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Under the Water...

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BOAT SHOW DREAMING

After enjoying a production at the Houston Grand Opera last week, I learned that “Show Boat” is nothing like a boat show. “Show Boat” has some catchy singing and fine dance moves, but it falls short in the boat department.

Boat shows, on the other hand, provide maximum boat exposure. They reveal boats at their best – all shiny, fresh and full of the promise of adventures to come. Just step aboard and set your imagination afloat.

I’ve attended shows throughout the southeast with dreamy desire dripping from my eyes as I ran my fingers over fresh fiberglass contours, or caressed perfectly varnished teak.

I’ve spent hours manning a booth in St. Petersburg, Fla., singing odes to LED navigation lights for some friends. We helped other boat buddies at a booth in the U.S. Boat Show in Annapolis, Md., boasting about the joys of boat slip ownership in North Carolina.

I even organized and promoted the Oriental Boat Show in the Sailing Capital of North Carolina back in 2009. With a sense of pride, I’ve since watched it grow into a significant annual event in the community (catch the next show April 12-14).

With all of my boat show experience, I’ve come to appreciate the individual personalities of shows and how they reflect the surrounding boating community.

In small towns like Southport and Beaufort, N.C., or Georgetown, S.C. – where nautical traditions run centuries deep and maritime museums are big attractions – a boat show means it’s time to bring out the classic wooden vessels. I imagine that is the type of event one might find at the Sunnyland Antique Boat Festival in Florida (see pg. 16).

In more modern cities, it’s all about the newest yachts on the market. Think South Florida with shiny megayachts to match the skyscrapers and sun-drenched beaches.

This month, I’ll visit the South West International Boat Show at South Shore Harbour Marina on Clear Lake near Houston (see pg. 11). Organizers expect to feature more than 400 boats in and out of the water during the March 21-24 event.

This is the latest incarnation of the Clear Lake boat show where I sold my first sloop more than a decade ago. Back then, venerable brokerage yachts floated alongside the latest offerings by the major boat manufacturers. It was bittersweet bidding farewell *Libertine*, my Endeavour 32, but we were already hard at work upgrading our Morgan 38 Sea *Spell* to fulfill our cruising dreams.



As I observe my fellow boat show attendees, I’m sure I’ll recognize the faraway look of new boaters as they gaze upon the vessels that will transport them to the boating bliss of their dreams – whether it’s the perfect fishing hole, a run on a wake board, a remote anchorage in paradise, or the docks of some historic seaport.

Wherever the waters flow, there’s a boat at the boat show that can take you there.

I’ll see you on the water.

Rob Lucey,
Editor
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THE SOUTHEAST STATES' WATERFRONT MAGAZINE



PHOTO BY GLENN HAYES

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PHOTO BY BARBARA COHEA

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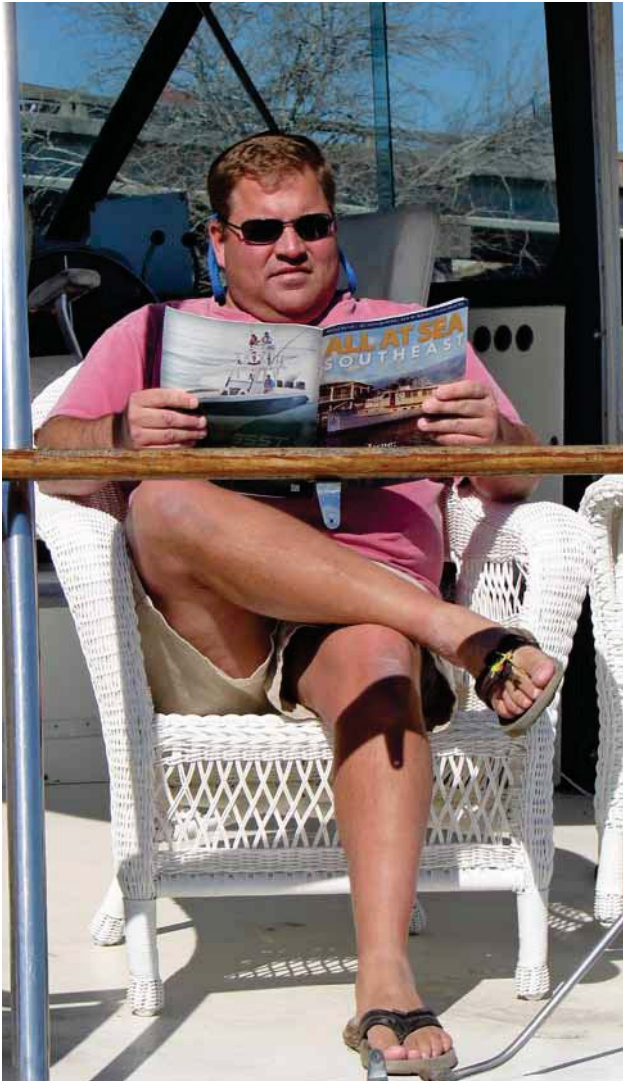
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WHERE IN THE WORLD?

CONGRATULATIONS MARK
AND THANKS FOR READING
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Mark Crowder reads the February issue from cover to cover at Oriental Harbor Marina in Oriental, North Carolina.

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Fishing Picks Up with
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Atlantic
Ocean

Florida

Gulf
of
Mexico



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Yellowfin Yachts
Thriving

Bahama



SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION

PHOTO BY JAMIE WHITE, DIRECTOR OF THE TEXAS SEAPORT MUSEUM



Elissa is welcomed back from the shipyard by a bagpiper.

Tall Ship *Elissa* Back in Berth

Marking the end of more than four months in dry dock at Texas City's Bollinger Shipyard, the 1877 *Tall Ship Elissa* returned to her berth at the Galveston Historical Foundation's Texas Seaport Museum on Jan. 26. The yard repaired electrolytic

corrosion to the iron hull stemming from Hurricane Ike in 2008.

"This is an important day in the history of *Elissa*," said GHF Executive Director Dwayne Jones. "She returns to her berth in Galveston with a restored hull and protective coatings to prevent another occurrence of corrosion. ... While

one phase of her work is completed, we have more to do in the coming months while in her berth."

Ongoing work will include replacing the fir decking and a new suit of sails on the three-masted, square-rigged barque.

GHF purchased the ship from a scrap yard in Piraeus Harbor, Greece, and brought it to Galveston to begin restoration work in 1978. By 1982, GHF staff and volunteers completed restoration and transformed this rare, historic vessel into a floating museum. Today, *Elissa* is one of only three ships of her kind in the world to still actively sail and welcomes over 40,000 visitors annually. She also serves as the Official Tall Ship of Texas, a National Historic Landmark and a symbol of the Gulf Coast's historic beginnings as a seaport and active waterfront.

In-Water Boat Show Re-Launched in S.C.

The South Carolina Marine Association is reviving the **SC In-Water Boat Show**. The new show will be held April 12-14 on Daniel Island. It will be showcasing a variety of watercraft and outdoor activities related to the waterways and recreational boating industry of South Carolina.

The event is intended to celebrate the boating lifestyle in addition to offering education on marine safety, the environment, and the economic development of boating in South Carolina. The SC In-Water Boat show supports the SC Marine Association, the trade association representing the recreational boaters and marine businesses in the state. (scinwaterboatshow.com)

This month, boat shows begin with the 11th annual **Savannah Boat and Outdoor Show** March 1-3 in the Savannah International Trade & Convention Center. Appearing this year will be alligator hunters R.J. Milinere and his son Jay Paul from Louisiana. (savannahboatandoutdoorshow.com)

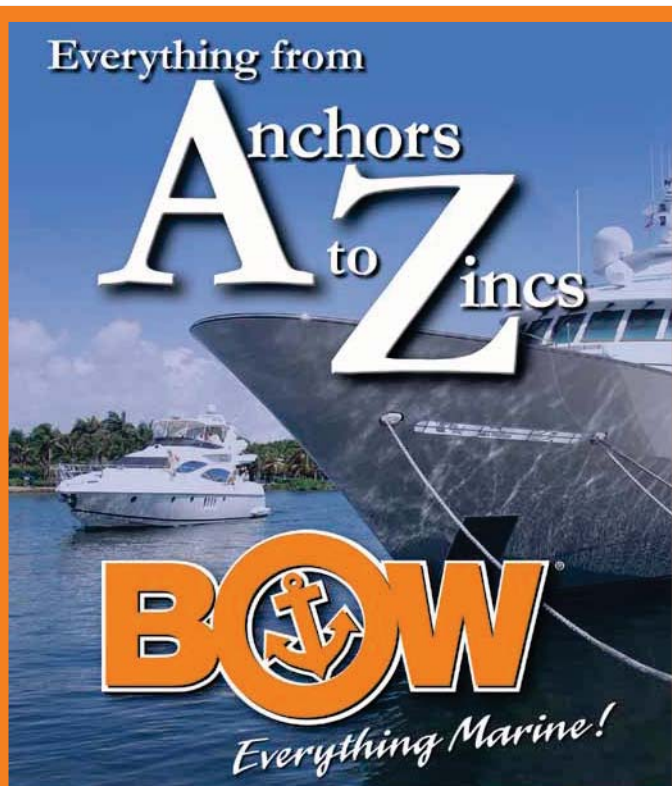
Up the coast, hunting enthusiasts will turn out for the **Winyah Bay Heritage Festival** in Georgetown, S.C., March 2-3. (winyahbayfestival.org)

With the Superbowl out of the way, the boats can move into the Mercedes-Benz Superdome for the **New Orleans Boat Show** March 7-10.

The Lee Civic Center in North Fort Myers, Fla., will host the 24th annual **Fort Myers Spring Boat Show** March 7-10, organized by the Southwest Florida Marine Industries Association. (fortmyersboatshow.com)

Meanwhile, the Mississippi Coast Coliseum will be the setting for the **Biloxi Boat & RV Show** March 8-10. (gulfcoastshows.com)

For in-water action, the **Panama City Yacht & Boat Show** will fill up the downtown Panama City Marina March 15-17. Promoters sold out of boat and brokerage space in October. (pcboatshow.com)



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The fifth annual **South West International Boat Show** returns to South Shore Harbour Marina in Houston March 21-24 with more than 400 boats making it the largest in-water show in Texas. The show features hourly seminars and demo rides with Yamaha pro angler Capt. George Mitchell aboard a 36-foot Yellowfin. (southwestinternationalboatshow.com)

At the same time, more in-water spectacles can be found at the 28th annual **Palm Beach International Boat Show**, featuring more than \$350 million worth of boats from eight-foot inflatables to 150-foot superyachts. (showmanagement.com)

Dawson Named Florida Broker of the Year

Camper & Nicholsons charter broker Barbara Dawson was voted Broker of the Year by the Florida Yacht Brokers Association.

Dawson has been a charter broker for more than two decades, having joined Camper & Nicholsons almost 19 years ago from her own successful company, New Horizon Charters. She was raised in Virginia where she developed a love for everything to do with the sea. Sailing became more than a passing interest, and it was a natural progression for her to join the yachting industry.

Dawson has been on the board of the Mediterranean Yacht Brokers Association for the past three years, and chairs its Charter Committee. She also sits on the board of the American Yacht Charter Association, and is an associate member of the Florida Yacht Brokers Association. She has travelled extensively, exploring the best yachting destinations, supplying her with top insider tips to relay back to her clients.

Hatteras, Cabo Brands on Market

Brunswick Corporation has announced that it is seeking a buyer for its Hatteras and Cabo brands of motoryachts and sportfishing boats based out of New Bern, N.C. "This action reflects our decision to exit the sportfishing convertible category and to concentrate our resources in the yacht segment on our remaining brands, Sea Ray and Meridian Yachts," said Dustan E. McCoy, chairman and CEO of the Illinois-based Brunswick. "When completed, this action will also contribute to our goal of a break-even or better boat segment in 2013, even if the larger sterndrive/inboard fiberglass markets do not improve."

EVENT CALENDAR

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

ANNAPOLIS, MD

04/26/2013 – 04/28/2013
Annapolis Spring Sailboat Show | Boat Show
www.USBoat.com
410-268-8828

BILOXI, MS

03/08/2013 – 03/10/2013
Biloxi Boat and RV Show Boat Show
www.gulfcoastshows.com
251-478-SHOW

CHARLESTON, SC

04/12/2013 – 04/14/2013
South Carolina In-Water Boat Show | Boat Show
www.scinwaterboatshow.com
meg@bluemarbleint.com
843-814-3966

04/18/2013 – 04/21/2013

Charleston Race Week Sailing Regatta
www.CharlestonRaceWeek.com
843-259-2672

GEORGETOWN, SC

03/02/2013 – 03/03/2013
Winyah Bay Heritage Festival | Boat Show
www.winyahbayfestival.org
info@winyahbayfestival.org
843-833-9919

GULFPORT, MS

04/04/2013 – 04/07/2013
Gulfcoast Yacht and Boat Show | Boat Show
www.gulfcoastyachtandboatshow.com
roblynch@rvexpo.net
941-780-0538

HOUSTON, TX

03/21/2013 – 03/24/2013
South West International In-Water Boat Show Boat Show
www.southwestinternationalboatshow.com

JACKSONVILLE, FL

04/12/2013 – 04/14/2013
Southeast US Boat Show Boat Show
southeastusboatshow.com
904-759-2758

NEW BERN, NC

04/02/2013
Neuse River Clean Up
919-856-1180

NEW ORLEANS, LA

03/07/2013 – 03/10/2013
The Boat Show
New Orleans | Boat Show
www.boatshowneworleans.com
504-376-3679

ORIENTAL, NC

04/12/2013 – 04/14/2013
Oriental Boat Show and Nautical Flea Market Boat Show
www.OrientalBoatShow.com
252-249-0228

PANAMA CITY, FL

03/15/2013 – 03/17/2013
Panama City Yacht and Boat Show | Boat Show
www.pcboatshow.com
roblynch@rvexpo.net
941-780-0538

SARASOTA, FL

04/19/2013 – 04/21/2013
Suncoast Boat Show Boat Show
www.showmanagement.com/suncoast_boat_show/event/
954-764-7642

SAVANNAH, GA

03/01/2013 – 03/03/2013
Savannah Boat and Outdoor Show | Boat Show
www.SavannahBoatandOutdoorShow.com
864-250-9713

STEVENSVILLE, MD

04/18/2013 – 04/21/2013
Bay Bridge Boat Show and Nautical Flea Market Boat Show
www.USBoat.com
410-268-8828

WEST PALM BEACH, FL

03/21/2013 – 03/24/2013
Palm Beach International Boat Show | Boat Show
www.showmanagement.com

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McCoy said the company will attempt to complete the sale "in an expeditious manner" while maintaining ongoing operations. Brunswick purchased Hatteras Yachts in 2001 and Cabo in 2006.

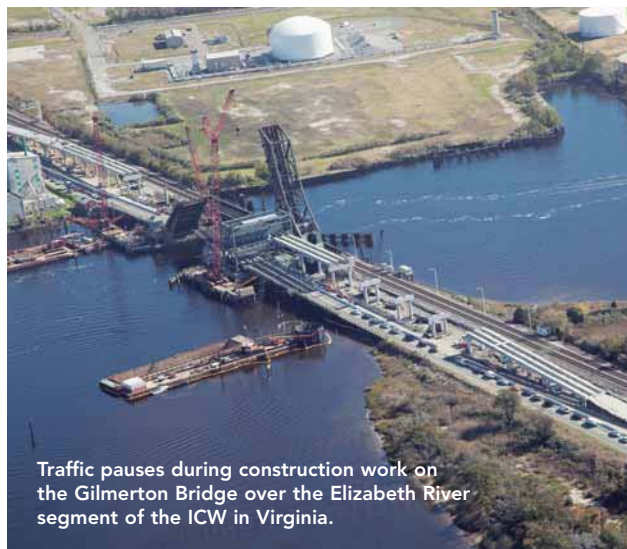
Since announcing the sales effort, more than 100 workers have been laid off in New Bern, bringing the workforce below 400 – down from a peak of 1,400.

Everglades Challenge Draws Hard Core

The toughest of small boat enthusiasts will compete in the annual Everglades Challenge starting on March 2. Participants in six classes have eight days to sail or paddle their way through the roughly 300-nautical-mile expedition course from Fort Desote in Tampa Bay, through the shallow waters of Everglades National Park, and down to Key Largo. The event is organized by a group of boating adventurers who call themselves WaterTribe. Visit watertribe.org for details of that race and other events including the 100-mile North Carolina Challenge.

ICW Bridge Projects Continue

The Virginia Department of Transportation announced completion of the new Gilmerton Bridge at Mile 5.8 of the



Traffic pauses during construction work on the Gilmerton Bridge over the Elizabeth River segment of the ICW in Virginia.

PHOTO COURTESY OF VIRGINIA DEPARTMENT OF TRANSPORTATION

Intracoastal Waterway outside of Chesapeake, Va., in mid-January. The new lift bridge has a vertical clearance of up to 135 feet when raised and 35 feet when down.

In February, McLean Contracting Company was to begin work on a three-year project to replace Steel Bridge, a lift bridge across the southern branch of the Elizabeth River at ICW mile 8.8. Tugboats working on the project will monitor VHF channel 13.



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Squadrons Receive Service Awards

At the US Power Squadrons annual meeting held in Jacksonville, Fla., in January, five squadrons and one district were honored with Civic Service Awards. Sponsored by Boat Owners Association of The United States (BoatUS), the awards are given in recognition of exceptional service and public boating safety education and service to the boating community.

"Power Squadron members are keen boaters with a wealth of knowledge and experience to share," said BoatUS Foundation Assistant Director of Boating Safety Ted Sensenbrenner, who presented the awards. "These volunteers spend their own time in the evenings to teach boating safety classes and give up their weekends to offer free vessel safety checks that keep us all safe on the water."

The Squadrons that earned Civic Awards in 2012 are: Colonial Sail & Power Squadron, District 5, Virginia; Vero Beach Power Squadron, District 8, Florida; St. Petersburg Sail & Power Squadron, District 22, Florida; Ocean City Power Squadron, District 5, Maryland; and Northern Neck Power Squadron, District 5, Virginia.


The Top District Award, which recognizes the collective efforts of all of the squadrons within a region, went to District 8. It serves the recreational boaters in South Florida from Sebastian Inlet to Key West.

What's That Smell?

The South Carolina Maritime Museum, 729 Front St. in Georgetown, S.C., will hold its second annual "Burning of the Socks" on March 24. The coastal tradition, began in an Annapolis, Md., boatyard in the 1980s when the yard manager lit up his winter socks after the season stiffened them with caulk, sawdust, varnish, fiberglass and other yard by-products. Boaters, of course, do not need socks after the spring equinox.

It caught on, becoming a rite of spring for the drinking town with a boating problem. The annual practice hoppedscotched down to several Florida boating towns in subsequent years, even being reported as far away as Seattle on the left coast, and now has a firm toehold in the mid-Atlantic.

The Georgetown event serves as a "fun"draiser for the museum and includes roasted oysters (what's that odd seasoning?), chili, corn muffins, libations, music and door prizes. Call 843-520-0111 for details.

The museum holds its first annual membership meeting March 7. Its current exhibit "1905: Georgetown's Golden Year" continues through April. 

Do you have a news item that would be of interest to boaters in the Southeast? Send it to Editor@allatsea.net.

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CLASSIC BOATS INVASION

STORY AND PHOTO BY GLENN HAYES



A beautiful wooden hulled Penn Yan at rest on Lake Dora, Fla., home to the Sunnyland Antique and Classic Boat Festival and the Tavares CRA Spring Thunder Regatta.

Classic boats from all corners of the country will converge on Wooten Park in Tavares, Fla., March 16-17 for racing and March 21-24 for the Sunnyland Antique Boat Festival.

The Tavares Spring Thunder Regatta on Lake Dora last year drew more than 75 vintage and classic race boats, and more are expected this year. Registration and test runs will occur on Friday with non-stop demonstrations and heats running different classes of race boats every half hour on Saturday and Sunday. Vintage classes in attendance will include all varieties of Hydros, runabouts, flat bottoms, skiffs, speedsters and gold coppers.

If just watching the event isn't enough, \$100 rides will be available on some of the classic racers on Friday with proceeds benefiting the Classic Raceboat Association.

Post-race social events are scheduled at various restaurants and watering holes around Tavares. Details can be found at www.classicraceboatassoc.com.

The Antique Boat Festival takes over the park the following week. The Sunnyland chapter of the Antique and Classic Boat Society puts on the largest festival of its kind. This year's event, featuring Lyman Boats, will showcase boats at the expanded dock area, on land around the park and throughout the Tavares waterfront.

There will be an auction to benefit the association's apprentice mentoring program for youth, a flea market area and symposiums for wooden boat hobbyists. For participants with boats registered in the festival, there will be a Saint John's River cruise the week before and a picnic and cruise through the Mystic Doral Canal and on to Hickory Point.

The festival coincides with a classic car show in the streets of Tavares and the very popular antique festival in nearby Mount Dora. You can even go for a flight on a seaplane or ride a steam locomotive near the lake's shore.



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DIY, FATTY STYLE

BY CAP'N FATTY GOODLANDER



Routing the exhaust pipe requires creative thought.

I'm 60 years old, have lived aboard for 53 of those years, and have never, ever paid anyone to work on my boat. I'm the ultimate do-it-yourselfer.

When I say stuff like that, many people jump to the conclusion that I know what I am doing as both a shipwright and marine engineer. I do not. Plus, I am a crappy craftsman at best. In fact, my marine work is as sloppy and ill-thought-out as my writing ... if that's possible.

As far as carpentry and marine cabinetry goes, I'm a wood butcher. My fiberglass repairs look like I've smeared the vessel with dried snot. Nor are my metal working skills any better: my welds look like poodle-poops, at best.

Still, I'm an avid DIYer. Why? First off, I'm so cheap I squeak. I can squeeze a penny so hard that Abe cries. An-

other factor is: since most 'marine experts' do crappy work and I do crappy work and neither of our crappy work actually works in this crappy world we live in, why not have the joy of screwing up the whole project myself?

Frankly, I find incompetence unacceptable in others, and completely understandable in myself. "Don't beat yourself up over it," I say Zen-fully as the mast I just re-rigged falls down, or the chainplates pull up or the mast track rains rivets.

How was I supposed to know that, while checking your keel bolt nuts, the actual keel would fall off ... or that you weren't suppose to do this at sea?

There was no government warning label on those nuts – no little USCG sign/placard tipping me off that the keel

was, like, *really really* heavy. Some faceless bureaucratic screwed up!

Of course, the Arts of a Sailor are constantly changing. It used to be trimming kerosene wicks, Cuprinoling the cedar bilges and tarring the hemp anchor rode were an everyday part of the Sailor's Arts. Now, installing pirated copies of C-map are more the norm. Yes, today's sailor is as much sea-going electrician as anything else.

I'm learning-as-I-go. For example, in order to maintain proper voltage, your batts have to be full of juice. So I check mine regularly. I remove the battery caps and (careful to make sure I'm not smoking any herbal medication at the time) peer inside the individual cells. Any idiot can do this. If they are full of juice, they are full of juice – and don't allow any egg-head 'marine electronic expert' tell you otherwise.

Nor are 'electronics' a mystery either. You know these 'Sea Talk' instruments? You know what they're saying? (Mostly FU, to be honest.) For a long time I didn't have AIS aboard...because I thought it had a capital D in it too! Silly me!

Nowadays, a sea-going yacht is totally wired. For example, my Raritan toilet is interfaced into my Pactor Modem (which goes through my Icom 710 SSB) so that all my Facebook friends know if I just went #1 or #2! Now *that's* the social-media interconnectivity we crave, eh?

Since we're on the subject of marine electronics – have you noticed those big balls in the rigging of mega yachts and super sailboats and super super sailboats and super-to-the-ninth-power sailboats and more-money-than-god hyperyachts? We certainly have. If there are two of 'em, by wife Carolyn screams, "That guy's has TWO BIG BALLS!" Mostly, they're for TV reception. Two balls means the male mega-yacht owner watches reruns of the Three Stooges while his trophy wife gazes upon reruns of the Partridge Family. (Three balls usually indicate the kids are into porn.)

Of course, not all these giant lofty balls have wires going to them. Some are, of course, just stuffed with illegal drugs (which isn't really illegal if you are a 1 percenter ... but then nothing is, right?)

Sailmaking shouldn't be off-limits to the DIY either – not when rolls of duct tape and tubes of Crazy Glue are so cheap.

Which brings us to the subject of propulsion in terms of marine auxiliary engines. Example: the diesel engine of my yacht was running poorly, so I decided to change my spark plugs, replace my coil, and adjust my points.

It turns out diesel engines don't have any of these parts. I didn't understand this, so I interviewed an off-the-record marine mechanic on the subject, and he said, "Yachts are weight sensitive. Thus, whenever we



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eliminate an engine part, we charge more and more and more. That's logical, isn't it?"

I've always felt vaguely conflicted about the whole 'use plenty of underwater sacrifices' thinking. I try to comply. I have a dozen of 'em draped over the side of my boat on a grounded cable. Zinc ones, aluminum ones, rotten wood ones, pieces of fiberglass-with-blisters ones...

Perhaps, I went too far – at least as far as my Puritanical wife was concerned. "Damn it, Fatty, return that virgin immediately," she scolded when I showed up with the willing-but-inexperienced PADI-certified chick from We Go Down Divers, Limited.

Actually, there are only two laws I abide by – make it three, including gravity. One is Murphy's Law, and other is one is about being promoted to your level of incompetence.

Example: I recently screwed in a light bulb ... successfully! I was so taken with myself, I decided to repower my vessel. Why should that be any different? Why not toss in a new engine? Just *slip* one in? *Throw* one? Or just *fling* one aboard? Doesn't that sound easy?

It's not, especially when you randomly pick a replacement engine, which is too big for the beds, the exhaust system ... hell, too big for the engine room itself! In order to accommodate my new engine, basically I've had to 'cut away and discard' such unimportant thing as my vessel's interior.

Last night, when my wife rolled over in our aft cabin bunk, she was, like, "Wow!" ... Until she remembered I had routed our new 3" exhaust in mid-mattress.

Thinking 'out of the box' is important. Why sound-insulate the entire engine compartment when you can just wear a one-cubic-yard piece of foam rubber stuffed in each ear! Simple, eh?

Propulsion engineering can be complicated too. I'm loath to admit it, but I replaced my exhaust siphon break three times before I realized the siphon was *supposed* to be broken! (Yes, this stuff is simple if you read the CliffsNotes.)

Back pressure has nothing to do with your back or butt or shoulders. You want it *low* and the siphon break *high* – not easy to accomplish with my mid-intelligence.

Strangely, there are two fuel lines required: a supply line and a return line. Evidently, diesels are greedier than gas engines, and constantly demand more fuel than they can possible use. Sort of like politicians, I guess.

They don't call saltwater 'saltwater' when it gets close to a diesel, they call it, crudely, *raw* water. In any event, it is important to never confuse your raw water with your water-water, which is mostly anti-freeze anyway, even in the tropics.

Nor is it easy to keep track of all the oils, either. A diesel burns diesel oil, true, but that goes in the fuel tank not the crankcase. That oil – in the crankcase – is called lube oil,

and yet has absolutely nothing to do with KY. Even weirder, the tranny oil isn't called oil, it is *fluid*.

And a diesel mechanic is often called a *grease monkey* – even though there is no grease involved.

Hint: Never use engine oil for a massage, even if the oil is warm and you are in Thailand. (Nor do you want to partake of the alcohol in the coolant water and learn what 'blind drunk' really means.)

It gets weirder! My engine has 'multiple alarms,' I assume to scare off thieves.

Even the power ratings are confusing. My new Perkins M92B is called such because it develops 86 horse power at 2400 rpm. Does that make sense? I *think* this means that the engine can pull as much as 86 Clydesdales spinning at the same speed – which doesn't seem too difficult to me. But, even if you can grasp the fact that a 92 hp engine produces 86 hp ... you're still wrong. Because the transmission eats some and the alternator eats some and the engine panel illumination eats some, so you are always, in reality, left with a lot less horsepower than you want and think you paid for. (Then there's BHP. That's Break Horse Power, I assume ... when the engine breaks and quits.)

Mix up some West epoxy, smear it in your hair, on your face, and under your armpits and roll in your bilge where you desire the engine beds to re-appear.

My vessel requires 16 hp to push it at five knots, which is why I correctly purchased an engine which produces over five times that amount.

The main difficulty with my installation was that the engine wouldn't 'rest on its beds' even though I wanted it to primarily *work* on its beds. Or mattress. Or futon. Whatever!

This required we discard the old engine beds we had, and glass in new ones.

How do you 'glass in new ones'?

Well, you mix up some West epoxy, smear it in your hair, on your face, and under your armpits – then wrap yourself in fiberglass cloth – and roll in your bilge where you desire the engine beds to re-appear. At least, that's what we did.

The main skill you need during a new engine installation is long term financial planning. This is something we're not good at. Example: our engine installation is now complete, perfectly complete. We think. We assume. We hope, because we spent so much money on it that we now can't afford to buy diesel fuel!



Fatty and Carolyn Goodlander are still in the Caribbean but looking towards Panama with longing.

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YAMAHA DEBUTS JOYSTICK STEERING AT MIAMI BOAT SHOW

BY KATHY BOHANAN ENZERINK



A joystick simplifies steering in tight spaces. At right: Parallel parking at the dock can now be accomplished with an easy push on the joystick.

It's not exactly the joystick of video game fame, but it can maneuver mid to large-sized boats with pinpoint precision and ease. Yamaha launched Helm Master, its innovative boat control system, at the Feb. 14-18 Miami Boat Show.

The Helm Master control system is designed for boats with twin or triple mounts of Yamaha's 4.2L, V6 or 5.3L V8 outboards, providing electronic control of all gear shifting, steering and throttle functions. The joystick complements the standard steering and remote control unit and is designed to make operation in close quarters simpler and less stressful. It enables intuitive maneuverability of 360-degree motion, an advantage in narrow waterways, and the in-place bow rotation allows fishermen to hover over a particular spot.

According to Martin Peters, communications manager at Yamaha Marine Group, the real purpose of the Helm Master system is for more boating access and to make it easier

"At low speeds the friction is very light and becomes tighter with increased speeds, giving you the feel of more control."

for boaters. "The ease with which novice boaters grasped the idea of using the joystick to maneuver the boat during teaching sea trials was the best scenario," said Peters.

Visitors can get up close and personal to view the system at Everglades Boats in the Convention Center or try their hand during sea trials on Everglades' 355T at the Yamaha in-water booth. "We have a close relationship with Yamaha and are delighted they chose Everglades Boats to officially introduce the Helm Master system in Miami," said Bryan Harris, vice president of sales and marketing at Everglades, headquartered in Edgewater, Fla.

Specific for each boat, the fully integrated Helm Master system incorporates pre-set automatic trim and



speed selectors for optimal trim level from open throttle to coming off plane.

"This is not just about a joystick, it is about all the features incorporated into the system," said Peters. "It is the convenience of the automatic trim control and adjustment of steering friction. At low speeds the friction is very light and becomes tighter with increased speeds, giving you the feel of more control."

With a push of the button, both throttle levers convert to a single lever control handling all functions. Since the axis is in the center of the boat and not at the stern, captains no longer have to look aft to watch the engines.

"The Helm System makes running a larger multi-engine boat easier," said Harris. "When you turn to the right, the boat goes to the right. When you turn to the left, it goes to the left. I know a great majority of our customers will want this system."

At slower speeds, the controls converge to the joystick with the touch of a button. Gone is the sometimes harrowing back and forth parallel parking-style maneuvering when docking in tight spaces. A bow thruster is no longer necessary with the true drive-by-wire system. Simply push the joystick in the direction of the dock and the boat will approach sideways.

"It's easy to learn," said Harris. "Anybody can do this." 🗣️

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SEA SCOUTS – FUN AND LEARNING ON THE WATER

BY SUZI DURANT

PHOTO BY CAPT. BOB WEBB

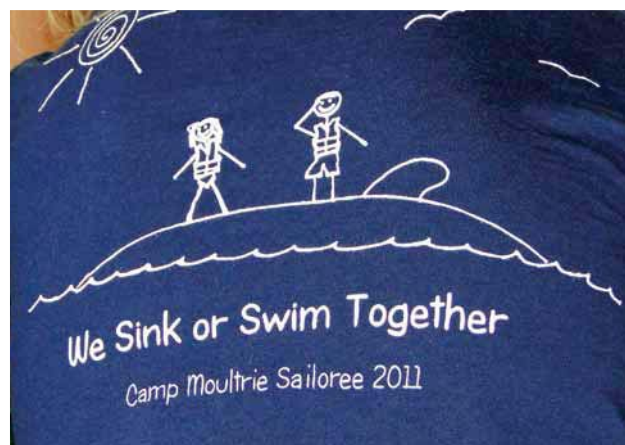
Sea Scouts launch a small boat at the Sailoree.

Two years after Lord Robert Baden-Powell founded the Boy Scouts in England, he asked his brother Warrington to head up the first specialized branch of the Boy Scouting Association, declaring "There could be nothing better for a young boy than to manage a sea-going vessel."

Warrington was well suited to the task of encouraging nautical interests in youth, having qualified as a master mariner early in his career. He also had a passion for small boats. In 1871, at the age of 24, he explored the Baltic Sea by paddling and sailing a canoe.

He officially organized Sea Scouting in England in 1912, even writing the first official Sea Scout Manual. At the same time, the Boy Scouts of America realized it needed a program for older boys. Arthur A. Carey in Waltham, Mass., was already using his schooner *Pioneer* for scouting activities, as was Charles T. Longstreth on his yacht in Philadelphia. Carey was appointed chair of the Committee on Sea Scouting and the program began in 1912.

Changes have been made over the years, but Sea Scout-



ing is still going strong as part of BSA's Venturing program and just celebrated its centennial.

Through the 1950s, many thousands of Sea Scouts went on to join the Navy, especially during the two world wars. U.S. Admiral Chester Nimitz credited Sea Scout training as the reason why the Navy operated so well. The program waned for 20 years before going co-ed in the '70s. Membership has grown since.

There are now about 7,000 Sea Scouts in the United States. The Southern Region is particularly active, especially around Charleston, S.C., along the North Carolina coast, in Ft. Lauderdale and Tampa, Fla., Biloxi, Miss., and Mobile, Ala.

In Charleston, S.C., Thom Harrison is the skipper of Ship 510 (a ship is the equivalent of a troop) and his son, Andrew, is a member. Thom's wife, Andrea, grew up knowing about Sea Scouts since her grandfather was skipper of a ship in Camden, S.C., and her father was a Sea Scout in the 1930s.

Thom recalls when the *Spirit of South Carolina*, the state's tall ship, hosted the Sea Scouts on a sailing adventure: "When Andrew stepped on the *Spirit*, he left as a sailing kid and came back a sailor. He knew he would be a mariner." Andrew is now a student at the Maine Maritime Academy.

New Sea Scout Ships have recently been chartered on the Charleston peninsula and Lake Moultrie.

Both boys and girls ages 14-20 can join the BSA Venturers program, choosing to be a Venturer or a Sea Scout. Venturers are organized more on a social basis and participate in high adventure activities. The Sea Scouts are based on aquatic activities and training that provides advancement from Apprentice up to Ordinary, Able and Quartermaster. They also receive recognition for developing leadership skills.

"About twice a year, we ask the Scouts what they want to do," Harrison says. "The adult leadership's job is to make that happen." His goal is "to build to a point where the Scouts run their own meetings, asking 'can we do this?'"

Ship 510 now considers any project that is "in, on, at, under or near the water." They have studied oyster restoration for a marine science project and are about to embark on a study of composite materials used in boat building. Recently, the Scouts participated in the Georgetown Wooden Boat Show and rowed a Dragon Boat. "Our program is very fluid," Harrison explains with a wink, "but our goal is to develop leadership, team building, responsibility, and decision-making skills."

The ship is sponsored by and headquartered on the USS Yorktown at Patriots Point in Mt. Pleasant, S.C. Harrison enlists guidance from representatives of the maritime industry, such

as Dave Stanton, owner of American Sail, a manufacturer who was an Eagle Scout, and Tripp Fellabom, owner of UK Sailmakers-Charleston, who had been a Sea Scout in Philadelphia.

Ship 510's resources include their official Sea Scout Training Vessel, *Menhune*, a 27-foot Watkins donated by a retired Navy Chief. It is used for meetings and to help the scouts understand boat maintenance. Ship 510 is part of BSA's Coastal Carolina Council, which owns and insures 38 sailboats, including three Lightnings to a 19-foot O'Day, a 22-foot Catalina, and a 26-foot Watkins.

Harrison says Sea Scouting encourages young people to step out of their comfort zone. He mentions Esther Harrelson, who was a timid young girl but was recently elected President of the Venturing Association for the Coastal Carolina Council and also serves as Bosun of Ship 510.

Esther says she found out about Sea Scouts when she was 16 and attended the BSA 2010 Sailoree hosted by Ship 510. "I was involved in Venturing then and was intrigued by the sailing," she says.

She applied for a scholarship to sail on the *Spirit of South Carolina*. Once that was granted, she held fundraisers and saved for travel expenses. It was her first major trip without family.

"We sailed in the Gulf of Maine – my first major overnight – and spent an amazing week," she remembers. "We had to learn knots and lines as well as other aspects of the ship." Once a certain number of tasks were signed off on, "we had the privilege of going aloft and climbing the rigging." Timid? Not any longer!

Asked why she continues in Sea Scouts, Esther doesn't hesitate: "Because we have fun! Every meeting is good, not boring. We're like a second family and now I get to pass on skills to them."

For more information, go to www.newseascout.org and seascout510.org.



PHOTO BY SUZI DURANT

Ship 510 Skipper Thom Harrison and Phil Rodda promote the program at the Georgetown Wooden Boat Show.

AT 65° EVERYTHING IS ALIVE!

BY CAPT. JUDY HELMEY



Capt. Deidra Helmey Jeffcoat and husband Danny holding up a nice ocean sheepshead. Below: The whiting, also known as a Southern kingfish, might not be a big fish, but it's a lot of fun to catch on light tackle, and it's pretty darn good fried or grilled!

March is the month that all fishermen and fish have been waiting for.

Inshore fishermen can expect the cold red fish bite to thaw and become less stealthy. Fishermen can count on Berkley Gulp baits (jerk style with forked tail) rigged weedless to work when casting and retrieving in and around shallow areas with structure such as oysters and grass pods. The color of baits used should be determined by the color of water. (Clear water light colored baits.)

The bottom line to the month of March boils down to this: "When the water temperature hits 65 everything is alive!"

This means, once the red fish bite ends for the day, fishermen can try plain old bottom fishing in the sound near the mud flats for whiting. The best bait is going to little chunks of shrimp laced onto small hooks. Bull whiting are sometimes bigger than you think, and are lots of fun on light tackle!

The Georgia DNR has changed the size and bag limits on whiting – also known as southern kingfish. It's now



legal in Georgia to keep any size whiting and as many as you want. Note that all license Georgia saltwater fishermen are required to have a SIP (Saltwater Information Program) license.


Offshore

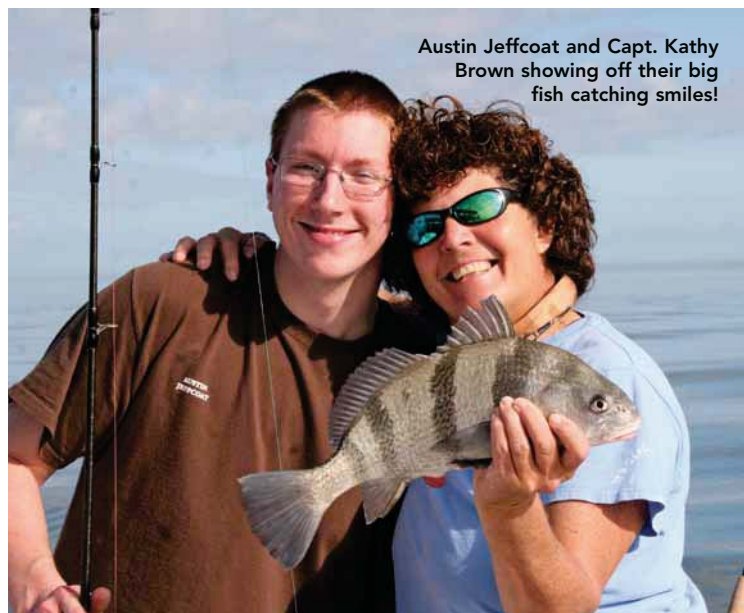
Offshore fishermen can catch some of the biggest sheepshead and black drum during this month, and the bite is going to be very active. These fish are bulking up (feeding heavily) so that they will be ready to migrate back inshore. Best baits are purple back fiddlers, raw oyster, clam strips and green mussels.

When targeting fish listed in the snapper-grouper species, remember that new regulations require the use of circle hooks only! Best offshore circle hooks for sheepshead are Eagle Claw Lazer sharp L-197 G series. Best proven sizes are #1, #2, and 2/0.


There is sort of a new twist that can happen with targeting sheepshead at the artificial reefs. The reefs have been invaded by all sizes of black sea bass, which means you're sheepshead bait most likely is in jeopardy. However, you do have options: only use fiddlers, green mussels, or clam strips as bait when targeting sheepshead and black drum. Never use squid, cut fish, or shrimp, because this is a black sea bass' favorite meal.


If you start catching one black fish after another, I suggest stopping fishing for a while. This calms the black fish feeding frenzy.

When using green mussels as bait, it is illegal to pick your own unless it is from a designated safe shellfish area. If you purchase green mussels, keep your receipt as proof of purchase. 



Austin Jeffcoat and Capt. Kathy Brown showing off their big fish catching smiles!






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NO SHIRT, NO SHOES, NO SERVICE – NO PROBLEMS

BY KRISTEN BERRY

JWorld's expert coaches have agreed to answer your sailing questions in future issues. Send questions on any sailing topic to Kristen Berry at kristen@jworldannapolis.com.

I had a pithy status update that I really wanted to post to Facebook: "No Shirt, No Shoes, No Service - No Problem."

I was so excited to share with friends and clients all the details about my delivery of a 50-foot catamaran from Annapolis to Amelia Island, but technology was not working with me. Oh well, I guess I'll have to go back to my day dreaming, stargazing and "old school" navigation problems.

We hadn't had a cell signal since Hatteras, and in the 30 hours or so since we left the Graveyard of the Atlantic behind, we had slid about 200 miles down the coast. No signal, but we did have incredible stars, food, laughs and lots of time to reflect.

I spend most of my sailing time either teaching others or racing. I love doing both, but this trip was about anything but those two things – and it was wonderful. As we sailed from the Chesapeake into the ocean, the points turned to capes, the waves to swells and the sky exploded into moon, stars and bright planets.

All of that "differentness" overwhelmed me and made me aware of the power and importance of "cross training." Simply by doing something different I re-fell in love with sailing for the umpteenth time.

Racers should cruise (you can stay in a hotel if need be).

Cruisers should race (you probably own a spinnaker even if you aren't quite sure how to put it up).

Boat owners should sail on other people's boats (or charter). Owners should crew while their crews should take the helm – all in an effort to learn again what makes sailing such a powerful part of who we are.

We aren't racers and cruisers – we are sailors. Doing something different with our sailing can help remind us of that and can make us better cruisers and racers, too.

Jump start this season by planning to do something new. It will get you enthusiastic about sailing, and enthusiasm is at the very heart of learning.



Kristen Berry is co-director of JWorld Annapolis.

Plot a course to improve your boating skills this season by pursuing new situations.



KNOW YOUR RADIO ETIQUETTE

BY ANDY SCHELL

The ocean is accessible to anyone brave enough to meet the challenge. That is my favorite thing about boating. My least favorite thing: improper radio etiquette.

A VHF is a must-have on even the smallest of pleasure boats – more reliable than a cell phone and nowadays cheaper than one. If you ever truly need it in an emergency, the Coast Guard will be thankful if you at least sound like you know what you're talking about. And other boaters will certainly take you more seriously.

Proper calls on the VHF start with repeating the name of the boat you're calling and the name of your own boat a full three times. It's long, and sometimes annoying, but it's correct. "Arcturus, Arcturus, Arcturus, this is Sojourner, Sojourner, Sojourner, channel 1-6, over." I like to repeat the channel as well, as many commercial craft monitor multiple channels and might not necessarily understand that it's 16 you mean.

When you're done speaking into the mic, say "over." This is by far the simplest part of radio etiquette, and probably the most abused. It's easy – just say it.

Numbers are perhaps the worst culprit behind letters. ('A' is 'Alpha,' not 'Adam.') Radio numbers are always read in single digits for complete clarity. 'Six-eight' is easier to understand as channel 68 than simply saying '68.'

Likewise, know the working channels for the area you're in. If the local water taxi uses channel 68 to run their business, try and keep that channel clear, simply out of courtesy. And channels 09, 11 and 13 are usually reserved for commercial craft and drawbridges, so keep them clear as well. And I shouldn't have to mention keeping 16 clear, save for hailing and distress. But you hear people abuse it all the time, and the Coast Guard will remind you.

Lastly, the serious ones: *securité*, *pan-pan* and *mayday* calls. *Securité* (pronounced *securitay*) calls are made to alert boaters to something – for example, when a commer-



Andy at the helm with his VHF at the ready.

PHOTO BY MARIA KARLSSON

cial ship is leaving the dock, they will usually call on channel 16 "Securtié, Sécurité, Sécurité, this is the cargo vessel Asphalt Commander, Asphalt Commander, Asphalt Commander leaving the dock at Baltimore Harbor. Any concerned traffic please call on channel 16."

This is just an informational message, nothing more. The Coast Guard often broadcasts things like missing navigation marks or any hazards to navigation in the same manner.

Pan-pan (pronounced *pahn-pahn*) calls are when there is an emergency onboard but it's not life or death. It's to signify urgency, but it's not a call for help. The pan-pan call lets other people out there know that something has happened on board. You should announce your position and what exactly happened, how many people onboard, type and color of boat, etc, but the Coast Guard won't drop everything and rescue you.

With *mayday* calls, of course, they will, and that's the point. The boat is going down, on fire or something else catastrophic, and the vessel (or a seriously injured person onboard) needs immediate assistance. Be careful with *mayday* calls, as sometimes they'll require you to abandon the boat if help arrives. It's a last-resort. Don't abuse it either, as it can result in the classic cry wolf scenario.

YELLOWFIN YACHTS SEIZES OPPORTUNITIES

BY GLENN HAYES

PHOTO COURTESY OF YELLOWFIN YACHTS

Yellowfin's new Custom 40 RHIB

Boat builders in particular, have had many challenges in our current economy. There has been attrition within the ranks, but some companies have emerged more efficient, stronger and even thrived despite the economy. Yellowfin Yachts is just such a company and Wylie Nagler, the owner and founder, attributes his success to the quality and design of his boats.

Yellowfin offers 11 models from a 17-foot technical poling skiff up to a 42-foot offshore center console that can top out at 70 miles per hour. Their boats have a reputation for quality of build and design, and their distinctive looks turn heads on the water and at the dock.

As Nagler commented, if a customer is shopping on price alone he or she will probably not be getting a Yellowfin, but if quality of build and performance along with an exceptional resale value is more important, a Yellowfin will be at the top of his or her list.

Nagler started modestly tinkering with designs that improved on what was currently available, knowing that he could produce a better product. With a background in

offshore racing, he started Back Country Boats, building cutting-edge inshore vessels. After selling that company to Champion Boats, he decided he wanted to venture into the offshore market.

At the time there were some companies putting center consoles into their racing hulls in an attempt to capture some of the increasing market share that offshore fishing was producing. Those boats were fast, they were narrow, had poor live-well systems and were not truly designed for the job at hand. Nagler knew he could capture market share by "building a fish boat first, then make it go fast, instead of making a go fast and make it fish."

This core principle is responsible for the huge success his company has enjoyed since it introduced its first offshore boat, a 31-foot center console.

Bradenton, Fla.-based Yellowfin has designed its boats with cutting edge technology and specific customers in mind. They are boats designed for the hard-core fishermen who want to fully enjoy their time on the water. Their boats are designed for serious live bait fishermen who want





Yellowfin's 42 Offshore

PHOTO COURTESY OF YELLOWFIN YACHTS



Yellowfin's new Custom 40 RHIB

PHOTO COURTESY OF YELLOWFIN YACHTS



Yellowfin's custom patrol boat built for the Texas Highway Patrol with mounted guns and bullet proof shields.

PHOTO BY GLENN HAYES

a boat that will run well in rough water, can take a beating, and has a dry and comfortable ride.

As Nagler puts it, "we are not concerned with flat water speed. It's not how fast you go, it's how long you go fast. We can go faster than anybody for a longer period of time."

All of this is accomplished while also being a practical and fishable boat. Nagler can be found in Yellowfin's prototype shop almost every day. Each of the company's models receives a "facelift" every five years.

Currently the 24-foot bay boat and 36-foot offshore model are Yellowfin's best selling models. Their popularity has created a backlog of orders that peaked at eight months. Restructuring of the production facilities with a new dedicated small boat facility in Sarasota, Fla., has reduced the backlog to maximum of six months.

Nagler constantly has his eye on the future for Yellowfin. He is content with the size of the company, and it's clear that his goal is not to increase gross sales and to dominate the market. His desire is instead to "be smarter at what we do" by increasing efficiency rather than expanding production.

That's not to say that he isn't willing to develop in new directions. As was demonstrated at the Miami Boat Show last year, Yellowfin is capable of taking one of its designs and applying it to commercial or military applications. They displayed a formidable 34-foot border patrol vessel built on one of their popular fishing hull designs with Kevlar hull reinforcement and retractable protective ballistic panels. The boat was outfitted for the Texas Highway Patrol with multiple deck guns and triple 300 HP Mercury Verados capable of over 60 knots.

This year at the Fort Lauderdale Show Yellowfin took the concept one step further by introducing the Custom 40 rigid-hulled inflatable boat. The model could have military or commercial applications, but was set up as the ultimate super yacht tender. With a beam of about 13 feet, the RHIB has plenty of room for passengers to move about or lounge, while providing the ultimate comfortable ride at speed, even offshore.

Seeing an opportunity in these markets, Nagler plans on developing a four-model line of these vessels, including 24, something in the 28-30 range and an offering in the mid 30s.

With a constant eye on development, quality, customer service and market needs Neglar appears to know exactly what his customers require. He has had great success in providing it to them and as a result Yellowfin has enjoyed a great reputation for quality and service. Comfortable in their market position and by taking a good product and constantly improving and adapting it, the future of Yellowfin Yachts looks bright despite a difficult economy.

COAST GUARD CUTTER EXPLORES LEGACY

STORY AND PHOTOS BY PETTY OFFICER 3RD CLASS DAVID WEYDERT



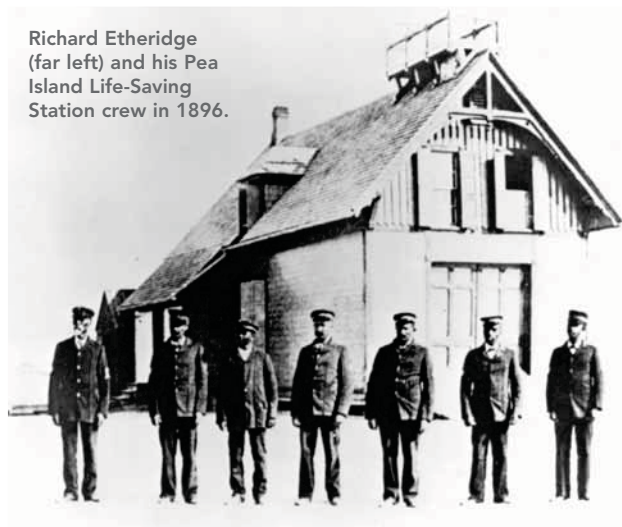
The USCG Cutter *Richard Etheridge* visits Portsmouth, Va., in early December.

The men and women of the Coast Guard Cutter *Richard Etheridge* stepped onto historic ground on a warm December day in Manteo, N.C., on Roanoke Island. Led by Cmdr. Christian Lee, the crew was welcomed by a crowd of local residents, many representing families who have lived on the island since colonial times.

The crew came to learn about a man who started life as a slave, fought as a soldier, lived as a freeman, served as a sailor, and later became a hero. This Coast Guard hero is Richard Etheridge, keeper of Pea Island Lifesaving Station.

"The whole Outer Banks and the Coast Guard have such a connection because of the establishment of those early life saving stations in 1874," said John Wilson, former mayor of Manteo. "It has been a long close history between the Outer Bankers and the Coast Guard."

Richard Etheridge (far left) and his Pea Island Life-Saving Station crew in 1896.



COURTESY U.S. COAST GUARD ARCHIVES

"Richard Etheridge, our namesake, most famously is the first African American to command a lifesaving station," said Lee. "The U.S. lifesaving service is one of the organizations, which eventually formed the modern Coast Guard."

Etheridge was born a slave to John Etheridge, but was treated almost as well as his owner's white children, learn-

ing to read and write beside them. This gave rise to the belief that Richard was the illegitimate son of John Etheridge, although it was never confirmed.

During the Civil War, Union troops landed on the Outer Banks. Etheridge enlisted in the Black Regiments and fought with bravery. He continued to serve after the war when he enlisted with the Buffalo Soldiers, earning the rank of regimental commissary sergeant before departing the military.

On his return home, Etheridge was given land to live on by John Etheridge and took a part-time job in 1875 at the Pea Island Lifesaving Station. After a series of disastrous blunders, the U.S. Lifesaving Service dismissed the station keeper. Etheridge's name came up as the best prospect while the USLS was searching for a replacement.

"White and black alike pointed to Richard Etheridge as the guy who was the best at what he did," said Lee. Due to segregation laws at the time, the service appointed a full black crew to serve under Etheridge. Etheridge led a crew of 17 African Americans into the history books after the schooner *E.S. Newman* ran aground during a hurricane in 1896. Battling turbulent waters, the heroic crew rescued all nine people from the distressed schooner.

Etheridge held the position of keeper until his death in 1900. The cutter crew visited Richard Etheridge's grave, lo-

cated on the grounds of the North Carolina Aquarium. His resting place is a simple affair, a white tombstone, laid into the ground, surrounded by his close family.

"As the first crew of the cutter named after him, it is really on us to honor the namesake in different ways," said Lee as the crew paid their respect at Etheridge's grave. What the crew is most proud of is the name boards on the side of the cutter. The wood came from the floor beams of the Etheridge family farmhouse.

White and black alike pointed to Richard Etheridge as the guy who was best at what he did.

The 154-foot *USCG Cutter Richard Etheridge* was built at Grand Isle, La., launched in August 2011, and commissioned at Port Everglades, Fla., on Aug. 3, 2012. It is the second of the Sentinel class cutters, which are being built to replace the 110-foot Island class cutters. It is based in Miami with sister ships *Bernard C. Webber* and *William Flores*.

With a full suite of modern technology, a more than 28-knot max speed, and a longer endurance, this patrol boat extends the Coast Guard's mission far into the future, while reaching back and embracing the legacy of Richard Etheridge's past.



Crew members of the Coast Guard Cutter Richard Etheridge and local residents gather at the grave site of Richard Etheridge in Manteo, N.C.

WHAT SUP WITH YOGA, PILATES?

STORY AND PHOTOS BY GLENN HAYES



Evey Hammond (front) and Harmony Dawn in fitness specific swim ware by Prana, demonstrate SUP yoga at Surf Expo in Orlando, Fla.

Stand Up Paddle boarding, or SUPing, is the fastest growing water sport in the country. Just paddling a stand up board is a good form of exercise that works many muscles including your core, but if you love the feeling of being on your board and want to add balance and agility to your workout, there are other options. Exercise practitioners are embracing yoga, pilates and strength training while on their paddleboard.

Stand up paddle boarding activities have evolved from their traditional Polynesian roots. The act of paddle boarding requires that you have a reasonable (but not exorbitant) amount of balance and agility to remain standing on

the oversize surfboard type board as you make your way through the water or ride a wave, all while using a paddle for propulsion and balance.

If you take that same board and get into some calm flat water such as a lake, cove, river or even a pool, you now have a great platform or "floating mat" on which to perform a workout. It not only takes exercise to a new level of intensity but also contributes to a sense of well-being.

The popularity of SUP exercise and SUP yoga in particular can be attributed to several factors, according to Jessica Cichra, the founder and owner of Wave of Wellness in Orlando, Fla.: It is a great way to get out on the water, there

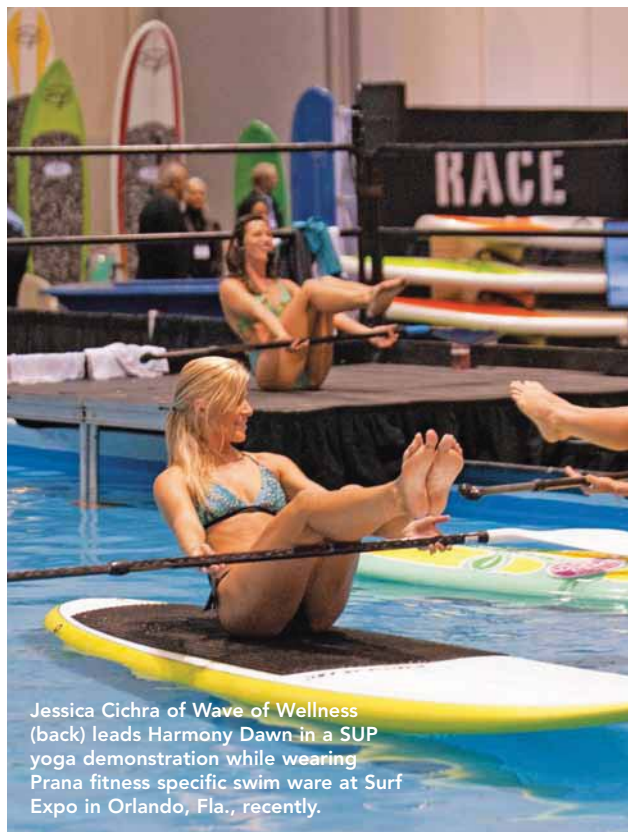
is not a huge investment required, and the boards are light and easy to transport.

She says people from all fitness and experience levels can be successful in their exercise with help from a good instructor. The only requirement is that you can swim. She also points out that it can be an extremely pleasurable way of working out and does not have all the common hang-ups of going to a gym. Participants are usually in a peaceful water setting and the workout ends up feeling more like fun than a boring regime.

"It's a lifestyle," Jessica says, not just an exercise. The only requirements to participate are confidence and a willingness to fall into the water. If you don't have either of those, she says, then it's not for you. "I know you are really trying and pushing yourself if you fall off the board," she adds.

Her classes, as most yoga classes, are a place where everyone is encouraged to push himself or herself and not judge others. Jennifer got started teaching SUP yoga classes in pools at high-end hotels and resorts in the Orlando area after experiencing stand-up paddle boarding for herself.

You can find SUP yoga classes and groups in many wellness programs. Participants are varied, with the majority being women between the ages of 20 and 50 according to Jennifer, although she has clients that range from a 75-year-old lady to kids working out with their family, and male customers of all ages.



Jessica Cichra of Wave of Wellness (back) leads Harmony Dawn in a SUP yoga demonstration while wearing Prana fitness specific swim ware at Surf Expo in Orlando, Fla., recently.

If yoga is not your thing, there's always paddleboard racing and SUP Pilates.

Racing has become very popular with competitive fitness participants. Organized races are popping up everywhere. Organized series are usually timed, allowing racers to measure their progress and provide a competitive environment that still has a great deal of camaraderie on the water.

If competition isn't your thing then you might want to try paddleboard Pilates. Cindi Bear Bonner, founder of Fitness Onboard in Pensacola Beach, Fla., tried the new version of floating resistance training where Pilates bands are used in an exercise routine while balancing on a SUP. As with SUP yoga, the elements of balance and agility are enhanced while trying to exercise on a board that is just over 11 feet long and 32 inches wide.

You're outside enjoying the beautiful environment and once you get it you've got it. It's easy.

Bonner fell in love with this form of exercise and founded a company offering paddleboard exercise programs at Margaretville Resort on Pensacola Beach. The success of these classes has taken off and she is looking to expand her business. After two years of using standard yoga boards, Cindi invented her Fitness Onboard Paddle Board or FO-SUP.

Although there are many manufacturers making purpose-built boards for SUP yoga, Cindi has a unique board for fitness resistance training that is manufactured for her company by Dragonfly Boat Works. At first glance it looks like a regular SUP yoga board, but a closer look reveals specially placed tie down points where standard Pilates resistance bands can be attached depending on the particular exercise, allowing for a limitless amount of resistance exercise possibilities.

A paddle clip to hold the paddle in place, water bottle holders, a built-in anchor system and a storage compartment for keys and ID make these the ultimate in Pilates boards.

Cindi believes that this kind of exercise is good for everyone. There is no impact where you are pounding on joints and it is perceived as a fun form of exercise that can be a bit faster paced than SUP yoga.

"You're outside enjoying the beautiful environment and once you get it you've got it," she says. "It's easy. It is changing lifestyles."

Cindi says people who would not go to a gym on a regular basis are getting on the water and changing their life for the better. "From an exercise physiologist point of view, I see nothing negative about exercising on the water. It's not only physically good for you but it is also mentally good for you."



THE LAST WOODEN SHRIMP TRAWLER

STORY AND PHOTOS BY HELEN AITKEN



Chadwick Boat Works is assembling what might be the last wooden shrimp trawler built in eastern North Carolina. With the present economy, seafood importation, taxes and regulations, and a reduction in the local commercial fishing industry, there may not be a need for another trawler.

The project provided an opportunity to celebrate the legacy of Harkers Island boat builders. In December, Jamie Chadwick opened his company's doors to more than fellow 50 boat builders and carpenters, past and present, to critique the work in progress.

Master builder Jamie Lewis built his last wooden trawler in 2000, and Clarence Willis built one in his backyard in 2002. These men were once in competition, so finding them in the same boathouse is rare. Most of the "old-timer" boat makers and carpenters are in their late 70s and 80s; retired along with their knowledge and expertise. It was time to recognize these masters before it was too late.

Chadwick learned the old ways of boat building as well as the new. He and his brother, Eugene Chadwick, apprenticed as teens to their dad, Walter Chadwick. Family names such as Willis, Rose, Lewis, Guthrie, Gillikin, Gaskill, Chad-

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"Old Timer" boat builders gather before the new vessel. Left to right are Will Guthrie, Leevy Willis, Guyon Willis, Vance Gillikin, Buddy Roger Rose, Walter Chadwick, Red Brooks, Houston Lewis, Benjamin Brooks and Jamie Lewis.

wick and others established the best boat building reputations in North Carolina for decades and attracting clients from New York to Florida.

Boats such as the Harkers Island Flare Bow, Round Stern boats, Skip Jacks, sport fishers, trawlers, sailboats and their homemade hydroplanes for racing on Sundays, were coveted. When boats weren't being built, these men became commercial fishermen, using their experience to redesign their own boats, typically in their backyards.

"Backyard boat building" created signature styles. The flare and shear are like a builder's unique identifying fingerprints. A boat maker needed to know how the owner would use the boat and the rest was figured out in their heads. Boat specifications were written on a paper bag or piece of wood for reference; there was never a blueprint, but the name of a boat would be referenced as the style to build.

"The design is in your mind," according to finishing carpenter Wallace Craig Guthrie. "You have to be a master builder before you start building, and then you have to be able to fix anything that needs to be done while you're working."

Boat building runs in the blood of Harkers Island families, but when boat builders' sons couldn't make the business profitable, the backyard boat builders dwindled. A fortunate few found jobs with other builders dealing with fiberglass rather than wood. Fewer, like Chadwick, opened their own shops for building and repairing fiberglass boats.

This last wooden trawler will be christened the *Captain Matt* after the owner, Matt Matthews, of Matthews Seafood in Sneads Ferry, N.C. "When I thought about having a shrimp trawler made, I asked if Jamie Lewis could make it," said Matthews. "He told me he was retired, but if anyone could build it, it was Jamie Chadwick."

Everything will be installed at Chadwick's except for the

rigging, done by Matthews.

"This is going to be a modified version of the 58-foot Capt. Kenny's shrimp trawler, which was built by Jamie Lewis in the 1990s," Chadwick said of his work in-progress. It has a square stern and V-shaped hull with a 4- to 5-foot draft for the shallow waters around Sneads Ferry and offshore.

The wood frame is expected to take about five months to assemble before being ready for planking, whereas a comparable steel hull can be built in 12 days. The ribs are salt treated pine, held together with stainless steel bolts. The laminated strip planking is rot resistant two-inch Juniper with epoxy and resin on top.


The visit to the trawler resembled a family reunion. The Core Sound Waterfowl Museum and Heritage Center in Harkers Island photographed the group with the trawler in the background. The museum is the caretaker of local histories and relics from eastern North Carolina, including the *Jean Dale*, a round stern boat built by Brady Lewis.

Onlookers felt like they were among celebrities. "Have you checked it out? Did he start it right?" Heber Guthrie asked Jamie Lewis, as they studied the vessel with Jamie's son, James Lewis.

"Well it's too late to start over," Jamie said, prompting a round of laughter.

Chadwick hopes to have another gathering before the trawler is launched. It may become an annual event.

The shrimp trawler will take many more months to finish, and Jamie Chadwick is in no hurry to see this boat leave the boathouse, possibly ushering in the end of an era in Harkers Island wooden boat making.

Chadwick welcomes inquiries and visitors to see the trawler at Chadwick Boat Works, in the Jarrett Bay Industrial Complex in Beaufort, N.C. Call (252)728-3903. 

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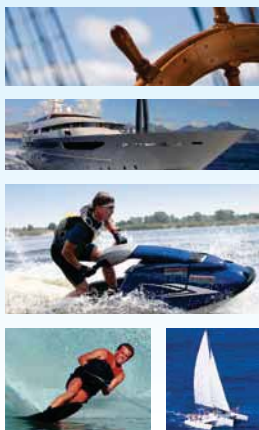
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BACKWARD IN TIME

CUMBERLAND ISLAND NATIONAL SEASHORE

STORY AND PHOTOS BY BARBARA COHEA



Tidal creeks winding through salt marsh sloughs provide a highway for alligators to access hunting grounds and, twice a day, a rich feeding ground for egrets, ibises and herons.

Cumberland Island is easier to define by what it is not, than what it is. It is not a vacation resort with high-rise hotels, restaurants or miniature golf courses. There are no housing developments, nor is there a bridge connecting the cars of the mainland to paved streets on the island. No bars, no shops, no galleries. Since the National Park Service restricts ferry passengers to 300 people a day, there are no crowds.

Instead, Cumberland Island National Seashore, comprising 90 percent of this 36,000-acre habitat preserve, offers some things in short supply today: solitude, serenity and wonder. A place where there is no time but your own and no place you have to be except the place you're in.

Largest and southernmost of the Georgia barrier islands, the 18-mile-long island sits near the Florida border. Mother Nature is clearly in charge, and that is one of Cumberland's alluring secrets.

It was not always this way. There has been a human presence on Cumberland Island for 6,000 years. Timucua Indi-

ans knew the island as Missoe, meaning "beautiful." Skilled hunters, they also oystered, crabbed, fished, shrimped, and gathered a variety of edible plants. The Timucuas lived in balance with nature for some 3,000 years before the Spanish supplanted them.

Within a few centuries, the Timucuas fell to European diseases, rebellions against the Spanish and the ravages of slavery. By the 1730s, the Spanish themselves retreated as British colonial expansion pushed south and British soldiers occupied two forts built on the island.

Cumberland became a "no man's land" continually threatened by Spanish, Indian and French raiders. But settlers of a sort – bandits, pirates and other lawbreakers – scratched out a living. In 1763, the Treaty of Paris ended the constant conflict and a land rush to file plantation claims was on.

Between the 1780s and the Civil War, the pinnacle of human disruption, two-thirds of the island's majestic live oak trees were felled to supply the fledgling U.S. Navy with

ironwood for warships and clear fields for cotton, indigo, citrus and vegetables.

A Savannah newspaper estimated 10 to 12 large plantations on Cumberland Island, with fields of cotton as far as the eye could see. Four hundred enslaved people outnumbered their masters 10 to one.

By the 1870s only ruins remained, and the subtropical jungle was retaking those. With the arrival of Lucy and Thomas Carnegie, the era of the rich estates began. Lasting little more than 40 years they, too, slid into decline.

Navigation

Getting here from offshore, access Cumberland Island through St. Andrew Sound on the north or St. Mary's Inlet on the south. On the ICW, find the island between mile marker 695 and 714.

At the history-rich southern end of the island, an open and largely empty anchorage has 20-30 foot depths and good holding off the National Park Service Dungeness Dock. Portions of the dock are for day-use dockage. Use this for tying up dinghies.

Dungeness Dock is near the white, pitched-roof Ice House Museum. Initially, the storehouse for ice shipped from frozen lakes and ponds in the Northeast to supply the Carnegie mansions, it's a good place for an overview of the island's history.

An easy walk from the museum are the Carnegie's Dungeness mansion ruins, the estate's pergola, greenhouses, formal dock house, recreation building, servant village, carriage

house and the mansion known as The Grange. The oldest surviving structure on the island is here – a small tabby cottage built by Nathaniel Greene in the 1780s as his children's school.

Grassy fields surrounding the ruins are often shared by wild horses, turkeys and white-tail deer together at the same time.

One mile north of Dungeness is the large, frequently empty anchorage off Sea Camp Dock. Depth is 10-20 feet with good holding. Sea Camp, too, has day-use dockage. Ask at the park visitor center about the tour to the island's northeast end, daily educational programs, island and trail maps, and bicycle rentals. For additional information call the National Park office at 912-882-4336.

A short walk along the Sea Camp Trail takes you to the beach through a cathedral of live oak trees, their gnarled angular boughs veiled in Spanish moss.

Up the main road is Stafford Place Mansion. Originally Robert Stafford's plantation house, this self-styled "Union man" owned 348 enslaved people, 8,100 acres, and fathered six mixed-race children who he sent north, with their mother, to live as freed people. Nearby is the cemetery where Robert, his mother and sister are buried.

The eastern cleared field grew cotton. During the Carnegie era it became a 9-hole links golf course. Now it's a private landing strip and haven for up to eight horse families.

Another two miles takes you into 10,000 acres of designated wilderness identified as an International Biosphere Reserve for its "rare ecology, beauty, and endangered creatures." From there to the island's north end are a myriad of alligator inhabited ponds and tidal creeks, bare-branched trees where Snowy Egrets, Great Blue Herons, White Ibises, Wood Storks, Tri-colored Herons, and vultures perch like so many ornaments on a Christmas tree.

Some 264 bird species occur on Cumberland Island, including 132 are migratory species traveling the Atlantic Flyway, which passes over Cumberland Island. Ospreys, Bald Eagles, American Oystercatchers, Pileated Woodpeckers, Eastern Kingbirds and over 100 more species nest and fledge their young on the island.

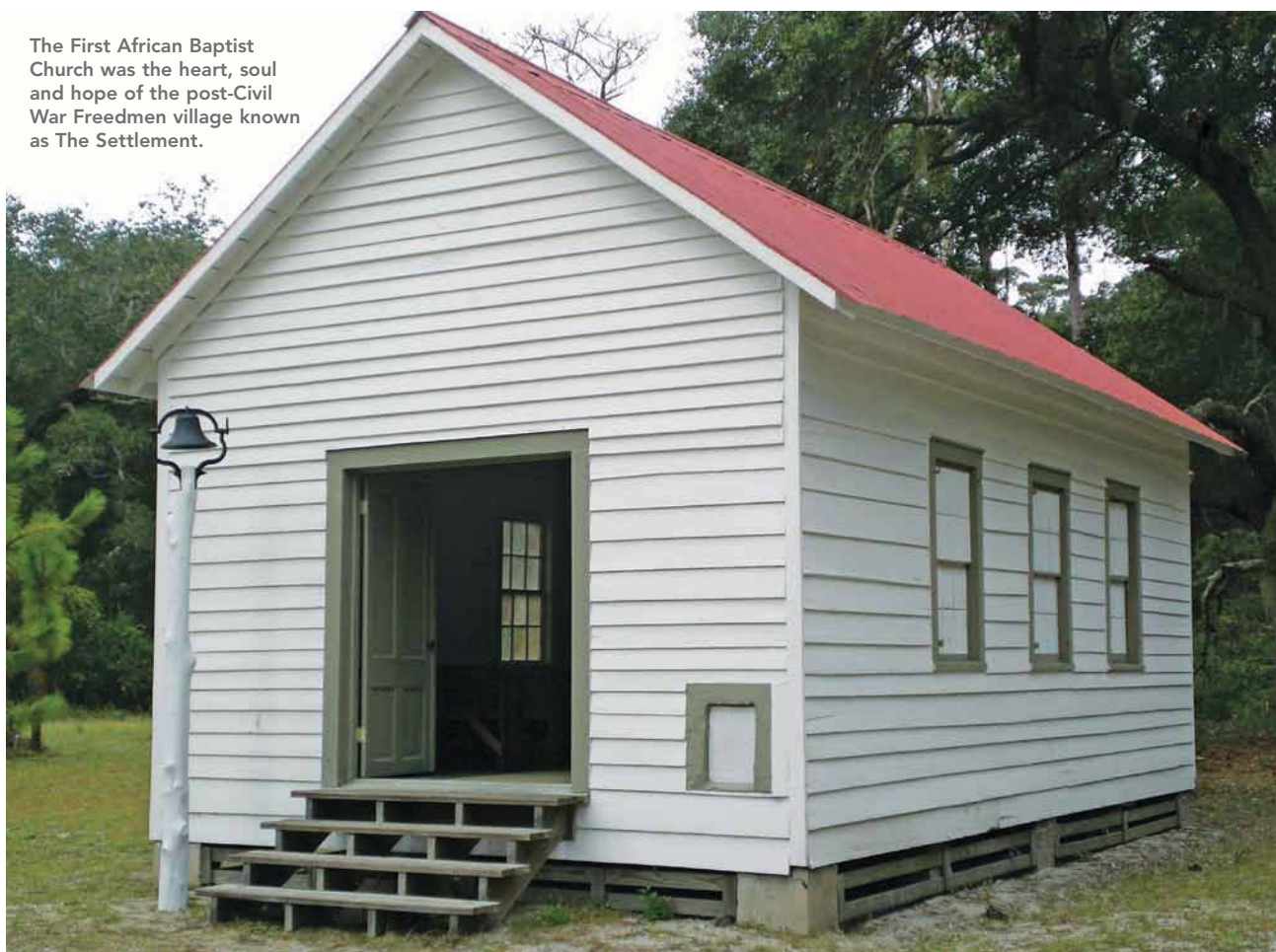
Here, too, 60-foot-tall dunes march along the shore's secondary dune system, ghost trees eerily sprouting from the sand beside salt-spray sculpted and contorted live oaks. Rustling in the surrounding maritime forest could be armadillos, wild hogs, raccoons, or even bobcats. You may not see them, but the huffing sound a few feet from you is a danger signal warning fellow deer of your presence.

About six miles north of Sea Camp, the Brickhill River has two narrower and lesser known anchorages from which you can more easily access the north end of the island. Follow the ICW turning off near R60 and R60A. Keep to the north third of the entrance. Low tide entry can be tricky. Stay to the center of the river. The Plum Orchard anchorage, from



Beneath the shade of a live oak tree a 200-year old tabby wall encloses the grave site of four British Royal Marines killed during the war of 1812.

The First African Baptist Church was the heart, soul and hope of the post-Civil War Freedmen village known as The Settlement.



which the large white mansion is easily seen, provides good storm protection with depths between 13-27 feet, good mud/sand holding and an excellent set. The NPS dock allows day-use dinghy dockage.

The 1898 Plum Orchard mansion built by Lucy Carnegie as a wedding gift to her son, George and his bride, Margaret Thaw, is a 30-room Georgian Revival structure. It is open for tours depending on the presence of volunteers; show up at the front door for more information. Behind the house is a pond full of alligators, including a 10-footer frequently basking on the shore. A rookery hosts a variety of marsh and shore birds.

A bit farther along, the Brickhill anchorage has depths of 10 to 20 feet. No dock here but you're welcome to beach a dinghy to go ashore.

Exploring

Four to five trails snake through the island's south end. In the wilderness area, 17 trails with names like King's Bottom and Yankee Paradise cover 30 miles. Some trails twist past freshwater ponds, overgrown Plantation Era dikes, ditches, tabby walls, through the maritime forest jungle, and the double dune system along the 18-mile long undeveloped seashore.

Late April through August, Loggerhead sea turtles come ashore. In 2012, nearly 700 Loggerhead turtle nests were recorded on the island. After a 60-day incubation period the nests explode with hatchlings making a mad dash to the sea.

Other trails take you to the post-Civil War Freedmen village, The Settlement. From wilderness jungle, 6-8 founding families of ex-enslaved people built a thriving community including the historic First African Baptist Church. Eventually this community fell to economic pressures, and job opportunities on the mainland along with the forces of nature.

Visitors often comment on the "preservation" of Cumberland Island, never realizing this is victory in a 500-year war against human occupation. The island won. Welcome to visit but not stay, people have no more power now than the hawks, or the horses to thwart her recovery.

The "natural state" is a recent and ongoing evolution. In 1972, in cooperation with Carnegie family descendants, Cumberland Island National Seashore was established. Ensuring the island's remarkable history is remembered. More importantly it guarantees the island will reclaim itself, becoming "Missoe" the place the Timucuas lived in balance with so many centuries ago.



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SOUTHEAST MARINAS

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

				Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
Jersey City	NJ	Liberty Landing	201-985-8000	15'	200'	520	●	30/100 Amp		●	●	●	●		●	●	16	●
St. Michaels	MD	St. Michaels Marina	800-678-8980	10'	200' +	50+	●	30/50/100 Amp Single Phase	●	●	●	●	●	●	●	●	16	FREE
Deltaville	VA	Deltaville Yachting Center www.dycboat.com	804-776-9898	10'	70'	78	●	30/50 Amp	●		●	●					16	FREE
Washington	NC	McCotters Marina	877-272-6632	6'	65'	180	●	30/50 Amp				●	●				16	FREE
Havelock	NC	Matthews Point Marina	252-444-1805	5.5'	50'	110	●	30/50 Amp		●	●	●	●			●	16	FREE
Morehead City	NC	Morehead City Yacht Basin	252-726-6862	8'-10'	200' +	88	●	30/50/100 Amp	●	●	●	●	●		●		16	FREE
Beaufort	NC	Jarrett Bay Boatworks	252-728-7100	10'	135'	30'	●	30/50/100 Amp		●	●	●				●	16	FREE
Charleston	SC	Charleston City Marina	843-723-5098	25	300'	415	●	480v & 208v, 3 phase		●	●	●	●		●	●	16	FREE
Amelia Island	FL	Amelia Island Yacht Basin	904-277-4615	6'	100'	135	●	50 & 30 amp		●	●	●	●		●	●	72/16	
North Palm Beach	FL	Old Port Cove Marina	561-626-1760	15'	200'	202	●	30/50/100 Amp	●	●		●	●			●	16/8	●
North Palm Beach	FL	New Port Cove Marine Center	561-844-2504	5'	80'	43	●	30/50/100 Amp		●	●	●	●			●	16/8	●
North Palm Beach	FL	North Palm Beach Marina	561-626-4919	10'	150'	107	●	30/50/100 Amp	●	●	●	●	●			●	16/68	●
Boca Raton	FL	Boca Raton Resort & Marina	561-447-3474	8'	170'	32	●	200 Amp	●			●			●	●	16	
Fort Lauderdale	FL	Bahia Mar Yachting Center	800-755-9558	14'	un-lim	250	●	30/50/100 Single & Three Phase	●	●	●	●	●		●	●	16	
Fort Lauderdale	FL	Pier Sixty-Six Marina	954-728-3578	17'	290'	127	●	30/50/100 Single & Three Phase	●	●	●	●	●		●	●	16	●
Fort Lauderdale	FL	Hilton Ft. Lauderdale Marina	954-728-3578	17'	un-lim	33	●	30/50/100 Single & Three Phase	●	●	●	●	●		●	●	16	●
Sarasota	FL	Hyatt Regencey Sarasota Marina	941-953-1234	6'	38'	32	●	30/50 Amp	●	●	●	●	●		●	●	16	●
Captiva	FL	South Seas Island Resort and Marina	239-472-7628	10'	120'		●	30/50/100 Amp	●	●	●	●	●		●	●	16	●
Fajardo	PR	El Conquistador Resort & Marina	787-863-1000	12'	70'	35	●	30/50/100	●			●				●	16	●
Canyon Lake	TX	Canyon Lake Marina	830-935-4333		85'	449	●		●			●			●	●	16	
Canyon Lake	TX	Cranes Mill Marina	830-899-7718		45'	250	●			●	●	●		●		●	16	
Austin	TX	Hurst Harbor	512-266-1800		100'		●			●	●	●			●	●	16	

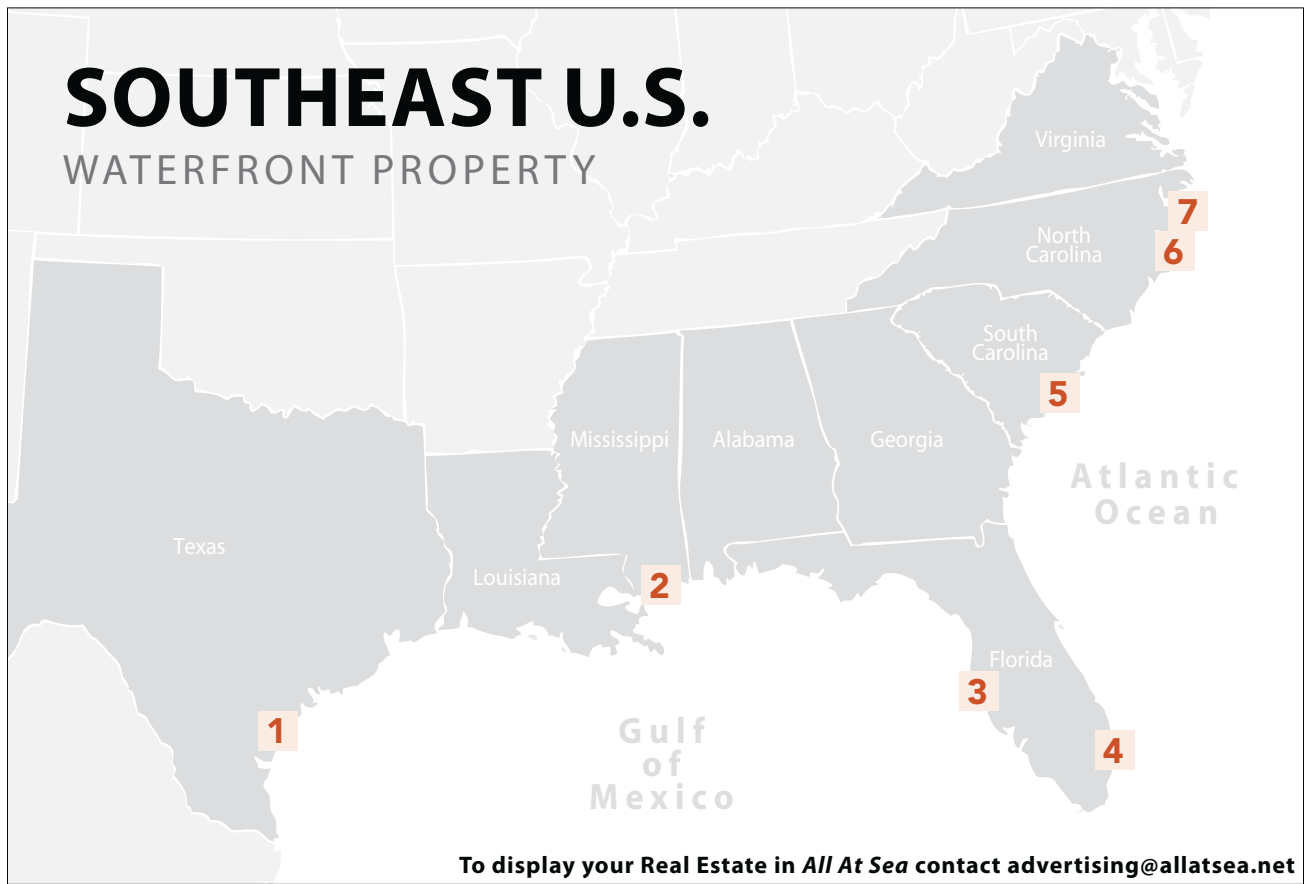
ASK ABOUT ADDING YOUR MARINA TO THE *ALL AT SEA MARINA GUIDE* **CONTACT ADVERTISING@ALLATSEA.NET**

SOUTHEAST BOATYARDS

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

				Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Jersey City	NJ	Liberty Landing	201-985-8000	9'	75'	19'	no limit	50 Amp	24x7	60 ton travelift	•			•		•	
Chesapeake	VA	Atlantic Yacht Basin, Inc.	800-992-2489	12'	120'	25'	no limit	30/50/100 Amp	24x7	60 ton travelift, 300 ton railway		•	•	•	•	•	
Deltaville	VA	Deltaville Yachting Center www.dycboat.com	804-776-9898	10'	70	19.6'	no limit	30/50 Amp	8-4:30 M-F/ 9-4:30 S	50 ton travelift	•	•	•	•	•	•	•
Wanchese	NC	Blackwell's Boatyard	252-473-1803	6'	70'	20'	no limit	30/50 Amp	7-3:30 M-F 7-12 S	70 tons		•	•	•		•	
Washington	NC	McCotter's Marina & Boatyard	252-975-2174	6'	60'	14'	no limit	30/50 Amp	8-5:30 x7	15 tons	•	•	•	•		•	
Oriental	NC	Deaton Yacht Service	252-249-1180	5'	50'	18'	no limit	30/50 Amp	8-5 M-F/ 8-12 S	35 ton travelift	•	•	•	•			•
Minnesott Beach	NC	Wayfarers Cove Marina & Boatyard	252-249-0200	6'	50'	18.5'	no limit	30/50 Amp	8-4 M-F	60 tons	•	•	•	•		•	
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10'	130'	30'	no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	•	•	•	•	•	•	
Brunswick	GA	Two-Way Boat Yard	912-265-6944	7'		16.5'	no limit	30 Amp	8-4:30 M-F	30 ton travelift	•		•		•	•	
Amelia Island	FL	Amelia Island Yacht Basin	904-277-4615	11'	100'	19'	no limit	30/50 Amp	8-6 x7	36 tons							
Stuart	FL	Apex Marine	772-692-7577	8'	65'	19'	no limit	30/50 Amp	7-3:30 M-F	65 tons			•	•	•		
Fort Lauderdale	FL	Apex Marine	954-759-7212	9'	90'	22'	no limit	30/50/100 Amp	7-4 M-F	92 tons			•	•	•	•	
Kemah	TX	South Texas Yacht Services	281-334-7245	7'		16	no limit	30 Amp	7:30-4 M-F 8-12 S	37.5 ton travelift	•	•	•			•	•

ASK ABOUT ADDING YOUR BOATYARD TO THE ALL AT SEA BOATYARD GUIDE **CONTACT ADVERTISING@ALLATSEA.NET**



Corpus Christi, TX. If you have ever dreamed of living on the Texas coast, now is time and this is the home. This charming 3 bed, 2 bath North Padre Island waterfront home is located in the best of both worlds. It sits on a prime waterfront lot on one of the island's widest canals with easy Intracoastal access to some of the best sport fishing the Gulf Coast has to offer and only minutes to some of the best beaches. \$329,900.

JODI SCHULTZ , Prudential Real Estate Center
Cell: 361-815-9005 | Email: jodi.schultz@me.com



Biloxi, MS. WOW... This 3 bedroom, 2 bath home is the beginning of Woolmarket in Biloxi. Wool, charcoal and other goods were traded on these waterfront banks back in the 1800s. A park-like setting and gorgeous old oak tree makes this a great place to entertain and live like a rock star around the paradise-like pool. Five-car garage plus additional 2360sf living space. Biloxi is on the Mississippi Gulf Coast which is home to numerous casino's and golf courses. \$875,000.

STEVE RIFE CRS, ABR, Broker Associate
RE/MAX Results In Real Estate, Inc. | Cell: 228-697-0470

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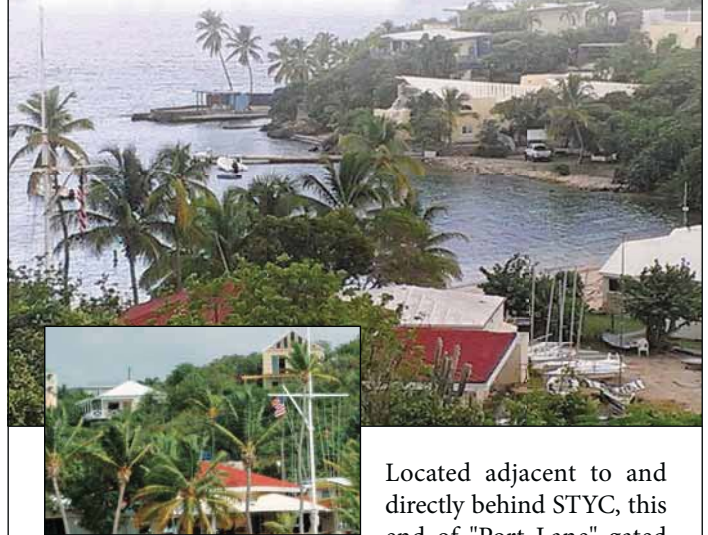
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4 Miami Beach, FL. Live with endless water views from two large balconies in this luxurious 2 bedroom 2 bath residence that envelopes the senses and revives the spirit. The St. Regis Bal Harbour Resort & Residences legendary reputation provides the incomparable touches such as, the discreet St. Regis Butler Service, a Remède Spa and world-class gourmet dining. The St. Regis Bal Harbour Resort, located in Miami Beach, is a peerless haven of oceanfront elegance, quiet unwavering taste, anticipatory service and seductive amenities. This exclusive Miami Beach enclave is directly across from the celebrated Bal Harbour Shops and mere minutes from the energy of South Beach, Miami, and the area's premier events such as the world-renowned Art Basel. \$2,700,000

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5 Pawleys Island, SC. Stunning location and spectacular 5 bedroom/5.5 en-suite bath waterfront home sits on more than one acre with direct views of the Intracoastal Waterway in the exclusive Island Estates section in The Reserve of Litchfield Beach. Custom features include salvaged oak mantle, hand-rubbed fixtures, Hinckley Pineapple Bronze exterior lanterns, copper gutters, Brazilian pine floors, imported Verdi Granite and wooden chandeliers, NUVO home audio system, central vacuum system, rotunda style great room, beautifully appointed window treatments - this home is exquisitely detailed. \$2,495,000

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6 Emerald Isle, NC. Look what the Crystal Coast has to offer! Located on the quieter side of the island, this unique, lovely sound-front property is perfect for the nature enthusiast with dock, boat lift and bulkhead. This fully renovated home boasts 5 bedrooms, office, 2 spacious living areas, lovely screened porch, gourmet kitchen and dining room with amazing views of Bogue Sound, the bridge and mainland. The master suite is the top floor. Cape Emerald has an indoor pool and tennis courts and the ocean is a short golf cart ride away! \$789,800

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7 Merritt, NC. Immaculate 3 bedroom, 2 1/2 bath custom-built waterfront home on 3 acres. Just minutes from the Village of Oriental. Enjoy the open floor plan enhanced by a sprawling screened porch overlooking a deep-water protected creek, featuring a concrete dock. Spacious master suite includes large walk-in closet and bath. Ceramic tile and hardwood floors throughout. Gourmet kitchen complete with high profile appliances and gas range. Vaulted ceiling in main room offers a gas-log fireplace and Cypress built-in cabinets. Finished walk-up attic. A quick boat ride brings you to the fabulous Neuse River! Virtual Tour. \$499,900

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Huge and Fast
\$350k (St Maarten)



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2000 JEANNEAU 52.2
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\$129k (St Maarten)



2006 HUNTER 49
Excellent cond. Loaded with cruising goodies!
Turn key! **\$245k (St Maarten)**



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One owner, well equipped, available spring.
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Magnificent turnkey vessel
Priced to sell!!



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Blue water ready
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Leopard 48, new Hard top,
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Immaculate.
\$99K offers!



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condition \$145K offers.



2003 Bavaria 36 ft
Three cabin model. Lots of
recent upgrades to blue
water ready.... Offers!



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Full cruising compliment.
Immaculate!! \$325K



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Transcat POWERCAT.
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Offers!



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Owners version. W/maker,
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Fully loaded
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4 staterooms, 2 heads, dual helms
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Immaculate condition!
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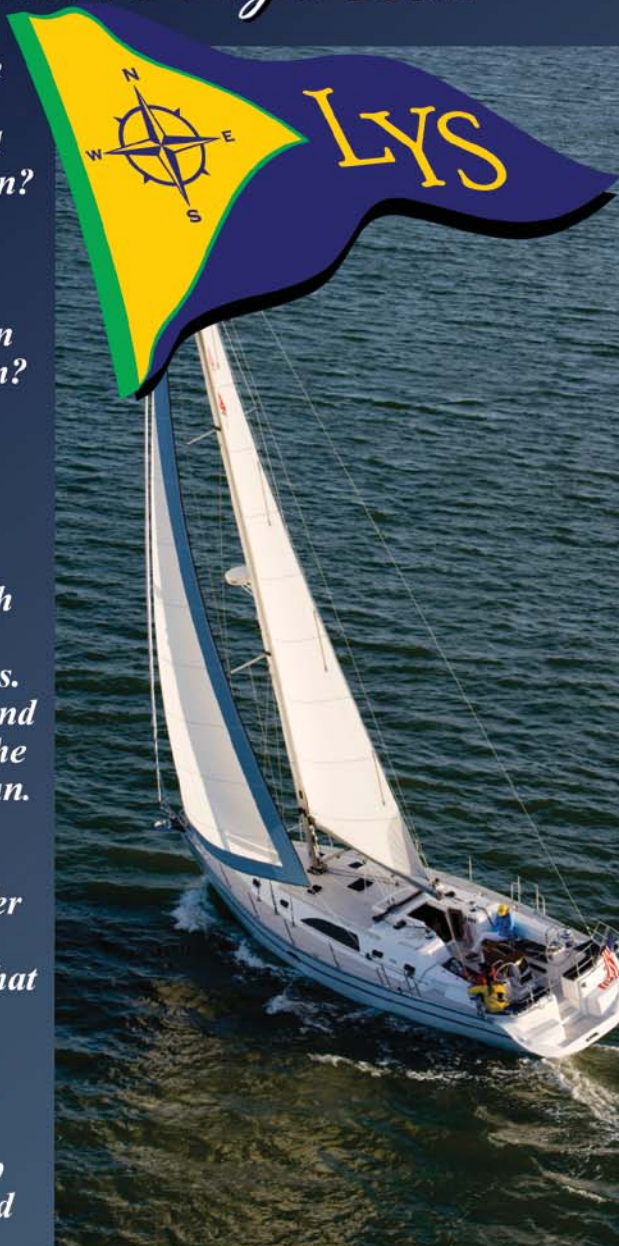
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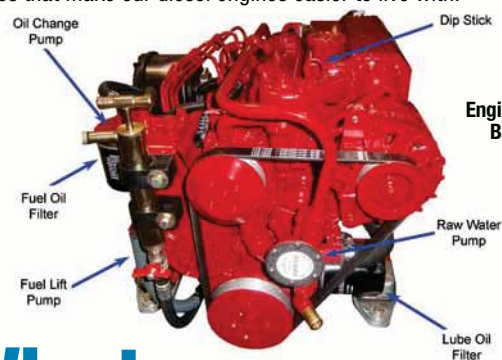
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FINDING OUR NEW WORTON CREEK IN FLORIDA

STORY AND PHOTO BY TERRY BORAM



Everybody needs a favorite anchorage.

Everyone has a favorite spot to anchor – that quiet place that puts your life back in balance. Ours was Worton Creek on the eastern shore of the Chesapeake Bay, a gunkhole where eagles soared high above the trees while osprey grazed the shores. The sunsets were always amazing and we spent hours counting shooting stars after dark.

We left behind our beloved Worton Creek last fall and headed to the land of sunshine and blue water. As soon as *Tri Dreaming's* hulls touched the waters of Biscayne Bay we began searching for our new favorite spot.

Locals here are proud of their cruising grounds. No Name Harbor, Hurricane Harbor, Elliott Key and Boca Chita Key all offer great fishing, spectacular diving and calm areas to paddle, but lack the serenity we were seeking. We asked the Cruising Chairperson at Coconut Grove Sailing Club, Sean Connett, to recommend someplace for our first overnight. His suggestion for the forecasted NW wind was Chicken Key.

The short sail put us in the area of this small island just before sunset. With no other boats around, we questioned where the anchorage was suppose to be. Behind the island leaving us protected from the wind but exposed to the Bay? In the small cove to the right of the channel which looked more like an anchorage on the Chesapeake? We choose the latter.

As soon as we left the channel the water shallowed to three feet. Not taking any chances, we dropped the hook keeping us 30 feet off the channel. Throughout the next few hours fisherman would slowly pass by asking us if everything was OK. Judging by their concerns, we knew we were anchored in the

wrong spot but simply couldn't imagine being behind the small clump of land exposed to the bay. With the stars dimmed by the city lights we knew this would not become our new favorite.

Our next adventure navigated us further down the ICW through two well-defined channels to Pumpkin Key. The locals said it would offer great protection from the prevailing east winds. Seeing several other boats anchored in the area reassured us that this time we were anchoring in the right spot. Although still exposed to the bay, this private island off the Ocean Reef Club provided the darkness needed for a wonderful night of stargazing.

Just before sunrise, wakes from the local fishermen rocked our boat. By mid-morning, a local sailboat race began off our stern and another race passed by off to the west. Quite the busy area. As the strong wind shifted due east, we watched the catamaran behind us begin to drag anchor. Our Fortress 16 also began dragging, giving us a sure sign to continue our search.

With our Christmas stockings hung from the port holes, we took the advise of yet another local and headed for Sands Key on the eastern bay between Boca Chita and Elliott Keys. Approaching from the south, we immediately knew this was going to be our Christmas miracle. The peaceful cove was surrounded by mangroves with birds singing, dolphins playing and fish jumping. The sun setting just off the spit of land colored the sky for almost an hour. The stillness this cove offered was more than my bottled-up emotions could handle causing a burst of tears of joy.

As the sunrise illuminated Miami in the distance I knew we had found our new Worton Creek. My life was finally back in balance.



Where you fish, Bonefish & Tarpon Trust is at work.

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Florida Keys — working with guides/anglers to protect and improve fisheries for the future

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