Let’s start with Spanish mackerel, little tunny, and jack crevalle – their favorite meal is glass minnows and juvenile squid. Small silver spoons sizes “0 and 00” made by Clark are the best to use. Now don’t get me wrong, there are lots of different kinds of spoons on the tackle shelves, but the Clark spoon with the red ball is proven many times over. When targeting the larger fish such as king mackerel and barracuda then I suggest using a large spoon. The best spoon for this job is a three and one-half inch Drone. When targeting cobia, which is the fish that looks like a shark or a large catfish in the water, I suggest using a six to eight inch diving plug or some sort of a jig with hair tipped with some sort of a plastic worm.

Now get out there and get catching! Thanks for reading!

–Capt. Judy.
OLYMPIC SAILORS GO FOR THE GOLD
WITH 12 OUT OF 22 FROM THE SOUTHEAST, WHAT’S IN THE WATER DOWN HERE?

STORY BY GALE CROSS
PHOTOGRAPHY PROVIDED BY US SAILING

Annapolis and Newport sailors can argue until they’re blue in the face over which city rightfully holds the title of “sailing capital of the world,” but there’s no denying that Southeastern sailors have an advantage. If you need proof, just look to the roster for the 2012 U.S. Sailing Olympic and Paralympic teams. More than half of the sailors—12 out of the 22—representing the U.S. in Weymouth, England, this summer during the 2012 Olympic Games hail from the Southeast.

More specifically, 11 of those Southeastern sailors are from Florida. Year-round boating, a plethora of youth sailing clubs and a water-centric lifestyle are just a few reasons Southeastern sailors say the Sunshine State is prime breeding ground for Olympians.

“For me, it’s a huge advantage to be from the Southeast because we can sail year round, which is something people from the Northeast U.S. and other countries can’t do,” says women’s 470 teammate Sarah Lihan. “It’s part of the reason I got into Olympic sailing.” Hailing from Fort Lauderdale, Florida, Lihan is proud to be the first sailor who’s a product of the training program at Lauderdale Yacht Club to make it to the Olympics.
Sailors from around the world relocate to Florida for training, such as 2008 Olympic Laser Radial Gold Medalist Anna Tunnicliffe, who became a mentor to the burgeoning Lihan. “I was fortunate that Anna moved here just after college and needed someone to sail with,” Lihan says. “I credit her and her husband Brad Funke with a lot of my early successes.” In 2012, Tunnicliffe will make her second run in the Olympics, this time in Women’s Match Racing with teammates Molly Vandevoer and Debbie Capozzi.

Year-round sailing is not synonymous with constant blue skies and balmy breezes, nor should Southeastern sailors be pinned as fair weather sailors. Rather, it’s the variety of weather available that makes this an attractive place for the sailing set.

“Really, you can get any conditions you want; light air and flat water in the bay or big seas in the Atlantic,” says first-time Olympian and 49er sailor Trevor Moore, from Naples, Florida. “You can pick and choose living in Florida, so it’s a pretty special spot.”

“Fort Lauderdale, when the cold fronts come through, is unparalleled,” says Lihan, who claims her hometown as her favorite place to sail. “You can sail in the ocean and have these big waves—anyone who hasn’t been there can’t understand how great the wind and waves are.”

Varying weather conditions, and the ability to train in them year round thanks to a moderate climate, surely gives Southeastern sailors an edge. But it’s the water-friendly lifestyle that gets so many kids in the region out sailing in the first place.

“Southeast sailors are water babies,” says first-time Olympian in the Laser Radial class Paige Railey, based in Clearwater, Florida. “We honestly love being on the water, and since we’re surrounded by it, we’re immersed in it all the time. When Floridians are away from water for too long they’re itching to get back. When we sail, we’re out on the water, out in the sun, doing a sport we love and able to be competitive at the same time.”

Her brother, returning Finn class Olympic sailor Zach Railey, agrees, saying the water-based community buoys his love for sailing. “It’s a water-based community here,” he says. “If I have a day off, I go fishing or diving or spend the day at the beach or go out on the boat. We grow up in that environment; it gives us a bit of an edge on the racecourse. We also learn to have the ultimate respect for the ocean because it’s far, far more powerful than we are.”

Southeastern sailors might have the upper hand when it comes to days spent on the water in a variety of conditions, but Mother Nature can still pull a punch with what the conditions will be during the Olympics. The China games four years ago proved just that. Boats were built specifically with...
the expectation of light wind, but the winds wound up being much heavier than anticipated. The rule of thumb preparing for Weymouth seems to be: expect the unexpected. Sailors report seeing days of light breeze followed by a week of rain and 20-knot winds daily.

“In Weymouth, we think the chance is for good wind, but we’ve also had periods of light air and of very, very heavy air,” says U.S. Sailing Director Dean Brenner. “We’re literally going to have to be ready for everything.”

In order to do so, the team has spent an enormous amount of time training in Weymouth; a full-time base has been in place since fall 2008. In many ways, basing the games in the U.K. is an easier adjustment for the U.S. sailors than China—culturally and linguistically, of course, but mainly in proximity. Being so much closer and having a fully stocked base means a team member can decide he wants to get some training in and be sailing in Weymouth days later.

If they can’t control the weather, than the team can be prepared for whatever might come their way. According Kenneth Andreasen, high-performance director and head coach, this means being overall tremendous athletes. “Their land training has evolved over the past four years to a whole new level,” Andreasen says. “A critical part of the team’s strategy: be in the best shape, work on your athleticism, work on your endurance, because you’re going need it those kind of conditions. The best athletes usually come up on top, it’s the way it is in all sports, and sailing isn’t excused from that. We think of ourselves as not really running a national sailing team but running a professional sports team.”

Zach Railey knows all about getting his body in top physical shape, which can vary depending on the venue in which he’s competing. He dropped down to 185 pounds for China in order to perform in the expected light air; now he’s up to 225 pounds for England. He concedes that he’s spent a lot of time in the gym over the past four years.

This year, Railey hopes to move up the podium in Finns from silver to gold, and he knows preparation isn’t all about physical condition and practice alone. “I was always a huge believer in visualization, taught that by a coach when I was young and have continued that this time around,” he says.

Trevor Moore notes that in a high-stakes event like the Olympics, much can be determined by mental stability. A typical sailing event might have 50 boats; the Olympics will only have 20. As the fleet numbers go down, the pressure goes up. Moore sees 10 boats as being contenders in the 49er class, but says, “Our thought is that four boats will take themselves out mentally and there will be six boats remaining, fighting for the medal.”

And this is what they are going for—a medal, a place on the podium. “Everything they’ve been working on, all the training they’ve done, culminates this summer in Weymouth, where a lot of these Olympic and Paralympic sailors are going to make their dreams come true. They’re going to sail for the gold,” says Andreasen.

While the Southeastern sailors express pride in representing their hometowns, their state and their region in the Olympics, first and foremost, they echo humility in representing their country and being a part of something much bigger than themselves. “It’s an honor,” says Paige Railey. “You’re representing your country and the people within your country, and it means a lot and holds a lot of value.”

“Representing the U.S. in the Olympics is a dream come true,” says Trevor Moore. “The Olympics are not necessarily about any individual. It’s about a nationality. It’s the absence of politics and war and pure competition.”

No matter where these sailors hail from, come late July, they will all be brandishing the USA logo and be teeming with pride for their country—whether the half of the team who hails from the Southeast does indeed have an advantage because of their place of origin will be decided on that ever-important racecourse.
Some of our installations:

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- Beta 30 installed in a Morris Justine

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- Beta 38 installed in a Morris Justine

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I’m not sure why, but I seem to attract such a plethora of Wonderful Waterfront Wackos and Colorful Caribbean Characters. Take the infamous Pirate Queen as an example: I was minding my own business at Le Select bar on St. Barts—when she fell out of the sky.

…well, that’s not exactly true. She fell out of an overhanging tree. And landed on my table. Without spilling my glass of wine.

…it was a most-excellent entrance into my suddenly-no-longer-bored life!

She was obviously drunk—yet she managed to retain the magnum of Veuve Clicquot champagne she periodically swigged from. She was all-French, half-naked, and glowing like a lioness. I fell in instantaneous lust.

…drunkenly focusing on me for the first time, she commanded (in a very sexy growl), “…kiss it, Mister!”

I immediately sucked her leg into my mouth up to her bronze kneecap—and, as they say, the rest is history.

“…I like this crazy sailor-guy!” she laughed aloud. “Super cheutt!” (meaning way-cool in French; literally, super-sweet).

She was the owner/skipper of the notorious Life’s a Beach—and living life to the hilt. Picture a female sailing George Clooney-pretending-to-be-a-horny-Errol Flynn—and you’ve got an accurate picture of the lusty Pirate Queen.

Simply put: she was the most beautiful sexual predator I’ve ever had the pleasure to meet.

“What do you do,” was the first thing I asked her.

“I am here in the Lesser Antilles aboard my yacht—searching for whales,” she said.

“Ah,” I said. “so you’re interested in Caribbean wildlife, eh?”

“Exactly,” she slurred. “I enjoy meeting men with 40 foot tongues who can breathe through the top of their head.”

It was, perhaps, the funniest pick-up line I have ever heard.

The Pirate Queen was a man’s man—trapped in the most delicious female body imaginable. She wasn’t a slut, she was just… well, hungry!

She didn’t allow clothes on her boat—if you wanted to come aboard, you had to disrobe in your dinghy.

She had many strange talents. If you balked at nudity, she’d bite your street clothes off with her teeth—a sensuous trick I’ve seen her perform a dozen times.

Needless to say, she was surrounded by her own erotic, sea-going entourage. Sailor Bill was her main man—but his best friend Tiny had been called in to assist. (The Pirate Queen was far too much woman for one man—or even a cockpit full).

No, the Pirate Queen wasn’t shy. “…hung like a horse,” she said as she introduced me to Tiny.

“…wait, that’s not right,” she corrected herself, “…like a bull!”

I remember a particularly ‘defining moment’ during Antigua Sailing Week. She was passed out on the hood of our rental jeep outside a rhum shop in English harbor. A group of drug-crazed rastas appeared, noticed her, and attempted to carry her off into the rainforest. I watched, and carefully noted they didn’t take her drink along with her—a pivotal mistake.

“Hey,” the yacht racers I was drinking with said, “aren’t you going to rescue your friend?”

“No need,” I said. “My only hope is she doesn’t hurt them too badly.”

A few minutes later we heard shouting from the woods—mostly surprised male screams—and the Pirate Queen came lurching out of the bush, readjusting what was left of her torn T-shirt.

“…what the hell?” she said—and I solicitously pointed to her drink on the hood of the jeep.

“…if they’d have carried off the drink as well, they might have had the time of their life,” I mused to my drinking buddies.
The Pirate Queen took a long gulp of rhum, burped, and shouted up to me, “Thanks. It’s hot. Now is, how-you-say-in-ING-grish, no time for sobriety?”

Tiny was an amazing guy—a sailing legend among the ladies. He was also a super nice guy—which was, perhaps, why he was so successful. Certainly, he was efficient and hardworking. And he really cared about his female friends—and always took the time to make each encounter memorable.

I helped—as sort of a floating Corinthian pimp.

He had a massive charter yacht, with three equal-sized cabins. He patterned his operation after a busy physician. During the height of his popularity—at such venues as Antigua Sailing Week, the Heineken Regatta, or the St. Barts Regatta—Tiny would accept appointments from the Lovely Lonely Ladies whose sailing boyfriends had abandoned them for the racecourse.

As a journalist, I often didn’t race—and, thus, could act as Tiny’s receptionist. I’d welcome the women aboard, reassure them that Tiny was expecting them, and eventually lead them to quiet cabin... to await Tiny’s imminent arrival.

Yes, fresh sheets, towels, and Trojans were provided.

Afterwards, I’d make sure they vacated their cabin (no matter how wobbly their knees might be) to make room for the next lucky lass.

Tiny, for his part, would always dive over the side for a quick swim between—and quickly shower on the transom. He was a true health and fitness nut—who had his own unique ideas on how to stay young and trim.

Occasionally the women I’d be serving drinks to in Cockpit Reception would applaud Tiny as he disappeared back belowdecks—like an eager prize-fighter between rounds.

It was a strange scene.

I’ll never forget one young chick gushing happily to me, “only a half an hour to wait!”

Obviously, this was before AIDS. Amazingly, it was also before Viagra as well! Yes, the Caribbean was a very libidinous, very salacious place in the early ’80s.

The most unbelievable aspect of the Pirate Queen and entourage was that they were, mostly, nice people. Carolyn and I often had the Queen over for dinner aboard Carlotta and Wild Card. Our daughter Roma Orion remembers her with great fondness.

The Queen was also a sought-after helmsperson—who steered many of the finest racing yachts during the Bermuda race, etc. (She was, alas, the cause of the Great Bermudian Pillow Mutiny that is so lovingly recounted in Chasing the Horizon).

Cap’n Fatty and Carolyn Goodlander are currently refitting for their third circumnavigation.
THE WORST POSSIBLE CHAINPLATES

EXCERPTED FROM THE UPCOMING BOOK RIG YOUR BOAT, COPYRIGHT XIAN PRESS, 2012

BY BRION TOSS
PHOTOS BY MARIA KARLSSON

Picture this: at the beginning of the 20th century, the head of an engineering firm comes into the lab, to see his chief researcher. We’ll call him Leon Guillet.*

“Leon,” says the boss, “I’d like you to invent the worst possible material to make sailboat chainplates out of.”

“An interesting challenge,” says Leon. “I think we would want something that corrodes when wet, but doesn’t actually rust. That way it would be hard to spot.”

“Good, good.”

“Ah, but what if we could make it corrode only where it is covered. That would make it almost impossible to inspect.”

“Excellent. Anything else?”

Let’s see, says Leon, “yes, it would actually get stronger, not weaker, as it ages, so that the crew would be lulled into a false sense of security. But all that time it would be getting more and more brittle, so that when it failed, it would fail catastrophically.”

“Wow, devious,” says the boss. “Get right on it.”

So Leon goes to work, and some time later he comes up, of course, with stainless steel, which nearly all chainplates are made of, to this day. Granted, it has virtues: it doesn’t corrode by oxidation in the way that mild steel does, so it can last longer. The parts that are exposed to air maintain a protective oxide coating, which is why other components of the rig tend to last more reliably. And it’s shiny, so sailors, who are much like magpies in this regard, are instinctively drawn to it. And it is cheaper than bronze. But that’s about it. Which is why chainplate

Sculptor and sailor Rodney Carroll in his Baltimore studio carefully bending a titanium chainplate on a mechanical press.
ZRD: ELECTRICAL MANUFACTURER of High Output Alternators, Brackets, Power Take Off (PTO), Pulleys, and DC Gensets. ZRD should be the first place you contact for answers, design requirements, and components (mounting brackets, pulleys, adjustment arms.)

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Making Electric Power Plentiful
failure is, and has been for some time, the leading cause of dismastings.

Most of these dismastings go unremarked, except by those directly involved. Occasionally, though, an article shows up in a sailing magazine about how some intrepid sailor deals with a dismasting. That happened recently, in an article in *Cruising World*. Because that article is still in the news, I will note here that the analysis of the cause of the dismasting seemed to indicate that the problem was that reinforcing washers had been welded on in the way of the turnbuckle clevis pin holes, and that crevice corrosion resulted, which led to the failure. It would be more accurate to say that someone did a lousy job of welding those washers on; a good job would not have allowed water intrusion. But even had that happened, the boat might eventually have lost its rig from crevice corrosion (typically accompanied by other types of corrosion) in other hidden spaces, most notably where the chainplate passes through the deck.

All of you people with external chainplates, stop being so smug; the part that lays against the hull can readily trap water, as can the throughbolts.

Because of these problems with stainless, we recommend that our clients pull and inspect any chainplates that haven’t been out of the boat in ten years or so. Even sooner if the boat’s been South, or if there is any evidence of water intrusion belowdecks. We also recommend that, if you install stainless chainplates, you make them out of 316L stainless, polished (not electropolished) to a mirror finish. The idea is to make a low-corrosion material as smooth as possible, leaving less surface area and flaws for corrosion to propagate in.

An even better alternative is to make your chainplates out of titanium. That’s right; titanium. Over the last few years, prices for this amazing stuff have come way down, making it competitive with stainless. And the metal is amazingly corrosion- and fatigue-resistant. Crevice corrosion simply does not occur. The only question, to my mind, is which grade to use. There are several, just like with stainless, but the only two we generally care about are type two and type five.

The former is significantly weaker than stainless, and the latter immensely stronger. As you might expect, people tend to go with the latter, but it is pretty straightforward to compensate with larger scantlings, if you want to use type two. Just make sure you won’t have to re-engineer the holes in your deck to accommodate things.

One other virtue of the stuff: most people are still under the impression that this metal is still fabulously expensive. So during a suitable get-together on the dock, you get to mention, in an offhand way that you have titanium chainplates. Plus, it is shiny.

*Leon Guillet was the real name of an engineer who made major contributions to the development of stainless steel, but probably with different goals in mind.*

Brion Toss is an expert on yacht rigging, blending the ageless wisdom of traditional rigging with the materials and applications of modern day. His last book, *The Complete Rigger’s Apprentice* is a classic. briontoss.com.
In this series of articles we have looked at current offerings in the four-stroke and two-stroke outboard motor market from many major manufacturers. We have explained how they work and what the truths, myths and misconceptions are when choosing an appropriate engine for your application. In the spirit of exploring all the options, we would be remiss if we did not look at alternative energy outboards such as electric and propane.

This category is relatively new to the outboard market and is gaining in technology, ingenuity and popularity at a rapid rate. Advancements have moved these motors (be it mostly in the smaller kicker category) to the forefront and they have a great future.
One form of an alternative motor to the traditional gas combustion engine spoken about widely in the automotive industry is that of an electric or gas-electric hybrid. This technology is now making a foothold in the marine market, too.

Electric motors on boats have commonly been thought of as trolling motors that propel at relatively slow speeds, enabling fishermen to cover more area while casting for the big catch. But now there are more offerings and options, including some that can truly replace a gas outboard and provide the same performance as smaller combustion outboards. Companies such as Torqueedo now offer 13 electric motors from one to 15 hp and have motors capable of comfortably pushing vessels up to four tons.

This technology came about as a need by Torqueedo’s founder for an electric motor that could propel his boat in Germany on a lake that had banned gasoline engines. The technology did not exist at the time to provide the required performance, so he founded a company to develop a motor that could. Torqueedo’s latest generation of motors is up to the task and uses some innovative technology and engineering.

The heart of their product is a brushless motor that is made with rare earth magnets. The motor is powered with lightweight clip-in modern technology lithium batteries and their larger touring ‘Cruise’ series motors can be fueled with wet cell or AGM batteries. All the power generated ends up at an oversized polymer prop similar in design to those found on large vessels. This large prop allows for the propeller to turn slower than a traditional one but produces more thrust at a lower RPM, translating to a very efficient movement through the water. The thrust claimed by Torqueedo is rated differently from traditional trolling motors and, according to the company, 50% more thrust should be added to their motors’ specifications to compare with traditional electric trolling motors.

Other features, such as a built-in monitor, allow the user to take all the guesswork out of wondering how much power is left or how far the motor can take them on the batteries’ power. All the user has to do is look at the monitor and adjust the throttle as required to increase range.

The power goes a lot further in their latest generation of motors. Improvements in efficiency and battery technology have increased range to a very respectable and usable amount. An example would be the performance of the largest of their current line-up: the 4.0 R motor connected to four of their Power 26-104 lithium batteries can push an 18-foot, lightweight skiff at half throttle at a speed of 9.9 miles per hour for 17.4 miles with a run time of two hours. If a longer run time is required, Torqueedo engineers have even come up with a solar panel that will charge batteries while underway.

These motors are very quiet when running and of course do not have the issues of remote fuel tanks as do their gasoline counterparts. Although the motors are lighter than comparable motors, the additional weight of remote batteries should be considered when deciding on which motor to go with. Torqueedo’s smaller motors have batteries that attach directly to the motor (in place of onboard tanks in gas motors). These lightweight motors are designed to be highly portable and are a good option for cruisers with a tender, where the motor is taken on and off the tender often.

Technology is constantly improving and as each generation arrives, efficiency and reliability increases. Although limited to smaller motors, the power of these light engines is increasing and they are now a viable option for specific applications and are worth considering.

Propane outboards are a relatively new option in the outboard market. There have been propane outboard refit kits available for some time, where the kit replaces the carburetor or injector system with a propane delivery system. With a resulting partial loss in horsepower, these systems have yet to develop to the extent that they are accepted the way their automotive counterparts are. Propane, for whatever reason, has just not been viewed as a viable option. However, a new offering in the outboard category is catching on and making strides.

LEHR has introduced two small outboards that were designed from the ground up to run on propane. With current offerings of a 2.5HP and 5HP, long and short shaft motor and plans on manufacturing larger motors in the near future, these portable outboards are proving quite popular and are winning awards.

Developed by maritime captain Bernardo Herzer, these small outboards run on either a regular propane tank like
Sturtevant, Wis., May 9, 2012 – Bombadier Recreational Products (BRP) began a program in May to test butanol-extended fuel in a variety of recreational marine engines for Argonne National Laboratory, in collaboration with the U.S. Department of Energy's Vehicle Technologies Office. Butanol-extended fuel will be tested as an alternative to gasoline containing 15 percent ethanol (E15).

The U.S. Environmental Protection Agency (EPA) granted a waiver allowing up to 15 percent ethanol in gasoline. According to industry test data published last October, E15 can cause significant damage to marine engines. A 2011 alternative fuel study executed by BRP, the National Marine Manufacturers Association (NMMA) and the American Boat and Yacht Council (ABYC) concluded that isobutanol was a promising alternative fuel in marine engines.

“Gasoline with 10 percent ethanol (E10) is still an acceptable fuel for marine engines, including BRP’s Evinrude outboard engines, but isobutanol, which has a higher energy content than ethanol, could be a viable alternative to E15,” said Jeff R. Wasil, Engineering Technical Expert for Emissions Testing, Certification and Regulatory Development at BRP. “Isobutanol represents a unique opportunity for BRP, and the entire marine industry, to be at the forefront of innovation in alternative fuels.”

With oversight from Argonne and the Department of Energy, the project calls for many types of recreational marine inboard and outboard engines to be tested in both a laboratory setting and through on-the-water trials to determine the effects of butanol-extended fuel on engine power, performance, emissions and overall durability. Phase one of the isobutanol testing on the water took place in Annapolis, MD in early May. Phase two is planned for later in 2012.

Along with BRP, Argonne Laboratory and the NMMA, marine manufacturers Volvo-Penta and Indmar Marine have provided testing resources for phase one of the project.

BRP's Evinrude engine line-up now includes engine models from 3.5- to 300 horsepower. All engines are available at authorized Evinrude dealerships worldwide.

Glenn Hayes has reported on outboard motors since the magazine’s inception in March. He can be reached online at hayesstudios.com.
The megayacht sector in the United States is struggling. Yards are operating under capacity and contracts for new construction are virtually non-existent.

Trinity Yachts, based on the Gulf Coast with facilities in Gulfport, Mississippi and New Orleans, Louisiana is one of the premier custom yacht builders in the region and the country as a whole, and is feeling the negative effects of the bad economy as strongly as anyone else. The conversation I had with its vice president, William (Billy) Smith, was enlightening, to say the least, and his remarks were refreshingly candid. What follows is an analysis of the US megayacht industry, in the words of one of its biggest players.

"Most of the companies building yachts, frankly, have no good news to report," he told me. "They have very little work in the yard. They're almost empty."

These were some of the first words out of Smith’s mouth during the hour we spoke, and yet they echoed a sentiment that he’d repeat over and over throughout our conversation. The megayacht industry in the United States, in terms of new construction, is on the brink.

"The new construction yacht market in the US continues to be non-existent for all intents and purposes," he continued. "Yes, it is thanks in part to the recession that hit in 2008, but it goes far beyond that. The country may be in a recession, but the custom yacht building industry is in a depression," he concluded. "That's all there is to it."

On Diversification and New Technology

"You can canvass US yards and see how many [new construction] contracts they’ve had in the past two years," Smith said. "It's not enough to sustain a shipyard. Any shipyard."

Trinity, he went on, has had some luck on their side in staying busy. In 2005, in response to a devastating blow to operations dealt by Hurricane Katrina, they purchased the Gulfport facility, keeping workers employed by moving yachts under construction to the new location as they repaired New Orleans. Part of the Gulfport deal involved signing a five-year non-compete agreement to keep them out of the military and commercial sector. In the fall of 2010, that contract expired.

"Basically, in 2011 we were able to diversify," Smith said. "We were able to pick up contracts in the military and commercial offshore and commercial inland. We were able to go back to our roots; after all, we entered the yacht business in 1988 as a way of keeping our under-utilized yards..."
busy and now we are going back to what we used to build.”

These contracts mean that Trinity is able to retain a lot of their highly-skilled workforce and keep the operation going until contracts for new yachts pick up. And by the sound of it, it’s pretty exciting stuff.

“As we speak, TY Offshore is building six 90’ 45-knot fast patrol vessels for Kuwait,” Smith said. “We have four, 302-foot by 64-foot diesel-electric, dual-fuel offshore supply vessels. These are the first LNG powered vessels built in the US. This is stuff that is beyond what the yachts currently require. We already delivered two 100’ Azimuthing Stern Drive tugs in 2011 and are also building ten 300’ by 54’ double skin oil barges.”

Most of their commercial fleet is operating in the Gulf of Mexico. The 302-footers represent the new generation of offshore supply vessel.

“By being able to burn LNG,” Smith explained, “they basically take out 99% of the emissions that everybody is worried about with diesels.”

One of Trinity’s advantages in breaking out into other sectors is the availability of new technology that can go from one to the other. While LNG is limited to the commercial sector currently, it’s not because they can’t—or won’t—use it in yachts.

“We have one guy talking about it now,” Smith said. “[European builder] Lürssen has delivered a couple of these diesel-electric superyachts,” he went on, “and we have a lot of other technology that is sitting on the shelf that we do for the military or we do for the oil and gas industry that is available to the yacht owners.”

Smith believes as the yachts continue to grow in size, LNG and other maritime technology will become increasingly common. But the real point of Trinity’s diversification lies simply in their ability to make adjustments in order to remain open for business.

On Refits and Repairs

Another side effect of the US megayacht industry’s “depression,” as Smith calls it, is seen as a good thing. While the yard has seen only a few contracts for new builds in the past several years, the refit and repair business at Trinity has picked up.

“Typically if guys aren’t buying new boats, they’ll continue, hopefully, to take care of their existing boats,” Smith says.

While Trinity can normally handle about four to five new builds at a time—at full capacity they employ a workforce of some 1000 to 1200 skilled laborers; nowadays that number is down to 650—they currently only have one on the line, a 154-footer, at their New Orleans yard and a 120’ and 167’ in the Gulfport yard. There are also two 167’ yachts that are immediately available with 18-month delivery due to owners defaulting.

“It’s like, ‘well okay, we’ve got these guys, let’s go do some refits,’” Smith said. “We had a lot of carpenters, interior guys, painters and outfitters available. In the past year and a half, we’ve had the 150’ Carpe Diem II come back to the yard for a big refit. We had Vita, which was purchased, and she’s now known as Pipe Dreams. She came to the yard for a major refit and extension. And then we had Cocktails, which was formerly Chevy Toy. She came in for about a six-month total makeover … you walk into the interior and you cannot believe it is the same boat.

“We’ve had some of these owners that have recognized the fact that it is a buyer’s market and, rather than wait two years for new construction, they buy an existing boat, bring it back to us and have us change it into the style that they want,” said Smith. “They feel they save time and money by this process.”

In fact, most of the time a repair is actually more profitable for Trinity because their lower labor rates compete well against the higher rates of the South Florida yards and particularly against European yards. The refit business is not only picking up at Trinity, but according to Smith this is a common theme throughout the industry.

“What you’re seeing is a yard doing whatever they can to stay in business, to keep their workforce intact. You don’t find these guys on street corners. It’s highly skilled work they’re doing. It takes a long time to build up a workforce and you have to hang on to them. So we’ll do whatever we can to keep them busy while we’re waiting for the market to turn around and pick up.”

On the Causes of the Megayacht “Depression”

“In September of 2008 when the recession hit, we had 24 yachts under contract,” Smith told me. That was, of course, at the height of the bubble that was about to burst for a lot more than just the yachting market. “And that was at an average size of about 180 feet. So, yeah, [we’ve lost] a lot of work.” There were too many speculative builds, which led to an oversupply of yachts, which depressed prices. Banks have tightened up their lending requirements for yacht construction also.

Smith was quick to point out that while the US yachting industry is in rough shape, the fire hasn’t spread to the rest of the world. In fact, some of the European yards—many of which are building some of the largest yachts in the world, at well over 300 feet—are doing just fine.

“Most of the good European yards are doing well. [The yacht owners] are Russians, some Middle East and, very discreetly, very quietly, a couple of Americans.”

And therein lies the current problem. American owners, while looking to buy “Made in America”—Smith is keen to note that the megayacht industry is one of the few remaining in the US that can compete with China and globally—are simply not interested in the media firestorm that would accompany such a high-profile purchase.
“You’re not going to see many Americans order yachts in this political climate,” he said. “There is class warfare, the attack on the rich. They just don’t need it. They can simply go overseas and do it.

“We had one multi-billionaire who we were talking to that would love to have built a yacht, and would have probably built a yacht in the US. He quietly bought an existing boat. He’s still yachting, but the 300 guys he would have employed to build a new yacht did not get that work.”

With that, Smith brought up the subject of the “ripple effect,” the undeniable idea that a large yacht generates a large amount of work. Smith echoed the general conservative economic ideology which, thanks to the 24-hour news cycle can get wildly overblown. But he’s pretty convincing when talking in terms of the megayacht industry specifically.

“You’re seeing the multiplier,” he said. “These boats are constantly spending money. There is money spent when they’re built, and there is money spent when they’re repaired. And as long as those boats are in operation, they’re employing people and buying goods and services. Things that people don’t even think about,” he continued.

Amy Halsted, Trinity’s press liaison who has been involved in the yachting industry herself for over twenty years, added that “If you were to buy a Vincent Van Gogh painting, you’d just have the transaction and the shipping of that painting to your home wall. With a yacht, the amount of employment and economic impact of a single Trinity yacht—that’s lost on the public, in terms of the blue-collar guy having a job, and the crew person having a job. And the guys on the dock fueling, the people who supply the flowers, the day workers and technicians who take care of audio-visual, communications, security, diesel engines, exterior paint, air conditioning systems, etc. These are all high paying jobs.”

On What the Future Holds

“We want jobs in America,” stressed Halsted. “Right now they’re building boats in Europe, and we have fabulous boat builders here.”

Both Smith and Halsted said that yachts are simply not in the same category as other luxury items when it comes to economic impact. A diamond doesn’t generate much beyond its initial sale and resale. Even a pricey piece of real estate can’t compete with the ongoing influence of a big yacht.

“It’s not about the rich yacht owner,” said Smith, who has, shall we say, a conservatively optimistic view of the yacht industry in the United States. It’s fairly apparent talking to Smith that he believes the problem won’t be solved until the political climate changes. While some politicians, in his mind, are focused on the rich, he sees it differently, sees it more as a matter of perspective and the classic notion that “one person can ruin it for the whole group.”

“There is an award called the Horatio Alger award,” Smith told me. (www.horatioalger.com.) “Have you ever heard anybody talk about that recently?” It was obviously a rhetorical question. “We used to hold up these guys that were self-made as heroes, and guys to emulate. Now, you get a guy that’s made money – if you listen to some of the politicians, he must have stolen it or he must be doing off the backs of the workers he’s abusing or he must be a crook or something. There must be something this guy did to make that kind of money.”

That attitude, the negative reaction to success (and truth be told, it’s not all false), in a nutshell, represents the essence of Smith’s idea. His views—and he’s incredibly passionate about them—apply far beyond the bounds of the megayacht industry and touch on the highly fragile and even philosophical nature of the modern economy.

“It’s jobs,” he said. “These boats float. They can float to Florida or they can float away from Florida. What do you think is better?”
CLOSE-QUARTERS MANEUVERS IN BIG BOATS
KNOWING WHEN – AND WHEN NOT – TO USE YOUR RUDDER

BY DENNIS SCHELL
PHOTO BY MARIA KARLSSON

Big boats and small spaces can be tough, especially for inexperienced owners, or motor boaters who’ve just converted from sail. A sailboat and a powerboat, particularly twin-engine big boats, are vastly differently creatures. Sailors comfortable handling a long-keeled, single engine sailing yacht will find the twin engines and considerable power of a big motor yacht decidedly pleasant.

Around the dock, learn to use the boats’ twin engines to your advantage. Small if any input of the rudder is necessary. With limited visibility, have a crewmember stationed at the bow and stern calling distances to objects (and NOT telling the captain which way to go).

Imagine this scenario – you’re entering a narrow channel, with a bulkhead pier off your starboard side. There is space enough to tie up, but only just. And, you’ve got to spin the boat round to tie up on the portside. Start by easing just past the stern of the yacht that will be in front of you. Now, turn the rudder nearly full to starboard and leave it there. Use only the throttles now to maneuver into the space. Port engine forward, starboard engine reverse will kick the stern around, while the full right rudder will help it. Use the throttles gently and use the boats natural momentum. Try and keep the bow of the boat just off the stern of the boat in front of you and pivot around this point – you should not be making any way fore or aft, just pivoting. If you don’t get close enough to the dock, keep the rudders hard to starboard and use the starboard throttle to ‘crab’ the boat sideways into the space.

Getting out of the space described above, with a boat tight against your stern and another in front, requires a similar technique. Untie all but the bow line, and turn the rudders hard to port. Use gentle forward throttle on starboard and reverse throttle on port to kick the stern out, using a piling to pivot the bow off of. The boat should not move fore or aft, just pivot on the piling. Once the stern is clear, center the rudders and use both throttles to back gently straight out. Use the throttles – a touch of forward either side when needed – and not the rudder to adjust your course as you go astern, as it is much easier to control the boat this way.

In fact, around the dock you can get by pretty easily by driving the boat like a bulldozer and ignoring the wheel altogether. The key is to go slow and easy – remember, approach the dock at the speed at which you’d like to hit it!

Dennis Schell is a yacht captain and sailor who has spent most of his life cruising the US East Coast and Bahamas, as well as delivering sailing yachts further afield in the Atlantic. Contact him at fathersonsailing.com.
Shipyards along the East Coast have felt the sting of the down economy since 2008, but many report signs of an upswing in business. While new construction of superyachts remains slow domestically, the market for refits and maintenance has seen strong gains.

“You can only defer maintenance for so long,” said Vance Hull, Director of Yacht Services at Colonna’s Shipyard Inc. in Norfolk, Va. At 137 years old, the company has seen more changes in the marine marketplace than any other family-owned, private shipyard in the nation. Building upon its long history of work on commercial and military vessels, the deep-water yard began servicing large pleasure craft in the late 1990s.

“We transferred our skills to the megayacht community because most of those are built out of steel and aluminum and they have systems very similar to the commercial ships we’ve always worked on,” Hull said. “Early in the decade, when the bull market was really raging, there was a great run on new construction as well as taking older boats and modifying them. That waned in 2008 and 2009.”

But now Colonna’s and other yards report an uptick in business with a continuation of the long-term trend toward larger megayachts. Some of their projects include structural modifications of existing megayachts, such as mid-body insertions and stern extensions.

“The boats are continuing to be built and they’re getting a little bit larger,” Hull said. To better serve those larger vessels, the yard expanded into 10 acres of vacant land adjoining the main shipyard two years ago and added a 1,000 metric-ton capacity Marine Travelift—largest in the world—to complement its two existing floating drydocks with 2,800-ton and 16,000-ton capacities.

In nearby Portsmouth, Va., the 20-acre Ocean Marine Yacht Center (part of American Marine Holdings) has also grown into the megayacht service business, specializing in re-flits, repairs and painting in its mega sheds. The 25-year-old yard works on all sizes of boats from run-abouts on up, but a growing segment has been the more than 300 megayachts it has serviced in the past decade.
Vice President of Sales and Marketing Thomas “Charlie” Petosa said the yard saw that business drop off during the economic slump. “We’ve had activity, but a lot of the major refits have been deferred,” Petosa reported. That meant putting their 60 skilled employees to work on other projects.

“Fortunately we have the ability to do military work for the Navy and Coast Guard,” he said. “We like big yachts, but we don’t have to have them to remain viable. We didn’t do any layoffs during the recession. Our owner believes strongly that we need those employees when things get busy again in the future.”

Petosa predicted that future growth may not be too distant. A 164-foot Westport was in the yard for maintenance in April and the 204-foot luxury charter yacht Fortunato recently had new generators installed and other work done. “Inquiries have picked up,” he said. “We have some exciting projects coming up.”

There is, however, some risk going forward with political uncertainty. “Some people are flat out scared,” Petosa said. “Just like when we had luxury tax, people still had the money. They just didn’t want to spend it out of principle.”

While few superyachts call the Carolinas their homeport, transients do stop in to take advantage of the convenient mid-coast ship services. The yards in the Jarrett Bay Marine Industrial complex outside of Beaufort, N.C. on the Intracoastal Waterway accommodate vessels up to 200 feet with a 220-ton travelift.

Jarrett Bay Boatworks yard manager Jeff Fulcher said the shipyard saw an 18 to 20 percent downturn in 2008 and 2009. “In 2010, business came back well and 2011 was a good year,” he said. “If we continue what we’re doing, 2012 will be a good year. With the price of boats lower, people spent less on purchases, so they spent the money they saved fixing them up how they like them. Also, people who deferred maintenance for a few years realized they needed to get caught up or lose their boats.”

The yard is widely known for its construction of custom offshore fishing vessels. While that business dropped off...
Shipyards See Superyacht Purse Strings Loosen

during the slump, the yard has re-started construction of its largest project to date: a 77-foot sport-fisherman named Blank Check that was begun for one customer but recently purchased by another. A May 2013 delivery is anticipated.

Fulcher said other boatyards in the region have suffered with the dearth of new construction. “The boat builders who had repair facilities to fall back on tended to fare a lot better,” he observed.

The Beaufort marine park has four other yards including Moores Marine Yacht Center, which specializes in restoration and repair of classic wooden yachts such as Trumpys. The 18-acre shipyard, which also has a South Florida location, includes a shop large enough to work on 90-foot vessels. Employees reported that business has been steady with an even split between refits and routine maintenance projects.

In Georgia, Thunderbolt Marine President Ralph Heil also sees business rebounding primarily on the upkeep side. “We’re finding that people initially reacted to the economic downturn quite severely and cut back on maintenance,” he said. “But now we’re seeing that these relatively high-worth individuals realized that they had expensive assets and they needed to maintain them or watch them deteriorate.”

Heil said that—as in the housing market—many owners have struggled after seeing their boats’ values slide well below 2007 prices.

“They’re being discriminating about what work they do,” he said. “There’s more calculation involved. We’re seeing more cosmetic work than structural refits.” But Heil said the slowdown has hit their smaller customers harder than their larger ones.

“During this economic downturn, we recognized the relative stability of the repair and refit market in large yachts,” Heil said. “Particularly in the Bush years, the rich people still had money.”

With that realization, the yard took advantage of lower commodity prices and a cheaper labor market to build a new 240-foot by 300-foot building with four bays including a fully ventilated spray booth. Now the company can better compete on paint jobs for vessels up to 180 feet, since they no longer need to include the cost of scaffolding in their quotes.

“With the uncertainty in Europe, the dollar exchange rate against the Euro is my biggest concern,” Heil said, recognizing that a falling Euro could make southern European and Mediterranean yards more competitive. “But, in general, I think things are recovering and our workload is picking up.”

In South Florida, the epicenter of the U.S. Superyacht industry, yards are reporting strong seasonal business and an overall uptrend in business. After five decades in business, Bob Roscioli of Roscioli Yachting Center in Fort Lauderdale said he now has more business than ever.

“The past couple of years have been punishing,” he said. “But right now our facility is slam packed. We couldn’t fit another boat. We have more over-100-foot boats in our yard than ever before.” Two boats are in the yard for major refits, including a 157-footer that has been out since for seven months, but Roscioli attributed the current crush of business to deferred maintenance.

“Most of the work right now is to get bottoms done and shaft work,” he said. “A lot of people have put it off for the last year and a half. They’re going to start traveling now. We have boats in all eight sheds and four boats outside on the hard, and we have six or seven more scheduled for next week.”

The surge in business is helping him to recoup his investment in completely rebuilding the center over the past 15
years. Once the seasonal maintenance rush abates, Roscioli predicted that the pace of business going forward may depend upon the winds of political fortune. "They're talking about punishing people who have been successful and made some money, and that's not good for our industry," he said.

Another boost could come from an ongoing effort by the Marine Industries Association of South Florida. Roscioli is a big proponent of the association's campaign to regain the title of “boating capital of the world.” "Over the next five to 10 years, we're pushing to bring as many megayachts to South Florida as we can," he said.

One challenge he foresees is finding enough workers to support resurgence in the industry. To replace some of the workers who were lost during the economic downturn, he has been actively recruiting returning veterans. "These men and women have been fighting for our country. Now they're returning and they need jobs," Roscioli said. "They're disciplined workers, and we owe them our thanks."

Elsewhere on Fort Lauderdale’s Marina mile, Universal Marine Center Shipyard is planning to add a new travelift to capture some of the renewed market. Before undergoing a change of ownership a few years ago, the facility lost its synchrolift.

“All my work is in the water at this time,” reported General Manager Butch Risker, referring to the three giant covered wet slips and 30 megayacht berths. "We're just marking time. Once we get our travelift, we'll be marching forward."

The project is still in the planning stages as experts look at potential loads on the finger piers and shoreside pavement. Risker said he hopes the lift will be “as big as possible,” up to 300 tons. That will enable the yard to make full use of the six acres it has on shore by serving the growing megayacht market.

“Across the board, business is showing an upswing,” Risker said. "It's not what it was before we had the economic crunch. It will take a couple of years before we get back to that level. But the size of the boats is definitely increasing." UMC is sandwiched between Cable Marine on the east and Rolly Marine Services to the west, both of which are bustling with activity, according to Risker. "We work together a lot," he said. "We're good neighbors and the increase in business is good for all of us."

Jim Parks, operations manager at the nearby Lauderdale Marine Center, also reported brisk business. "We've been pretty near capacity since January and last fall," he said. "In the last year, the seasons have started earlier, and we've been at capacity and putting boats into overflow spaces."

The yard supplies cooling towers full of water to enable owners to run their air conditioners and generators while on the hard. Parks said all 25 towers were in use and he had just ordered four more at a cost of $8,000 apiece. He said all 19 covered sheds are full as well. In mid-May, the yard had up to 40 boats in the 100-foot-plus size being worked on.

“Half of those are having some kind of refit,” Parks said. "We've seen the number of boats in the yard increase. The large boats came back first. Maybe a year later we started to see the owner-operated boats come back strong. Man-hours in the yard may not be back to 2007 level yet, but people are beginning to do the maintenance that they may have put off in recent years."

He said further growth will hinge on an increase on the brokerage and new construction side of the business.

"Boat sales drive a lot of yard repair work. Typically new people will come on board and want to upgrade this and upgrade that,” he said.

Kevin Wilson, director of sales and marketing for BAE Systems Southeast Shipyards, with facilities in Jacksonville and Mayport, Florida and Mobile, Alabama, said he has seen some increase in large yacht purchases in the past year.

“What's happening is a lot of them are changing hands, and when that happens the new owners want to put their signature on it,” Wilson said. “New owners are purchasing boats and wanting to put stern extensions, helodecks and other upgrades depending on the boat. Plus they have to do their standard drydockings to meet the needs of their classification.” Prior to the recent increase in yacht business, BAE relied more on commercial and military projects to get through the slow years.

“We're a commercial shipyard, yacht shipyard and government shipyard,” he said. “We do all three segments, and I have all three in the yard right now.”

William Smith III, vice president and partner of Trinity Yachts, is one of the people who hopes demand for new superyachts continues to improve. (Editor's note: See more about Trinity and Smith's take on the current state of the industry elsewhere in this issue.) The company began as in 1988 as the yacht division of Halter Marine Group and was purchased by a group of partners in 2000. When Trinity's custom built superyacht business waned and a non-compete clause expired in 2010, they began work with military and commercial vessels as well to keep their workforce busy at their shipyards in New Orleans and Gulfport, Miss. Smith blames the slump on politics.

"I think the President has done a great job of killing off the business," said Smith. The money is out there. People are afraid to spend it. We don't need the politicians scaring people off. They always go after the rich guy, but it's the guy in the shop who gets hurt."

Rob Lucey is a former newspaper and magazine editor who spent three years cruising along the East Coast and exploring the Caribbean with his wife in a 38-foot sloop.
PROFILE: BOB DOUGHERTY
A FIVE-DECADE LOVE AFFAIR WITH FIBERGLASS

STORY AND PHOTOS BY KATHY BOHANAN ENZERINK

Bob Dougherty at his drafting table, which sits in the corner of his executive office overlooking the production and assembly floor of Everglades Boats
Bob Dougherty is a fixer, problem solver, inventor, visionary, adventurer and an extraordinary boat builder. He has a quick wit, a fast smile and enjoys sharing his back pocket full of life experience stories. At age 82, Dougherty continues to churn out new products and innovative ways of meeting challenges.

To some, Dougherty is synonymous with Boston Whaler. To others he is known as a pioneer working with fiberglass, as an award-winning designer and builder of top quality fishing boats, and as the man who revolutionized the boating industry by inventing the Rapid Molded Core Assembly Process.

Today he and his son Stephen Dougherty design and build 16 models of Everglades Boats, fine luxury family fishing boats with “unparalleled performance.”

Bob Dougherty has been designing, creating and building things since his youth. He studied Industrial Arts at an all-boys high school in Boston and graduated from Boston Teachers College, now part of the University of Massachusetts, earning a degree to teach what he knew best, Industrial Arts.

“I put myself through school,” said Bob Dougherty, who worked at the Brunswick Manufacturing Corporation in Boston making medical oxygenators and prostheses from plastics and other materials. “We made artificial eye sockets, joints, heart valves and a host of other medical parts.”

Dougherty said the eyeballs, which fit into the sockets, were hand-painted and laid in a big box next to his work station. “It was hard to concentrate with all those eyes looking at you,” he said. “I finally found a towel and covered them.”

“I did work for some very famous people,” said Dougherty with his characteristic chuckle. “I made hip joints for Arthur Godfrey and the artificial eyes for Sammy Davis, Jr. and Sandy Duncan. I didn’t meet them personally, I only met their eyes,” he said, his own eyes twinkling.

During his brief teaching experience, where he was mistaken as a student the first day on the job at age 21, Dougherty continued to work for Brunswick. He earned $12 per day and knew he was never going to make much money in the teaching profession. Obtaining a Masters Degree would only add $200 per year to his coffers, “which wasn’t worth it.”

By then, he was “bitten by the romance of fiberglass” and in 1958 started making and selling water skis and small boats made from the new material. In 1960, Dougherty went to work as Chief Engineer for Dick Fisher who, with Bob Pierce, built the Boston Whaler boat.

“Dick manufactured a 13-foot fiberglass boat,” said Dougherty. “The company had 23 employees and built ten boats a week when I joined him. I designed them, but Dick Fisher coined the ‘unsinkable’ slogan.”

The list of Dougherty’s achievements during his 30-year career at Boston Whaler included, in part, designing the hulls for all “Classic Whalers” and creating the rapid product development, making production a “repeatable process.” He was promoted to Senior Vice President of Product Development and Engineering and helped grow the business from 23 to more than 880 employees.

During his time at Boston Whaler, he met Barbara, the switchboard operator. After their marriage, Barbara continued to work at Whaler, with plans to quit on a Friday, one week before the due date of their son Stephen. Thursday night she went into labor and missed her last scheduled day on the job. “Dick said to me, ‘Bob, you owe me a day’s pay.’ He never forgot it and reminded me for years.” Another chuckle.

But the ownership of Boston Whaler changed hands a couple of times during his tenure and at age 60, Dougherty was fired in 1990 by the man who was then Chairman.

Dougherty still has a soft spot for Boston Whaler. “I helped make that company,” he said. “The Chairman told me I was too old, underworked and overpaid. I told him, ‘I’m going down the street and start a new business.’” And so he did.

Teaming up with his son Stephen, Bob began building an 18-foot fiberglass boat which became the foundation for Edgewater Power Boats. With a group of outside owners and investors, they designed and built boats for the next five years.
The father and son duo left Edgewater, stopped manufacturing their own boats and began building hard tops and small fiberglass parts for other boat builders. Wanting to improve the product by creating the lightest weight and most durable hard top, Bob Dougherty invented the Rapid Molded Core Assembly Process, RAMCAP. This innovative, patented process landed RJ Dougherty and Associates contracts to make hard tops for Pro-Line, Whaler, Edgewater, Mako, Stamas, Correct Craft, Grady-White and Sea Ray to name just a few.

In addition to hard tops and parts, they were manufacturing a private label 14-footer for Edgewater Power Boats using traditional methods. Bob Dougherty looked at the boat on one hand and the RAMCAP hard tops on the other hand and envisioned building a boat using the RAMCAP technology.

Bob got his pencil and paper on the drafting table and started designing. When applied to a boat, the RAMCAP process allows the fiberglass skins to be assembled around pre-molded foam, unlike the traditional process of injecting the foam core between the hull and the deck.

Together he and Stephen made it work, building the Edgewater 14, which won the National Marine Manufacturer Association Innovation Award in 1999.

“We got back into building our own boats, but this time with the RAMCAP,” Bob Dougherty said. “We started with shallow-water or flats boats, but they didn’t do so well and we went back to a V-hull. We tried a 20-foot bay boat, then cut it, added four feet in length and a low gunnel. It’s the best selling boat we have and I’m glad I built it.”

When the Doughertys put themselves in direct boat manufacturing competition as Everglades Boats, some builders pulled their tops and took back their molds. The decision cost the hard top division a great deal of revenue. “They did not get the molds back with the RAMCAP technology, however,” said Dougherty.

The new 24-foot design was introduced at a boat show and resulted in immediate sales, which doubled for each of the next three years. Then the 29-footer was added to the fleet. Everglades Boats and Bob Dougherty again won the prestigious NMMA Innovation Award in 2002 and 2005 for these new boats.

Bob’s love affair with fiberglass is still going strong, more than five decades since his nautical career started, as he continues to draw and design the Everglades Boats hulls.

“You start with a blank page and a few months later see this product of your imagination running through the line, supporting people, making people happy and keeping them safe,” stated Dougherty in 1974, and his axiom remains true today.

“Plans are now digitized on the computer,” said Bob. “But they are still drawn by my hand first, right here in this office.” Once the hull design is complete, the rest is up to Stephen Dougherty, who has always liked to build things and being creative.

“He got into it by being next to me for so many years,” said Bob. “He sat next to me from the age of two while I worked on molds. He loved to play with wires and one time he took a flashlight apart to see how it worked.”
Now Stephen holds the patent for the Hydraulic Window on Everglades Boats. “All our Center Consoles have the sliding window,” he said. “We offer very few options because we automatically include what boaters and fishermen want.”

Bob and Stephen hold afternoon brainstorming sessions during the above-deck design process. “We always start out with our wish list,” said Stephen. “We look at each challenge as an opportunity. We trudge through that and build something that’s never been done. We were the first to put a hard top on a center-console small boat, for instance,” he said. “We put our heart and soul into our product and we don’t build sinkable boats.”

Everglades Boats currently builds 16 models from 21 to 35 feet. The new 355CCX features an expanded hard top and is designed with no support legs in the back for easy movement from the fore deck aft, a huge advantage when reeling in the big one.

The company remains a family affair. Son Robert Jr. and daughter Laura work with Bob and Stephen at the custom-built, 111,000 square-foot, state-of-the-art facility in Edgewater, Florida. Daughter Gale lives in California. “Our kids grew up on boats,” said Bob Dougherty. “They all swim, fish and know how to dive.”

Bob Dougherty grew up in a family of teachers and quotes his mother, who often said, “There are three kinds of people. Mothers, fathers and school teachers.” Another chuckle. Asked if he walked five miles to school in the snow, Bob laughed and said no. “It was one and a-half miles to the elementary school and I walked it every day,” he said. “But, I walked home for lunch every day, too.”

From that background, Dougherty learned “old school principles” where you put in a full day’s work, do your best and treat everyone fairly, and it shows in his work. “Here at Everglades, our employees are like an extended family. We know their spouses and their children,” he said. “I see the ‘old school principles’ come through when we complete a boat and every single person takes pride in ownership of what they helped build.”

With a sharp pencil and a blank piece of paper, Bob Dougherty continues to draw new, innovative hull designs. “Retire? Heck no, what would I do?” he asks with one last chuckle.

Kathy Enzerink makes her home in Oriental, NC, when she and her husband Gerry are not boating somewhere along the East and Gulf Coasts. She is a free-lance writer and publisher of children’s Halloween and Christmas coloring books. Contact her at kathy@allatsea.net.
“Are there any caches in the area?”

That simple question has taken my husband and me to a top of a ridge with spectacular views of the river below, into an old mine shaft in a remote part of a state park and has provided us with history lessons in cities up and down the east coast. Our newfound hobby of geocaching is a real-world, outdoor treasure hunting game using GPS-enabled devices. With over 1.7 million caches hidden around the world, everyone is playing the game from young families simply seeking a fun, inexpensive adventure to techno-geeks using the latest gadgets. So whether you are taking a hike around your neighborhood, exploring a new town, or cruising the ICW, there is a high likelihood of a cache hidden nearby just waiting to be found.

The game was born in 2000 when Dave Ulmer wanted to test the recent upgraded satellite technology claiming to give his GPS 10x more accuracy. He hid a large container in the woods filled with a logbook and pencil, videos, books, software, and a slingshot. After noting the coordinates with his GPS unit, he shared the waypoint with an online community calling his experiment the “Great American GPS Stash Hunt.” His rules were simple: Locate the container, sign the log book and “if you take something, leave something.” Within three days, two people found the “stash” using their GPS and then wrote about their experience on the site. Over the course of the next few weeks others began hiding their own containers and posting the coordinates. Like most things on the Internet, even back in 2000, the hide and seek game spread like wild fire. Within six months, the game had its own dedicated website and a new name - Geocaching.

I was introduced to geocaching by a new friend Dave, a retired science teacher who recently began caching himself as a way to get some exercise. To save me some embarrassment before our outing, I registered for a free membership on Geocaching.com, downloaded a free app for my iPhone and set out on my own. The caches I selected were within walking distance of my house and provided me some history and local knowledge of my new town. I don’t know what made me laugh more. Walking in circles while clearly not understanding how to use a compass or attempting to make myself “stealth-like” so as not to be spotted by ‘muggles’ (based on a term from the Harry Potter series, meaning non-magical or in this case a ‘non-geocacher’). Even though it took me four hours to find those simple hides, I instantly was hooked by the thrill of the hunt.

Dave chuckled as I relayed the story during our hike along a rail trail where we found eight of the 10 caches on our list. He shared some of his first experiences and gave me some advice I now use on every hunt. “A GPS is accu-
rate but not perfect. It will get you within a few feet of the hide,” explained Dave. He taught me to put down the GPS and use my “geosense” - the ability to notice something out of place or that doesn’t fit into the surroundings. Obviously his geosense is strong with over 1,500 finds to date and he’s now hiding caches of his own for others to enjoy.

Dave’s advice served me well on a recent trip to the Outer Banks. With time to kill before meeting friends I found a nearby cache that stated in the description, “The GPS signal is not that great where the cache is but it’s in a pretty typical spot.” Once in the area I put away the iPhone, roamed the beautifully landscaped park then spotted the cache from the trail. A slight glimpse of the Tupperware container was peeking out from under two 4x4 timbers in the crook of a tree. A typical container in a typical spot (see sidebar).

Caches can be hidden under benches at the town square, hanging from a tree branch, or cleverly disguised in a fake rock along a trail. Players can select a quick “dash and cache” if their time is limited or complete a series created as a part of a puzzle or as a way of exploring a location. The latter was exactly what Joe Myers had in mind when he created a series of four caches along the ICW in Holden Beach, NC. While he explains in the cache description that you can bike, drive or walk to all four caches, Joe encourages the cacher to visit via kayak.

Joe began geocaches with his wife Nicole and six year old son Porter after they watched a PBS kids show detailing a kid-friendly way to “treasure hunt.” Since then Porter has logged 260 finds, many while kayaking with his parents. I asked Joe about this family activity and what it is teaching his son.

“He has learned about tools for nature and exploring (maps, compasses, GPS, hiking, wildlife, boating, etc).” Joe went on to explain, “We found it to be a great family activity because it promotes a healthy, active lifestyle whether it is hiking, kayaking, or climbing.”

Dave echoes the same, adding, “Geocaching is great exercise, makes you think and is an excuse to explore places you have passed by before but had no reason to stop and visit.”

There are so many ways to participate in Geocaching. From moving travel bugs to participating in video finds to solving complex puzzles that build upon previous finds, the sky is the limit to creating exactly what adventure you are seeking. Learn more at geocaching.com.

Terry Boram contributes regularly to All At Sea Southeast. 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.

A TYPICAL CONTAINER IN A TYPICAL SPOT

The original meaning of the word ‘cache’ refers to a hiding place someone would use to temporarily store items. Caches vary greatly in size, which is noted on the cache page using a size graphic.

**MICRO** - Less than 100ml, typically a 35 mm film canister or a tiny storage box. A sub category of nanos have become popular, often less than 10 ml in size and magnetic.

**SMALL** - 100ml or larger, but less than 1L, such as a sandwich-sized plastic container.

**REGULAR** - 1L or larger, but less than 20L, and is typically a plastic container or ammo box (see picture).

**LARGE** - 20L or larger like a bucket.

**OTHER** - See the cache description for information.

Hiding places can be as simple as the base of a tree or as complex as a hollowed out head of a screw. Clues can be found in the name of the cache like “Quack Attack” which was a rubber duck hidden in the weeds behind a post or they can be encrypted under hints on the cache page. Your best clues are at the site itself. Step back and look for a few nicks on neighboring stones, foot prints, sticks aligned in a row, or a rock in a tree hollow. Ask yourself, “Where would I hide a cache in this area?” Most often it is exactly where you would put it.
SAVANNAH TALL SHIPS CHALLENGE
EVENT GIVES NOD TO HISTORY

STORY AND PHOTO BY JEFF DENNIS

The Southern stronghold of Savannah hosted its inaugural Tall Ships Challenge in 2012. The city brought thirteen tall sailing ships to port on May 4 – 7, with a special commemoration of the Bicentennial of the War of 1812. The Atlantic Tall Ships Challenge is also a race, and the Savannah Festival served as the starting point that will see the ships make stops in New York, Rhode Island and Nova Scotia.

Each port of call hosts a maritime festival. Patrons have an opportunity to board the ships, meet the crews and gain a new appreciation for maritime heritage. The viewing continues for three days and the next day the Tall Ships sail away during the popular Parade of Sail.

Savannah lined up these Tall Ships along their famous Historic Savannah Riverfront so that fans could have access. Each day of the festival offered a chance to sail on the Savannah River aboard the steel-hulled Alliance, a 105-foot three-masted gaff topsail vessel. A variety of shoreside events were offered too, according to Public Relations Director Erica Backus.

"With an eye on the year 1812, we held seminars about maritime life back during the war," said Backus. "There was also a mock pirate encampment for kids that featured shanty-singing and knot-tying fun."

"We expected long lines to view the Coast Guard training ship Eagle and the HMS Bounty, and the crowds did not disappoint us," said Backus. "We attended tall ship festivals in Green Bay and Newport prior to hosting our own, and we are pleased with the cooperative efforts from the Tall Ships America organization and the city of Savannah. We hope that we made friends for life and that they will return soon."

The HMS Bounty is indeed popular since it has appeared in motion pictures like Treasure Island and Pirates of the Caribbean – Dead Man’s Chest. Other tall ships had a military past like the French Navy training sister-ships Etoile and La Belle Poule, which served in the Free France Forces operating out of England during World War II. They still sail under the French ensign with an imposed Cross of Lorraine.

There are some new tall ships like the Pride of Baltimore II that was commissioned in 1988 as a sailing memorial to her predecessor. The original Pride of Baltimore was lost in 1986 off of Puerto Rico in a white squall that also claimed the lives of her captain and crew. The Pride of Baltimore is a replica of the Baltimore clipper ships, which helped America win the War of 1812.

One of the highlights of the Savannah Tall Ships Challenge was the entertainment from the crew of the Indonesian ship, Dewaruci. They took time to come ashore and share their culture in Ellis Square with patrons during traditional dancing and musical performances. The 2012 Atlantic Tall Ships Challenge is scheduled to be the final voyage for this Indonesian Naval ship.

The tall ship Lynx, called ‘America’s Privateer’ is a replica of a War of 1812 vessel. They use their public platform to raise funds for the veterans group called Intrepid Fallen Heroes. Celebrating a maritime history while supporting the men and women of the U.S. armed forces, is just one example of some of the positive attributes derived from this and future Tall Ship gatherings which serve to preserve sailing traditions.

Jeff Dennis is a Charleston native. Read his blog at LowcountryOutdoors.com.
Back in March my friend and fellow sailor Mariano Richiusa came to visit us and to get a couple more ASA certifications. One night I drove him to Clearwater Beach, then to Sand Key to check out the Clearwater Community Sailing Center (CCSC) in order to get ideas for his sailing school in Puerto Rico.

On that beautiful spring night we met Rich White, Program Director at the CCSC, and we became instant friends. Turns out that Rich spent some time in Puerto Rico and the US Virgin Islands and we have many friends in common. Rich’s charm, personality and passion for sailing, combined with his sailing experience and desire to help others get into the sailing lifestyle are contagious.

We came for a quick visit and ended up staying for six hours, talking about sailing, reminiscing about the good old days in the Caribbean and talking about his experiences since he joined the CCSC. I still remember Rich’s excitement when he told us the story of Mark, a 12 year old autistic boy, whose mom brought him to the CCSC when looking for a summer camp last year, and who Rich himself taught how to sail.

He remembered how after Mark went out with him in a Hobie, he was ready to sail. Rich didn’t know about working with children who had autism, but he was willing to learn and told us he wanted to help the CCSC start a formal program to teach children with special needs how to sail. I gladly volunteered to help and offered our sailboat to take parents and potential camp-
ers on their initial sail to introduce them into our wonderful world of sailing.

“After meeting Mark and evaluating him to make sure I could teach him, I started with one-on-one instruction three half-days a week,” said Rich. “Within two weeks, we went to full days. Mark is amazing. Not only does he sail alone, but he has become much more social.” Mark’s mom was so pleased, she told Rich she wanted to stay connected with the Sailing Center and became a member.

By the end of last summer, not only had Mark learned to sail and paddleboard by himself, he had joined the CCSC’s regular summer camp activities.

The encounter changed Mark’s life forever and became the catalyst for Camp Awesome, a new summer camp at the CCSC that will be aimed at helping children with special needs.

Thanks to CCSC’s Board Member Lex Raas’ suggestion of having a Silent Auction, back in April, to raise funds and also for the hard work and dedication of many volunteers and friends of the CCSC, the 2012 Camp Awesome became a reality.

Sue Steward, the Sailing Center’s director said, “We will start out this program in a small but phenomenal way and work up to the best way of moving forward. I’m overwhelmed by the amazing local support and donations we’ve received.”

Since last summer, CARD, or Florida’s Center for Autism Related Disabilities, has trained sailing instructors and other Sailing Center staffers so they have a better working knowledge of how to assist children with special needs.

CCSC’s staff is the key element to all of their achievements. Each staff member is carefully picked for their leadership, enthusiasm and dedication to promoting water safety and all the programs CCSC provides. The center’s staff works under the guidance of the CCSA board of directors. Their staff recognizes that safety on the water is top priority. CCSC welcomes and encourages everyone to participate in their activities regardless of age, gender, race, creed, place of origin, financial status or physical ability.

When you join the CCSC you have access to Kayaks, Optimists, Prams, 420’s, Sunfish, BigFish, 14’ Hobie Wave Catamarans, Lasers, Standup Paddleboards, 16’ Catamarans, Hobie Getaway, 17’ Daysailer and windsurfers. If you want to try the boats before you join you can rent them for a low per-hour fee.

The CCSC is US SAILING Sanctioned. The US Sailing approval shows that they are among a small number of community sailing centers in the country that are recognized for providing exemplary training and educational programs consistent with the curriculum standards of the US SAILING Training Department.

For more information, to check the CCSC calendar of events or better yet to become a member, please visit the CCSC web site at clearwatercommunitysailing.org.

Capt. Tony Miró is a life-long sailor, photographer and web developer who currently lives in Florida with his family, where they sail aboard their Hunter 376 ¡Nada Mas! He runs sailboatspecs.com, caribesailingadventures.com & tonymiro.com.
Cedar Key, Florida, was abuzz – literally – with the sound of airboats on Saturday, May 5. It was the site of the 14th Annual GTO Performance Airboats Fishing Tournament sponsored by Sensenich Propellers. With a good turnout, great weather and an estimated total payout of $15,000, all anglers had prime opportunities to catch redfish and trout throughout the day. Judging by the amount of fish at the weigh-in it was a great day. David Deen caught the largest redfish at 6.74lbs, but there were many fish caught by many anglers. Speckled Trout were as abundant as the Reds and good combination weights were achieved. After fishing all day, the beach at the city park was overrun with airboats just before the weigh-in at four-o-clock, with all the contestants vying to get their fish weighed and get some food provided by the sponsors. There were so many boats that the beach filled up, as did the adjacent seawall. It was quite an unusual sight to see so many airboats on a Florida beach.

Although it is unusual to see airboats out on saltwater bays, Cedar Key and its surrounding waters are ideal for the use of these vessels. With large protected bodies of water and plenty of marshland these boats can get to fishing holes that are otherwise inaccessible by any other means. Many of the airboats were equipped with the latest fishing gear you would expect to find on any well-appointed bay boat. The range of airboats was wide, with basic boats all the way up to full-blown custom rigs. Power poles and trolling motors along with high-end GPS/chartplotters were deployed. This unique type of saltwater fishing has proven successful and popular in central and northwestern Florida. Many boats, such as those made by the sponsor GTO, are made to withstand the rigors of salt water and list options suited to this kind of fishing. Stealth is not a key feature while the engine is running, but these boats can go almost anywhere and are not restricted by tides the way conventional boats are. They provide a unique way to fish a unique area in a unique tournament.
The Florida Keys have long been a destination for landlubbers and boaters alike. Marathon, situated in the Middle Keys, is a perfect stopping spot to prepare to cross the Gulf Stream to the Bahamas, to take a break on the way to Key West, or as a destination point. With its large mooring field and cruiser-friendly accommodations, Marathon City Marina is the focal point of hundreds of boaters every year, but this year those returning to the City Marina should expect some changes.

Richard Tanner, long time Ports Director, recently retired. His position was filled by former marina technician Sean Cannon. Cannon, who has worked at the City Marina for eight and a half years, had hoped to move up when Tanner vacated the position.

“I had already started doing a lot of his job before he left so I could work my way into it, and I didn’t have to all the sudden be overwhelmed, though it is an overwhelming job,” Cannon says.

“I thought that I’d be best overall to keep things going the way they have been going instead of bringing somebody new in. Nobody knows the harbor better than me, the mooring system better than me, or the pump out system better than me so I figured I was a good fit.”

Marathon City Marina offers mariners several choices of accommodations, but the rates for all services have increased dramatically this year. For boaters who prefer seawall dockage, rates vary from $2.25 per foot for daily, $12.75 per foot for weekly, and $19.75 per foot for monthly dockage in season. Alternatively, there are over 200 mooring balls to accommodate boats up to 45 feet and 18 balls available for vessels up to 60 feet. The
charge for the mooring balls is $22 daily, $110 weekly, and $300 monthly.

The largest increase was for the use of the marina’s dinghy dock and facilities by those who are anchored in Boot Key Harbor. Despite the introduction of recent legislation to try to change anchoring laws in several Florida counties, for now, anchoring is still allowed, though space is restricted because of the mooring field. Since reservations are not accepted for dockage or the mooring balls, many boaters choose to anchor in the harbor while they wait for an opening. For those vessels, Marathon City Marina also offers daily, weekly, and monthly dinghy dockage for $22, $85, and $225 respectively.

Cannon explains the rate increases, “We are working on going over the rates that were set to make sure it wasn’t out of line, that everybody’s paying their fair share. It takes a lot of money to run this marina, mooring system, pump outs, and everything. Our revenue has to meet our expenses, plus we have to start saving money for new buildings, new boats, new docks. There was absolutely no money going in for the future. It wasn’t until recently we were even making ends meet. Everything is aging. We needed to put in money for the future.”

Whether anchored out, on a mooring ball, or at the seawall, the above rates include use of the two dinghy docks, a weekly pump out, showers, use of the laundry room, parking for one vehicle, and bicycle storage. Storage units are available for monthly rental; water is five cents per gallon; and there is a $5 charge for overnight use of space in either of the two large bays. This space can be used free of charge for projects that can be completed during business hours. There are large tables and stands available to facilitate outboard engine work, or repairing sails or canvas, and a lift to raise your dinghy out of the water for repairs or cleaning. The marina accepts mail for boaters and offers a large lending library as well as oil and fuel recycling.

Though there still seems to be some question about how the anchoring pilot program will turn out, Cannon has made a commitment to the cruisers who come to the City Marina. “I just want to make sure it doesn’t change, especially not with the pilot program. I don’t want to chase out the cruisers. I want to keep people wanting to come here all the time. I was afraid that they would start to toughen things up, besides raise the rates, which we’re working on, but if they made it no anchoring, we wouldn’t have room for everybody. We’d be kicking people out. That’s one of the reasons I took the position, to make sure that doesn’t happen. There’s only so much I can do, but that’s one of my goals: to make sure the cruisers keep coming. I want to keep everybody happy to keep coming here.”
West Marine, the largest retailer of boating supplies, celebrated the expansion of its Kemah, Texas store with a grand opening celebration in early May. The 25,000 square-foot store, the company’s largest in Texas, is more than double its previous size in order to accommodate West Marine’s “flagship store” concept.

That means more of everything, including the largest high-tech marine electronics selection in the state of Texas, a huge selection of casual and technical apparel and personal accessories such as sunglasses, waterproof watches and high tech shoes, an on-site sailboat rigging shop with an expanded sailboat hardware department, kayaks, inflatable boats, plus a motor shop and engine parts counter staffed by specialists.

The store also features a 2,500 square-foot fishing section focused on saltwater fishing in Galveston Bay and the Gulf of Mexico. Knowledgeable staff will be on deck in the new “Fishing Shack” to offer advice, information and assistance in selecting the right lures and reels for the Upper Texas Coast area.

The three-day grand opening celebration featured visits from Chief Executive Officer Geoff Eisenberg and Edgar Hansen, deck boss and chief engineer of the fishing vessel Northwestern featured on “Deadliest Catch.” A fishing trip with Hansen was auctioned off during a “Cruising for a Cause” fundraiser on the first night, which included food and music by local bluewater singer/songwriter Kelly McGuire. Proceeds totaling $13,644 benefited local nautical charities including Galveston Bay Foundation and the Leukemia Cup Regatta.

Other weekend activities included an on-site pool for paddleboard and kayak demonstrations, product raffles, more food, tips from experts, seminars, and representatives from the store’s many product lines.

There are 30 associates at the new store with more 330 years of combined boating, fishing and sailing experience and more than 50,000 nautical miles under their collective belts. Store Manager and Clear Lake resident Nolan Vander-Haagen has been with West Marine for more than 18 years. The lifelong boater and fisherman has enjoyed the waters from the Gulf of Mexico to the Caribbean to the Atlantic Ocean.

“The entire Clear Lake West Marine crew is eager to serve our customers at our new location,” said Vander-Haagen. “We will offer everything needed, in terms of fishing gear, engine parts, clothing—whatever makes for a great day of boating and fishing, whether on Galveston Bay or the Gulf of Mexico.”
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A. B. D. C.
## SOUTHEAST MARINAS
### ALL AT SEA’S SOUTHEAST U.S. MARINA GUIDE

<table>
<thead>
<tr>
<th>Location</th>
<th>Marina Name</th>
<th>Phone Number</th>
<th>Length</th>
<th>Slips</th>
<th>Amps</th>
<th>Cable / Satellite TV</th>
<th>Laundry</th>
<th>Security</th>
<th>VHF Channel</th>
<th>Refreshment</th>
<th>Storage</th>
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</tr>
<tr>
<td>Fort Lauderdale, FL</td>
<td>Bahia Mar Yachting Center</td>
<td>800-755-9558</td>
<td>14'</td>
<td>unlim</td>
<td>30/50/100 Single &amp; Three Phase</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<td>30/50/100</td>
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<tr>
<td>Fort Lauderdale, FL</td>
<td>Pier Sixty-Six Marina</td>
<td>954-728-3578</td>
<td>17'</td>
<td>290'</td>
<td>30/50/100 Single &amp; Three Phase</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<tr>
<td>Fort Lauderdale, FL</td>
<td>Hilton Ft. Lauderdale Marina</td>
<td>954-728-3578</td>
<td>17'</td>
<td>unlim</td>
<td>30/50/100 Single &amp; Three Phase</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<tr>
<td>Sarasota, FL</td>
<td>Hyatt Regency Sarasota Marina</td>
<td>941-953-1234</td>
<td>6'</td>
<td>38'</td>
<td>30/50 Amp</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<tr>
<td>Captiva, FL</td>
<td>South Seas Island Resort and Marina</td>
<td>239-472-7628</td>
<td>10'</td>
<td>120'</td>
<td>30/50/100 Amp</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<td>30/50/100</td>
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<tr>
<td>Fajardo, PR</td>
<td>El Conquistador Resort &amp; Marina</td>
<td>787-863-1000</td>
<td>12'</td>
<td>70'</td>
<td>30/50/100 Amp</td>
<td>●</td>
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<tr>
<td>Canyon Lake, TX</td>
<td>Canyon Lake Marina</td>
<td>830-935-4333</td>
<td>85'</td>
<td>449</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<td>16</td>
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<tr>
<td>Canyon Lake, TX</td>
<td>Cranes Mill Marina</td>
<td>830-899-7718</td>
<td>45'</td>
<td>250</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>30/50</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>Austin, TX</td>
<td>Hurst Harbor</td>
<td>512-266-1800</td>
<td>100'</td>
<td>518</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>30/50</td>
<td>16</td>
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</tbody>
</table>

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<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Phone</th>
<th>Length</th>
<th>Beam</th>
<th>Draft</th>
<th>Hours</th>
<th>Services</th>
<th>Notes</th>
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<tr>
<td>Jersey City</td>
<td>Liberty Landing</td>
<td>201-985-8000</td>
<td>9'</td>
<td>75'</td>
<td>19'</td>
<td>24x7</td>
<td>60 ton</td>
<td>□</td>
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<tr>
<td>Washington</td>
<td>McCotter's Marina &amp; Boatyard</td>
<td>252-975-2174</td>
<td>6'</td>
<td>60'</td>
<td>14'</td>
<td>8:5-30x7</td>
<td>15 tons</td>
<td>□</td>
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<td>Oriental</td>
<td>Deaton Yacht Service</td>
<td>252-249-1180</td>
<td>5'</td>
<td>50'</td>
<td>18'</td>
<td>8-5 M-F/8-12 S</td>
<td>35 ton travelift</td>
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<tr>
<td>Oriental</td>
<td>Sailcraft Service</td>
<td>252-249-0522</td>
<td>6'</td>
<td>60'</td>
<td>17'</td>
<td>8-5 M-F/8-12 S</td>
<td>35 ton travelift</td>
<td>□</td>
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<tr>
<td>Charleston</td>
<td>Pierside Boatworks</td>
<td>843-554-7775</td>
<td>15'</td>
<td>60'</td>
<td>22'</td>
<td>8-4:30 M-F</td>
<td>70 tons</td>
<td>□</td>
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<tr>
<td>Brunswick</td>
<td>Two-Way Boat Yard</td>
<td>912-265-6944</td>
<td>7'</td>
<td>16.5</td>
<td>no limit</td>
<td>8-4:30 M-F</td>
<td>30 ton travelift</td>
<td>□</td>
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<tr>
<td>Amelia Island</td>
<td>Amelia Island Yacht Basin</td>
<td>904-277-4615</td>
<td>11'</td>
<td>100'</td>
<td>19'</td>
<td>8-6 x7</td>
<td>36 tons</td>
<td>□</td>
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<tr>
<td>Stuart</td>
<td>Apex Marine</td>
<td>772-692-7577</td>
<td>8'</td>
<td>65'</td>
<td>19'</td>
<td>7-3:30 M-F</td>
<td>65 tons</td>
<td>□</td>
</tr>
<tr>
<td>Fort Lauderdale</td>
<td>Apex Marine</td>
<td>954-759-7212</td>
<td>9'</td>
<td>90'</td>
<td>22'</td>
<td>7-4 M-F</td>
<td>92 tons</td>
<td>□</td>
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<tr>
<td>St. Petersburg</td>
<td>Sailor's Wharf Yacht and Boat Yard</td>
<td>727-823-1155</td>
<td>10'</td>
<td>85'</td>
<td>20'</td>
<td>7:30-5 M-F</td>
<td>85 ton travelift</td>
<td>□</td>
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<tr>
<td>Kemah</td>
<td>South Texas Yacht Services</td>
<td>281-334-7245</td>
<td>7'</td>
<td>16</td>
<td>no limit</td>
<td>7:30-4 M-F/8-12 S</td>
<td>37.5 ton travelift</td>
<td>□</td>
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Adventures High School.................................................................................................60
AERE Docking Solutions ..............................................................................................23
Atlantic Sail Traders ..................................................................................................60
Beta Marine ..................................................................................................................23
Carolina Wind Yachting Center ..................................................................................60
Colligo Marine .............................................................................................................61
Coppercoat ..................................................................................................................49
Crew Unlimited ..........................................................................................................51
David Weekley Homes .................................................................................................57
Divers Direct ...............................................................................................................27
Eco-Clad .....................................................................................................................2, 3
Edward William Marine Services SL ........................................................................53
Everglades Boats .......................................................................................................C4
Fort Yachting-De International Film Festival ............................................................61
Fortress Marine Anchors ............................................................................................11
Gun Ledgebetter, Prudential Gary Greene .................................................................57
Inland Waterway ........................................................................................................61
KTI Systems Filter Boss .............................................................................................25
Luxury Marinas ...........................................................................................................5
Mack Sails ...................................................................................................................59
McCotters Marina .......................................................................................................61
Mystic Knotwork ........................................................................................................62
National Sail Supply ....................................................................................................62
Nature’s Head ..............................................................................................................60
Offshore Risk Management ......................................................................................27, 49
Ram Turbos ...............................................................................................................62
River Supply ..............................................................................................................60
Salty’s Ship Store ......................................................................................................62
Savon de Mer ..............................................................................................................60
Scandia Marine ..........................................................................................................59
Seahawk Paints ..........................................................................................................15
SeaSchool ....................................................................................................................51
SeaSense .....................................................................................................................53
Southeast Marine Services, LLC ...............................................................................59
Suntex .........................................................................................................................19, 21
Tank Tender ...............................................................................................................62
The Moorings ..............................................................................................................17
The Multihull Company ..............................................................................................C3
TurtlePac ....................................................................................................................60
Warb’s Marine Electric ...............................................................................................13
Wayfarers Cove Marina & Boatyard .........................................................................60
Yacht Chandlers ..........................................................................................................C2, 1, 27
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When I was nine, and my sister seven, my parents took us out of school for eight months and took us sailing. The boat was called Sojourner, a 36-foot Allied Princess Ketch, the destination, Georgetown, in the Exumas. What started as a dream my parents fulfilled, has morphed into a career for me, nearly twenty years later.

We left Annapolis right after the Sailboat Show in October. I remember my dad taking the dinghy over to the show and buying a big first-aid kit, our last piece of gear before we cast off. Mom was busy teaching Kate and I school – we had a half-days worth every morning, usually me first and Kate later after she’d woken up. The administration at our elementary school was particularly supportive of the trip – being from eastern Pennsylvania, it’s not exactly a common endeavor – and they gave my mom and dad all the books and materials they’d need to get us through 4th and 2nd grade.

I was only nine then, but I recall that entire trip surprisingly well (in fact, I attribute those lasting memories, some of the first of my life I can really remember in detail, as the impetus for my entire life to follow. Since then I’ve continued traveling, met my wife in New Zealand and we live aboard our own boat, Arcturus. In fact, I’m writing this from the nav station on Kinship, the boat I’m about to sail trans-Atlantic. We’re anchored in St Georges, Bermuda – next stop, Faial, in the Azores).

The first couple weeks were cold, wet and monotonous as we motored down the northern part of the ICW. Dad took the helm for most of the day while mom gave the school lessons down below. Our two cats, Salty and Ketchy, moseyed around the saloon and ventured up on deck when they felt brave enough (Salty, my cat, liked to ride on the top of the overturned dinghy, which rested on the foredeck. En route to Bimini from Miami, our only real offshore sail, she rode there under a full moon almost the entire crossing).

In Beaufort, NC we visited the maritime museum and hiked the beaches looking for wild horses. I found a part of a vertebra that we took back to the museum, who identified it as probably coming from a dolphin. As a kid, that’s a cool thing to hear. I still have it in a closet at the house I grew up in. On Thanksgiving, somewhere in the Carolinas, we spent the holiday anchored out in lousy weather and playing with the video camera my grandfather gave us. There’s a fun scene where we keep panning to the depth sounder as the wind in our little protected cove kept on blowing the water right out with the tide. We got to within inches of going aground – our neighbor was less fortunate, and spent a day on his side, his keel in the mud, waiting for the tide to come back in. Mom stayed down below mostly, cooking up a proper Thanksgiving meal, with the works. Well, proper save for the Cornish game hens we substituted for the turkey. But nobody complained.

In the Bahamas, school suddenly got shorter, and our education in the real world began in earnest. Mom and Dad took us everywhere the adults went – I played pool in the bar at Staniel Cay against some local hustlers, and won a quarter when one of them sank the eight ball. Yes, I was gambling as a nine-year-old. We watched the Superbowl at the Staniel Cay Yacht Club, and snorkeled Thunderball Cave, made famous by the Bond movie of the same name. We made friends on that trip too – part of the motivation for the trip was all the families my parents met on their first trip to the Bahamas in 1980, before kids. They always promised themselves that one day they’d return, kids in tow, and show them the world.

Perhaps my fondest memory of that trip isn’t a specific memory at all. It’s just recalling the days when the family was whole, out on the water with not a care in the world. Kate and I learned, without a doubt, more than we ever would have in the confines of the classroom. I never had to repeat 4th grade, nor she 2nd, and we turned out just fine. Mom would be proud of us.

Andy Schell is the editor of All At Sea Southeast. His mom, Gail Schell, passed away on April 30, after a 2½-year journey with brain cancer. She remains his inspiration in life to do what he loves and follow his heart. Follow Andy online at fathersonsailing.com.
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