ALL AT SEA
SOUTH FLORIDA

Inside:
BOSTON WHALER & KIDS = FREEDOM!
SOUTH FLORIDA NEWS

SUNTEX’ CELEBRATES MIAMI BEACH MARINA OPENING BY GIVING BACK

Over 350 customers, industry leaders and South Florida dignitaries gathered in November to celebrate the grand opening of the Miami Beach Marina, in Miami, Florida. Last January, Suntex Marina Investors LLC (Suntex), assumed official management of this state-of-the-art 400-slip marina after acquiring equity interest from the RCI Group. This celebration was a double one as the event also included a fundraiser event for the Folds of Honor Foundation, a non-profit that provides educational scholarship to spouses and children of U.S. fallen and disabled service-members.

“Every member of the Suntex family is joined in our core values to contributing to our community,” says Johnny Powers, chief executive officer of the Dallas, Texas-headquartered premier owner and operator of 48 best-in-class marina properties. This support of Folds of Honor celebrates not only patriotism, but also of giving back to those who have sacrificed so much for our country.”

All of Suntex’s marinas participate in fundraising for Folds of Honor throughout the year as part of a continuing six-year partnership between the marina group and nonprofit. In 2017, these events lead to the raising and donation of over $250,000 to support the Folds of Honor Foundation.

The Miami Beach Marina, called the ‘Gateway to the Caribbean in the Heart of Miami Beach’ is located two minutes from the ocean, minutes to the Miami International Airport and downtown Miami, and right next door to the vibrant night life, trendy restaurants, fashionable shops and galleries of South Beach. Slips are available for vessels up to 250 feet. www.sun- tex.com, www.miamibeachmarina.com

NEW EXECUTIVE VP AND DIRECTOR OF BUSINESS DEVELOPMENT AT LAUDERDALE MARINE CENTER

There are two new faces at the Lauderdale Marine Center (LMC). Colin Kiley, a 30-year industry veteran who previously held leadership positions at Nautical Structures Industries and Rybovich Boat Co. LLC is now the executive vice president. In this position, Kiley will manage the
soup to nuts customer experience including sales, business development, marketing guest services and contractor relations. Jeff Partin, who has worked in the marine sector as a captain, project manager and yacht brokerage for nearly three decades, is the LMC’s new director of business development. Partin’s role is seeing out new business opportunities, negotiating and maintaining business relationships, improving customer experience and retention and overall taking a bigger bite of market share for the LMC.

“The expansion of Lauderdale Marine Center, including the addition of 20 slips for vessels over 100 feet, underscores LMC’s prominence as one of the world’s leading boatyards,” says Doug West, the LMC’s president. “As part of our team, Colin Kiley and Jeff Partin bring an additional dimension of global marine industry expertise and client-centric service to the next chapter in LMC’s success.”

The 65-acre LMC is located on the New River in Fort Lauderdale, Florida, and is the largest yacht repair facility in the U.S.

www.lauderdalemarinecenter.com

HAULOVER MARINE CENTER WELCOMES MARINE TECHNOLOGY, INC’S OPENING OF A SALES & SERVICE CENTER

Devotees of high-performance racing and pleasure catamaran-style boats have a new friend in South Florida. Last fall, WESTREC Marinas announced its successful and growing relationship with renowned builder Marine Technology, Inc. (MTI) at its Haulover Marine Center in North Miami Beach. MTI’s 4,500-square-foot facility at Haulover provides sales, service, repair and its ‘white glove’ service that includes pre-exursion washing and full charging to post-exursion systems checks, flushing, washing and more or basically a worry- and maintenance-free boating experience to MTI customers.
TENDER CARE BOATS NEW FORT LAUDERDALE LOCATION

Tender care just got easier. Tender Care Boats, authorized dealer for AB, Gala, Skipper and Walker Bay yacht tenders, has moved to a new convenient location at 2211 SW 31st Street in Fort Lauderdale, Florida. Domestic and international customers receive exceptional customer service, according to owner, Skip Reisert. “If you are looking for an inflatable yacht tender and don’t live in Fort Lauderdale -- no problem. Tender Care Boats ships tenders around the U.S. and the world to our customers.” Tender Care Boats is America’s leading inflatable dealer for new and pre-owned yacht tenders. www.tendercareboats.com

“Haulover has brought a whole new level of access and availability to our clients with both catamarans and center consoles,” says Randy Scism, owner and president of the Wentzville, Missouri-headquartered MTI. “It’s allowed us to reach a broader market by having a place to use and display our products in the South Florida area. It has also allowed some of our clients from as far as the west coast to be able to come enjoy Florida, some even for the first time. In addition, we will be debuting, testing and delivering new models in South Florida year-round.”

Haulover Marine Center is located one-half mile from Baker’s Haulover Inlet and provides quick and easy ocean access. This ideal all-purpose marine center meets every boater’s needs with retail stores, a restaurant, fully stocked extensive bait and tackle, a fuel dock, a marine service department, restrooms and a sanitary pump out. WESTREC, headquartered in Encino, California, is one of the world’s largest owner operators of marinas and marine-related businesses. www.westrec.com, www.haulovermarinecenter.net, marinetechologyinc.com

OVER 3,000 BOATERS BACK ON THE WATER IN FLORIDA THANKS TO RBFF

It’s back to boating for over 50,000 vessel owners with lapsed registrations thanks to the Alexandria, Virginia-headquartered Recreational Boating & Fishing Foundation’s Boat Registration Reactivation Program. The program saw letters sent to lapsed boat owners in 19 states, which resulted in a boost to program proceeds of nearly $1.9 with an estimated $145,000 in additional revenue from the Sportfish Restoration and Boating Trust Fund. Statistics show fishing is the number one activity done from a boat. In Florida alone, some 92,454 letters were mailed, which resulted in 3,505 registrations and gross program revenue of over $100,000.

“The Boat Registration Reactivation Program has encouraged thousands of boaters in Florida to renew their vessel registration so they can enjoy the many boating opportunities Florida has to offer,” says Brian Rehwinkel, education and outreach coordinator in the boating and waterways section of the law enforcement division for the Tallahassee, Florida-headquartered Florida Fish & Wildlife Conservation Commission (FWC). “In addition, the vessel registration renewal fees generated by this program also help support boating safety education, boating access and waterway management.”

The RBFF is a national non-profit organization that works to increase participation in recreational boating and fishing. The FWC is a government agency that manages the states fish and wildlife. www.takemefishing.org, myfwc.com

ALL AT SEA
SOUTH FLORIDA
COVER SHOT: Griffin gets a little taste of freedom behind the wheel of a Boston Whaler. Hooked for life.
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Think You Know How to Protect Yourself From the Sun, Think Again

By Carol M. Bareuther

There is nothing like sailing with the wind in your hair, sea spray across your face and sun warming every inch of uncovered skin. Unfortunately, these three natural elements – wind, water and sun – cause a triple threat where healthy skin is concerned. That’s because both water and wind damage the skin’s protective barrier and sunlight increases the risk of skin cancer and skin aging. Leave it to the marriage of one of the most famous names in sailing and a dermatologist to dial in exactly how sailors can enjoy their sport and good skin health too.

“I met my husband Peter (Harken, founder with brother Olaf
of international performance sailing manufacturer, Harken Inc.) at the Milwaukee Yacht Club where I raced in Wednesday night ‘beer can’ races,” says Edit Olasz Harken, MD PhD, a Hungarian native who grew up sailing on Lake Balaton and who today specializes in high risk skin cancer as well as manufacturers a high performance skin care line under the brand Harken Derm. "When I started to go with Peter to races, and his friends learned that I was a dermatologist, they started to show me skin lesions they were worried about. This might be on their faces or other exposed areas, but also on their bodies. So, I started to say jokingly, that at any given regatta party, sooner and later I had a ‘naked sailor’ showing his body to me.”

The best protection against the sun's harmful rays, says Harken, is seeking shade or wearing sun protective clothing. Since it's often difficult to find shade on a sailboat, especially for racers while racing, and it's not always convenient to wear a wide brimmed hat, applying sunscreen to exposed areas including the head, neck and hands is extremely important. The need to wear sunscreen is nothing new. In fact, owners of maxi yachts Harken and her husband were invited to sail on often had a big basket on sunscreens onboard. Once her profession was known, these owners asked for advice on which were best. Harken’s survey often found expired products or those with ingredients that either don’t offer sufficient protection or had ingredients that harmed coral. Thus, she found herself writing a list of recommendations that ultimately became her High Performance SPF 50 Sunscreen formula.

"There are two types of active ingredients in sunscreens. One is mineral or physical fillers and the other are chemical filters. The only two mineral filters are zinc oxide and titanium dioxide and they are the top two rated sunscreen filters in the world. These mineral filters reflect the full spectrum of UV light, both UVA that causes aging and UVB that burns. These are safest for skin and the environment. Chemical filters absorb only a small range of UV light, are highly reactive and can be dangerous for skin. Two chemical filters, oxybenzone and octinoxate, have been banned in Hawaii due to being proven to bleach and kill coral," she explains.

Skin care for sailors doesn’t end with the application of sunscreen. Harken learned the need to get this word out after having a conversation with Jimmy Spithill at her dining room table when the Pewaukee Yacht Club hosted its E-scow Blue Chip event and invited the 2010 America's Cup winning skipper and helmsman for BMW Oracle Racing. Spithill confessed to Harken that since he was a red headed Australian, he knew to use sunscreen, but he wasn’t sure what was best to do once back indoors to prevent dry damaged skin.

“His question really surprised me and opened my eyes, because I thought guys didn’t care or want any creams, lotions or potions on their skin. Us dermatologists always think about daily skin care regimens as ‘morning prevention and protection’ and evening ‘repair and nourishment’. It is very important to mitigate the damage by sun by using proper antioxidants to repair the barrier damage by sun and wind by using rich lipid-laden moisturizers. That’s how the idea of the ‘Two Step Solution’ was born. The two-step solution for sun protection and skin repair includes a sunscreen that meets the highest standards of safety and performance and an antioxidant moisturizer that is designed to repair the damaged skin after sun exposure,” she says.

Finally, Harken is frequently asked about SPF or Sun Protection Factor. This represents a sunscreen’s ability to protect against burning rays, but not those that can cause skin to age prematurely. SPF 50 offers maximum protection.

“I recommend my patients to use an SPF 15 sunscreen in the winter if they work inside, SPF 30 in the summer if they are indoors and SPF50 whenever outdoors. The Food & Drug Administration guidelines recommend reapplying sunscreens every two hours. Our products offer extreme protection and we often hear that it’s difficult to take off at the end of the day. I’m actually happy to hear that. That means the sunscreen is still protective all day long,” says Harken.
If you want to visit the Bahamas by boat and are leaving from Florida, the Gulf Stream is one of your most important things to consider. This fast-flowing current is part of the North Atlantic Gyre and flows northward from the Caribbean and Gulf of Mexico. Given that the Gulf Stream has so much volume flowing, it dwarfs all the rivers that empty into the Atlantic combined. On top of this it can reach 5.6 miles per hour, so it is better to think of the Gulf Stream as a salt water river flowing between Florida and the Bahamas.

There are two things to consider when contemplating crossing the Gulf Stream. The first is weather and the second is your boat speed. When it comes to weather the worst part is having a wind from the north pushing against the north...
bound current. This can cause the waves to build higher than they would otherwise be and also, they will be steeper and almost square in shape. The advice I first read when I got into boating is to not cross the Gulf Stream if there is any northern component to the wind, especially if the wind is over 15 knots. I still repeat this advice to people, because otherwise it will make the crossing uncomfortable at best and disastrous at worst.

The second consideration is your boat speed. This comes into play because the Gulf Stream's flow averages roughly two knots on a trip across from Florida to the Bahamas and it needs to be accounted for. For example, if your speed boat can cover the 50 miles separating the two countries in two hours then you are looking at a four-mile northern movement during the time it takes you to travel the 50 miles east. This is not that big of a deal and easy to overcome, but if you are on a sailboat traveling at 5 knots it is another story. Now the trip will take 10 hours and you will travel 20 miles north during your 50 mile east bound trip.

That 20-mile northern movement definitely needs to be accounted for and the best way to do this is to start from somewhere due east of the point 20 miles south of where you want to end up in the Bahamas. When you are crossing keep your heading at 90 degrees and you should end up almost right where you want to. The southern end of Key Largo is a great place to leave from when you want to clear in at Bimini (port of entries are at North Bimini, South Bimini, and Cat Island) before heading to Nassau, the Berry Islands, Andros Island, or the Exumas. If you would prefer to make your landfall at Grand Bahama Island (port of entries are at Freeport, Port Lucaya, and West End) then Fort Lauderdale is a good starting point. From Grand Bahama Island you can also go to Nassau in addition to the Abacos or Eleuthera.

One time I even started off at Lake Worth and passed 20 miles north of West End, Grand Bahama Island where I anchored out on the Bank before heading to the northern Abacos. I checked in at Grand Cays and then cruised south hitting all the Abacos islands in a relaxed exploration mode.

Captain Shane is the author of Cooking on the Guiding Light, available on Amazon, and runs www.svGuidingLight.com discussing all things cruising & travel related through his blog, podcast, and travel videos.
Chris Licea likes bringing his three children for a visit to his workplace, the AMIkids Boatyard in St. Petersburg, Florida. It’s no wonder. Licea really enjoys his job as a marine contractor, whether he’s performing engine maintenance or pump repair and replacement and general upkeep of the AMIkids fleet. It’s something he never imagined himself doing when he was a kid. After all, by age 15 he was spending more time in a courtroom than classroom. Licea says he was reluctant when the judge recommended AMIkids, a fifty-year-strong, Fort Lauderdale-founded, Tampa-headquartered nonprofit with a strong marine component. Today, he is a successful alumni who when not working in the organization’s yard, helps advance the organization’s mission of helping young people to develop into responsible and productive citizens.

“It might sound surprising, but there are many kids who have never left their block, never seen much less swam in the sea or gone on a boat. In other words, there is a huge disconnect between their lives and the ocean. We provide the bridge,” explains Jorge Mahauad, AMIkids’ manager of yacht donation marketing and marine programs.

A wonderful example of this is the three-day marine education program AMIkids conducted recently with a group of teenage boys from northern Florida. The experiential outing started with a hands-on, half-day fishing trip on Tampa Bay. It was the first time on the water and the first time to catch a fish for most. Instructors taught the boys about the fish species and marine life found in the bay as well as instructing them on basic fishing skills they could replicate for a lifetime.
Where you fish, Bonefish & Tarpon Trust is at work.

Conserving habitat and protecting fisheries is what we’re all about, so please join our network of anglers and sportsmen just like you. Make a donation to Nurture Belize or any of these programs and become a Bonefish & Tarpon Trust member.

Nurture Belize — protecting fishing areas from development and destruction
Florida Keys — working with guides/anglers to protect and improve fisheries for the future
Bahamas — flats and mangrove conservation
Project Permit — population study, what, when, and how they tick
Boca Grande, Florida — juvenile tarpon habitat restoration

To donate, join, learn more about us, or identify a project you’d like to be involved in, visit us on the web at www.bonefishtarpontrust.org or email us at info@tarbone.org.
Later, the students enjoyed a small boating opportunity. Each of them had done their homework by taking the BoatUS Small Boating Safety Course. The second day featured an introduction to scuba diving, joined by volunteer mentors from the Apple Foundation. The third day made use of AMIkids Floating Classroom, a donated Silverships landing craft, where an educator from the Mote Marine Laboratory, in Sarasota, taught subjects like math and science from an up close and personal marine theme way.

“We also have juvenile justice, child welfare and educational programs such as helping the students to get their GEDs, if needed. As a result, three out of four kids that get to us and into AMIkids don’t re-offend in a year. Add a vocational component to that and the non-offending rate goes up to 94 percent,” says Mahauad, who adds that it was Licea’s AMIkids dive instructor who hired him to work in the program’s boatyard.

Adequate funding is an integral part of any successful non-profit program. This is especially so for AMIkids, which has now grown to serve over 136,000 kids in 44 programs in 9 states. One of the organization’s central money-raising platforms, in operation since its inception, is yacht donation. This program provides donors with tax incentives, as well as an alternative to the time and expense involved in selling their yachts. This is especially helpful in yachts where sales aren’t as forthcoming as desired and storage, dockage and maintenance costs continually mounts. In turn, AMIkids Yacht Donation Program has nearly a dozen vessels available for lease or purchase. Currently, these include a 2015 48-foot Hinkley power boat, 2004-build 66-foot Oyster cutter and iconic 1963 53-foot Rybovich Yacht Fish. Yacht brokers handle sales and leasing. AMIkids has accepted over 6000 yachts in the last half century.

“Two recommendations for those who are considering a yacht donation are to get two professional survey appraisals and to check the status of the non-profit organization you want to donate to,” recommends Hank Halsted, president at Northrop and Johnson, Newport, in Rhode Island, who has handled over half dozen yacht donations for AMIkids. “In all regards, I’ve been consistently impressed with AMIkids. They’ve established the gold standards for a yacht donation program.”

Back at the AMIkids Boatyard, one of Licea’s jobs as a contractor is to help keep the fleet of vessels for sale and lease in excellent condition. “One of the best things I learned in the program as a kid was to do one thing best and stick with it,” he says. “It’s certainly worked for me.”
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Two months ago, I introduced six highly-educated Keys professionals working in marine science. This month, we learn more about their field.

**Q**: WHAT WAS YOUR FIRST MARINE SCIENCE JOB AFTER GRADUATING? WHAT SALARY CAME WITH THIS FIRST JOB? HOW DID YOU PROGRESS TO YOUR CURRENT POSITION? DID YOU GET SALARY INCREASES ALONG THE WAY?

**Brooke Denkert Black, M.S.**: After undergrad, I worked as a project manager for a project funded by a couple of government agencies. I, also, decided to redirect my pay and apply it toward a Master’s degree. This was in 2008 and I honestly can’t remember what my salary was. It wasn’t much, but I could afford to live and I managed to have my graduate tuition paid for via the work. As that project was completed, I suppose I got “lucky” with the BP Oil Spill in 2010. Immediately, institutions were being contracted to conduct research and I had the opportunity to do so. The pay increased. It was
a full-time, soft-line job with a deadline (I believe I was making $30K). It offered benefits and security and I was working a real-time, real-world job in the sciences. I progressed to my most current position at Bonefish & Tarpon Trust by hard, honest work and having an appreciation for my unique skill set. Yes, my salary increased as I advanced my skills and degrees, as it should. Advice: Don’t make a lateral move; take the next job if there is a real financial, emotional or professional benefit to you; it’s your life and career, value it.

Hanna Koch, Ph.D.: My first marine-science related job after receiving my Ph.D. would be my current position, a post-doctoral research fellowship awarded in 2018 by the German Research Foundation to collaborate with Mote Marine Laboratory on coral reef resilience research. A salary range earned in a first job is about $40,000-50,000 a year. My current focus is investigating the adaptive potential of sexually-reproducing stony corals and studying which genetically-based traits may provide threatened coral species with increased resistance or resilience to environmental stressors linked to climate change. The goal is to use this information for advancing coral restoration strategies.

Robert Nowicki, Ph.D.: In general, marine science is a very low-paid field. As a technician, I was working 40 hours a week and making about $20,000 a year. While you do get a stipend as a graduate student, it is also low -- from $12,000 to $30,000. It depends greatly on where you go and whether you are earning a Master’s or Ph.D. Master’s students get a lower stipend. With my Ph.D., I am drawing a much more livable salary, but I am making less than my college friends who started career jobs immediately after school, and probably won’t catch up in earnings for at least 10 years, if ever.

Heather Page, Ph.D.: Graduating from college in 2011, I stayed to work part-time in two labs (Benthic Ecology Lab and Coral Ecology Lab) at UNCW’s Center for Marine Science for one year. Then, I started my graduate education at Scripps Institution of Oceanography (2012-2017). I was awarded Mote’s Postdoctoral Research Fellowship and started about a month after defending my Ph.D. I did receive small salary increases along the way; however, marine biology/oceanography jobs are not necessarily well-paying, especially starting after college and while completing graduate education and postdocs. Most people (that I’ve talked to and including myself) do the job out of love for the topic and desire to create a better environment.

Derke Snodgrass: Marine Fisheries Technician in 1993; $17,000 per year. I progressed by being involved in as many projects as possible both on the job and during free time. Yes, I received regular salary increases which were occasional but not common.
CRUZAN SINGLE BARREL
5–12 YEARS

RUM  BY CLINT AND TERRY BORAM

When visiting the Virgin Islands we typically grab several bottles of Cruzan flavored rums along with a variety of juices, and experiment throughout the week in search of the best rum drink on the planet. Our favorite so far is coconut and mango rum with pineapple juice. To our delight, Cruzan now has several sipping rum. This month we choose Cruzan Single Barrel 5-12 years because the label states it’s, “...the most awarded age rum on the market.” Let’s discover why.

The Cruzan Rum distillery, on the beautiful island of St. Croix, dates back to 1760 and has been in continuous operation since prohibition ended. About the same time, the Nelthropp family arrived on St. Croix quickly becoming interested in the already thriving sugar industry. In 1953, the Nelthropp became partners in the Cruzan business and have run the distillery ever since. Today, Master Distiller Gary Nelthropp views his family as the gatekeepers of Cruzan Rum traditions, striving to maintain the high rum standards established over 200 years ago.

All Cruzan light and dark rums are aged and distilled at Estate Diamond in St. Croix. The company uses only natural ingredients and a “...unique five-column distillation process to remove unwanted impurities....” This process makes Cruzan one of the “cleanest rums” on the market.

Cruzan Single Barrel Rum was a part of the 2013 release of the Distiller’s Collection – a line of superior blended aged rums. “Single Barrel” refers to the fact that after its initial aging, the selected rums are aged a second time in new American oak barrels.

HE SAID
The rum is very aromatic with notes of vanilla, molasses, oak, and cloves. There is no alcohol burn on the nose. The first note on the palate is peppery with no sweetness. There is a dryness to this rum comparable to a single malt whisky. The finish is short and hot leaving nothing to explore. Adding an ice cube opens this rum up greatly. It mellows the pepper notes but still doesn’t bring out anything new to explore.

SHE SAID
The golden amber liquid coats the glass leaving syrupy lacing. The nose is inviting with a balance of vanilla, toffee, orange and oak. I’m expecting soft notes on the palate but am hit with spice, spice, spice. I’ll give Clint the peppery but add cinnamon and allspice. The heat dissipates immediately leaving nothing else to explore. The finish is nonexistent. It was very strange to have the notes vanish as soon as they hit the palate leaving a void between the tip of the tongue and the throat.

OVERALL
Marketed as a sipping rum in the $30 price point, it’s our opinion that Cruzan missed the mark. Some may enjoy the strong peppery notes but for us, the aromatic nose duped us into expecting a rum worth exploring from start to finish.

2 OF 5

SIPPING RUM SCALE
1 – An expensive mixer
2 – A quick celebratory shot
3 – Wouldn’t be embarrassed to share with friends
4 – Are my friends worthy of a sip
5 – Special moments rum

ABOUT CLINT AND TERRY: We have sampled many a dram over our 33 years of marriage and quite often we don’t fully agree. Could be the difference is male/female taste buds. Or, somebody is just wrong.