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# SOUTHEAST FISHING IS BIG FUN – AND BIG BUCKS

**F**ishing in the Southeast is big. Being boaters, we probably already know that. But we may not always realize quite how big it is.

Last month the National Oceanic and Atmospheric Administration's National Fisheries Service (which all falls under the U.S. Department of Commerce) released some statistics collected way back in 2011 (the government takes a couple of years to enter big numbers into reports before releasing them to the public). The data reveals that commercial and recreational saltwater fishing combined generated more than \$199 billion in sales and supported 1.7 million jobs that year.

Not surprisingly, Florida was among the top five states generating jobs from commercial fishing with 72,341, trailing only California and Massachusetts. The states showing the most growth in the number of commercial jobs from 2010 to 2011 included Alabama (up 76 percent with an additional 4,743 jobs) and Louisiana (up 29 percent with 7,272 jobs added) – this despite the Deepwater Horizon spill mucking up those coasts in September 2010.

"Commercial and recreational fishing are integral parts of the nation's social and economic fabric," said Sam Rauch, deputy assistant administrator for the Fisheries Service. "While there's still work to do, to see landings and value climb in 2011 shows we're moving in the right direction, even in this time of challenging transition for many fishing communities."

Perhaps most impressive statistic is the economic impact of saltwater recreational fishing in the region. Here, the Southeast stands far above the rest of the nation. Florida racked up \$8.2 billion in sales and 75,748 jobs – more than twice the combined total of runners up Louisiana and North Carolina (tied with \$2 billion in sales and just under 18,000 jobs each). Texas rounds out the top four list at \$1.9 billion in sales and 15,150 jobs.

When you include Virginia, South Carolina, Georgia, Mississippi and Alabama, the total impact of recreational fishing in our region is 149,128 jobs and \$15.96 billion (with a "B" as in Big Business).

The report goes on to break down the most often caught recreational species: seatrout, Atlantic croaker and spot, and summer flounder. (Striped bass made the list, but was down 47 percent from 2002 catch levels.)

An average of 6.9 million anglers fished the coastal waters from Virginia to Texas each year from 2002-2011, taking



Fishing is big business in Key West and throughout the Southeast.

PHOTO BY JO LUCEY

an average of 46.3 million fishing trips – just under seven trips per angler per year. By far, most of those anglers lived in the coastal counties where they pursue their pastime.

Wading deeper into the 185-page document can begin to get a bit mind numbing. (How do they know that 24,000 porgies [sheepshead] were caught and released in Georgia in 2011, up from just 3,000 in 2010?) What's clear, however, is that fishing is vital to the economic well-being of our region. It's a huge part of why so many of us enjoy living and boating in the Southeast.

After reading about all those fish, I'm ready to grab my rod and head for the water. I'll see you out there.

**Rob Lucey,**  
**Editor**

[rob@allatsea.net](mailto:rob@allatsea.net)





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THE SOUTHEAST STATES' WATERFRONT MAGAZINE



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COVER SHOT: Bertram Yachts' revamps the classic Bertram 54. See pg. 30. | Photo by Forest Johnson



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# ALL AT SEA SOUTHEAST

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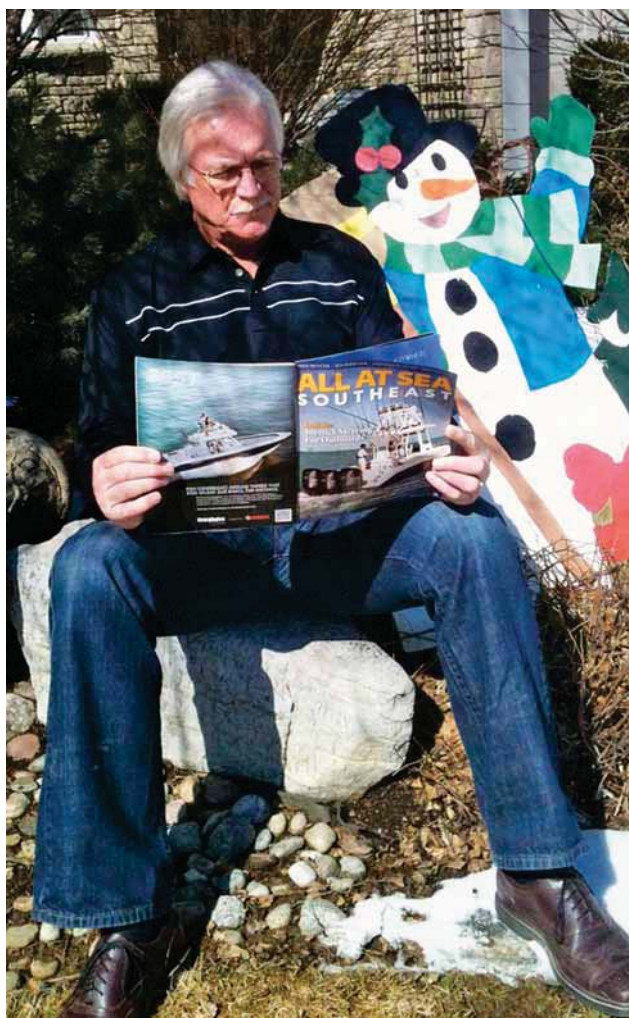
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# WHERE IN THE WORLD?

CONGRATULATIONS BRUCE AND THANKS FOR READING *ALL AT SEA*!



Bruce Douglas of Newmarket, Ontario, found a copy of our March issue while visiting Florida to look at boats. Here, he reads (and dreams) about boating in the warm Southeast waters while surrounded by winter yard decor and piles of snow.

Send us a picture of you reading *All At Sea* and you may win a free subscription. We will select one winner a month. Please send images and your information to: [subscribe@allatsea.net](mailto:subscribe@allatsea.net) or mail to: **382 NE 191st Street #32381, Miami, Florida, 33179-3899.**

## SOUTHEAST U.S. EVENTS & INTERESTS

*ALL AT SEA SOUTHEAST'S* STATE COVERAGE

**PAGE 42**  
C2B Racers Ready to Run



Texas

Louisiana



**PAGE 14**  
New Orleans' New Canal Light



**PAGE 40**  
Edenton Invites  
Boaters to 500th  
Birthday Party



Virginia

North  
Carolina

South  
Carolina

**PAGE 15**  
Palm Cay Residences  
and Marina Open



Atlantic  
Ocean

Gulf  
of  
Mexico

Florida



**PAGE 32**  
Changes in Store for  
Everglades Boating?

Bahama



# SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION



## GulfQuest to Launch in Mobile

BY LISA OVERING

The National Maritime Museum of the Gulf of Mexico, aka GulfQuest, is set to open late this year inside a 90,000-square-foot structure shaped like a vessel headed out to sea. Visitors step aboard a full-size replica of a container ship docked inside the building.

GulfQuest will inspire youth to pursue careers in maritime research and industries by exploring underwater dive trails, over 300 shipwrecks in Mobile Bay, and Planet Ocean – a six foot globe that displays real animated satellite images. Interactive exhibits will explore early Gulf settlements and trade routes, marine archaeology, deep sea exploration, modern shipbuilding, maritime commerce and industry, navigation patterns, hurricanes and unique Gulf weather patterns, the river systems, and coastal stewardship.

GulfQuest will be the centerpiece of Mobile Landing, the city's downtown waterfront development adjacent to the Arthur Outlaw Convention Center, the Alabama Cruise Terminal, and a riverside park and amphitheater. GulfQuest partnered with the City of Mobile to generate over \$36 million in project funding, with underwriting from government agencies and private contributions.

## River Bend Yard Changes Hands

River Bend Marine Center, located on the South Fork of the New River in Fort Lauderdale, has been bought by Nautical Ventures Group, a consortium of South Florida investors. A bank sold the 40-year-old, eight-acre marina/boatyard after the previous owner defaulted on a \$13 million note. The facility provides dockage for yachts up to 135 feet and dry storage for boats up to 80 feet in addition to a full range of shipyard services.

"This active boatyard has provided important maritime services to boaters in the area for many years," said NVG CEO Roger Moore. "We have plans to make improvements to our facilities to keep pace with the requirements of more modern vessels and to offer additional contractor services."



**BELLE HARPER NORWOOD**, born March 26, 2013 in Greenville, N.C., weighing 6 lbs. 13 oz., and 19 inches long. Parents are Arwen Parris and Jules Norwood, a regular writer for

*All At Sea Southeast* based in Washington, N.C.



## EVENT CALENDAR

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

### DELTAVILLE, VA

**JUNE 5 - 6**

Monk Owners Rendezvous  
groups.yahoo.com/  
group/Monk36Owners  
Association  
[johnwix@hotmail.com](mailto:johnwix@hotmail.com)

**MAY 4 - 5**

Deltaville Dealer Days  
Boat Show  
[www.DeltavilleVA.com](http://www.DeltavilleVA.com)

### HILTON HEAD, SC

**MAY 18 - 19**

Hilton Head Island Boat  
Show | Boat Show  
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[muffy@windmillharbourboatshow.com](mailto:muffy@windmillharbourboatshow.com)  
843-681-5600

### MOREHEAD CITY, NC

**JUNE 7 - 15**

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Tournament  
Fishing Tournament  
[www.TheBigRock.com](http://www.TheBigRock.com)  
[director@thebigrock.com](mailto:director@thebigrock.com)  
252/247-3575

**MAY 18 - 19**

Crystal Coast Boat Show  
Boat Show  
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252-808-0440

### NEW BERN, NC

**JULY 12 - 13**

Neuse River Days  
Dragon Boat Races  
[www.NeuseRiver.org](http://www.NeuseRiver.org)  
[lesliekellenberger@mindspring.com](mailto:lesliekellenberger@mindspring.com)  
919-621-5332

### ORIENTAL, NC

**JUNE 6 - 9**

Leukemia Cup Reatta  
Sailing Regatta  
[www.LLS.org](http://www.LLS.org)  
252-249-4908

### SEABROOK, TX

**MAY 4 - 5**

Keels & Wheels  
Concours d'Elegance  
Boat Show  
[www.keels-wheels.com](http://www.keels-wheels.com)  
[bfuller@4u.com](mailto:bfuller@4u.com)  
713-521-0105

## Top IYC Brokers Named

International Yacht Collection named Mark Elliott and Barbara Stork Landeweer the company's 2012 Yacht and Charter Brokers of Year, respectively. This is Stork's second consecutive year as IYC Charter Broker of the Year and Elliott's sixth time being so honored. "They both continue to exhibit superlative performance in the highly specialized fields of charter vacation and yacht sales respectively," said IYC President Bob Saxon. "To perform as they have in an extremely challenging marketplace speaks volumes about their selling skills and sensitivities to their clients' needs."

## 'Last Wooden Boat' Nets Prize

Helen Aitken's story, "The Last Wooden Boat," a version of which ran in the March issue of All At Sea Southeast, won third place in the 2013 Rose Post Creative Nonfiction Competition. Judge Shawna Kenney said, "The Last Wooden Boat is a journalistic piece that feels as important to the endangered art of boat building as it is to the state of North Carolina."

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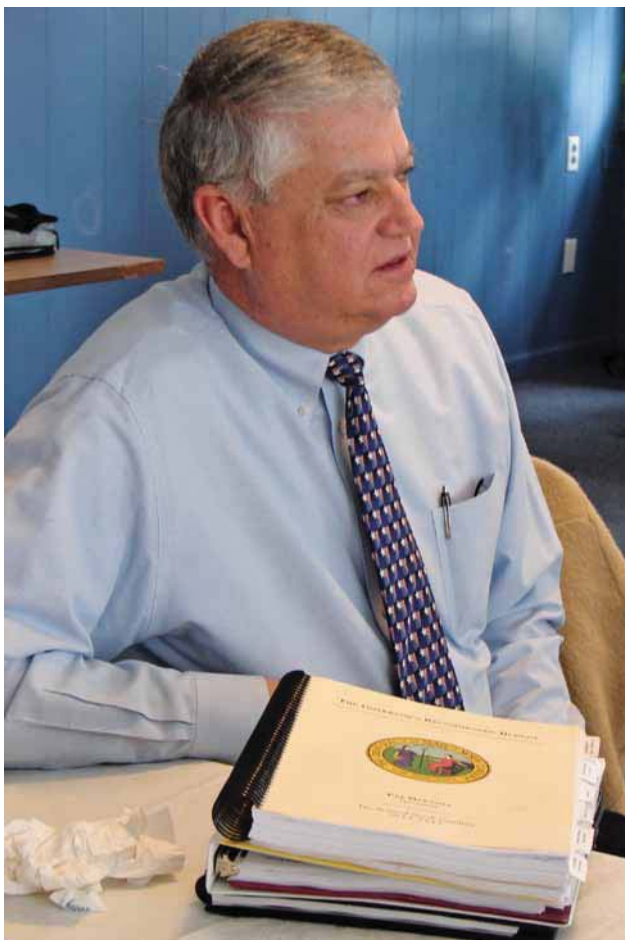
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State Sen. Norman Sanderson with sheaves of paperwork on proposed Ferry Tolls and Registration Fee legislation.

## NC Boaters to Fund Inlet Dredging?

STORY AND PHOTO BY KATHY BOHANAN ENZERINK

North Carolina boat owners will pay major Registration Fee increases to fund the "Shallow Draft Inlet Dredging Fund" if pending legislation passes as written. Currently, the one- and three-year flat fees are \$15 and \$40 respectively, regardless of boat length. They will become history if Senate Bill 58, written by State Sen. Harry Brown, passes.

The proposed new fees range from \$15 to \$450, based on boat length and coverage period. This equates to more than a 1,000 percent increase for a 40-foot boat over a three-year span of time.

Sen. Norman Sanderson, who represents citizens in three coastal counties, opted to co-sponsor the bill so he could have influence over getting it modified.

Sanderson explained he is putting "some skin into the game to make changes, as it is not a good bill the way it is written." He said if all the inlets were allowed to close, everyone in North Carolina will suffer.

"It's a hot button issue, and I am taking some heat, but the inlets need to remain navigable and I don't think boat-

ers alone should pay what is no longer funded by the federal government," said Sanderson.

He has received numerous phone calls and e-mails from boat owners with suggestions for alternate revenue sources and other means to solve the dredging issue. Increasing the current fees is a "last resort," said Sanderson. "Everyone needs to do a little bit and no one should do it all. If SB58 comes out of Committee and goes to the floor as it is written, I'll vote against it."

## May Boat Show Fun

The ninth Hilton Head Island Boat Show featuring sail and power boats of all sizes will be held at Windmill Harbour marina May 18-19. "In addition to its spectacular location at the docks at the South Carolina Yacht Club, an aspect that makes this show special is that it's in water, so the boats are seen as they are meant to, not on a convention center floor," stated Event Director Muffy Schulze. "We look forward to welcoming avid boaters as well as anyone who'd simply like to enjoy a day waterside."

Visit [windmillharbourboatshow.com](http://windmillharbourboatshow.com) for details.

## OTHER SHOWS THIS MONTH:

- **The 39th annual Wooden Boat Show and Sixth Annual Beaufort National Boatbuilding Challenge** at the N.C. Maritime Museum, May 3-4 ([beaufortchallenge.com](http://beaufortchallenge.com)).
- **The Keels & Wheels Concours D'Elegance** at Lakewood Yacht Club in Seabrook, Texas, May 4-5 ([keels-wheels.com](http://keels-wheels.com)).
- **The Tampa Bay Boat Show** at the Florida State Fairgrounds in Tampa, Fla., May 17-19 ([tampabayexpos.com](http://tampabayexpos.com)).
- **The sixth annual Crystal Coast Boat Show** in Morehead City, N.C., May 18-19 ([crystalcoastboatshow.com](http://crystalcoastboatshow.com)).

## Nav Projects Score Storm Funds

The U.S. Army Corps of Engineers announced in April that emergency supplemental funds to address the results of Hurricane Sandy have been made available for eight navigation projects in Florida. They are: Port Canaveral, Palm Beach Harbor, Ft. Pierce Inlet, St. Lucie Inlet, Port Everglades, St. Augustine Inlet, Ponce Inlet and the ICW from Jacksonville to Miami. No details were announced about when the projects would be implemented.





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## New Canal Lighthouse in New Orleans

BY LISA OVERING

A replica of the New Canal Lighthouse destroyed by Katrina has reopened on Lake Pontchartrain in New Orleans. "We kept it as close to the pre-Katrina structure as we could, just more resilient with higher elevation," says spokesman John Lopez. "It's the best built of all the lighthouses in that location."

The original lighthouse, a small platform in the open water, began guiding mariners into New Orleans' West End in 1839. The lower level houses a museum with history of the lakefront and coastal and environmental issues for Lake Pontchartrain. Over \$800,000 in donations was raised for construction, although more funds are needed for real landscaping.

## Oriental Expands Cruiser-Friendly Amenities

BY KATHY BOHANAN ENZERINK

Town of Oriental, N.C., commissioners dotted the final I's and crossed the last T's at its April meeting, swapping an unused roadway parcel of land for a tract of waterfront property on its harbor. According to commissioner Barbara Venturi, the town "traded 6,000 square feet of nothing for 5,000 square feet of everything."

In addition to the town's existing 40-foot free dock, an 80-foot fixed-dock at the new site should be ready for boaters by June. Future plans for the newly acquired lot include public water access, a park with restrooms, shower facilities for transient boaters and a visitor's information center.

"Many of us found Oriental by boat and decided to make this our home," said Venturi, who sailed into the small fishing village nearly 30 years ago. "We were cruiser-friendly then, and we are working to be a cruiser-friendly destination again."

## Old Port Cove Marina Offers New Amenities

Coupled with celebrating its 40th anniversary, Old Port Cove Marina in North Palm Beach recently announced the addition of numerous amenities. Adding to its full complement of services, boaters can enjoy dining in the all-new



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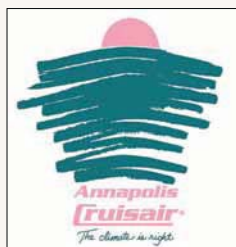


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## PALM CAY RESIDENCES AND MARINA OPEN

BY ELIZABETH A. MACKAY

Palm Cay Residences and Marina is the latest waterfront development in New Providence island in the Bahamas. The \$200 million, 69-acre colonial style residential development incorporates a 186-slip marina capable of accommodating vessels up to 65 feet. Construction was recently completed and slips are available for sale and rent.

Palm Cay Marina is the only marina on the south-eastern tip of the island, positioned away from busy Nassau Harbour yet within a few miles of the supermarket, ATM, liquor store and pharmacy. It is the closest Nassau marina to Exuma.

The marina provides access to a clubhouse, Internet, ice, bait, sundries, electricity, water and fuel. Shower

and laundry facilities are not available. The marina is not a port of entry and does not facilitate clearing of immigration and customs. A restaurant/bar is under construction. Villas are available for rent on a limited basis.

Palm Cay Marina's Harbour Master monitors VHF channel 16 and can be reached by phone at (242)676-8554. Visit [www.palmcay.com](http://www.palmcay.com).



clubhouse known as Sandpiper's Cove Restaurant & Bar, now offering lunch and dinner in a casual setting featuring marina views. An "Express" area features gourmet food and supplies on the. The new marina office rounds out the services available in the clubhouse.

Enhancements to the newly remodeled Boater's Building include a lounge with flat screen TVs, a business center, fitness center, modern restrooms with private dressing areas, and updated laundry facilities. Complimentary high-speed internet access and Wi-Fi are also available.



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# DOLPHIN ISLAND MEMORIES

BY CAP'N FATTY GOODLANDER



Fatty (when he wasn't) onboard Corina.

**A**labama is not, generally, considered a glorious cruising destination for sailing globetrotters. I didn't even intend to stop until fate clocked the wind on our nose. We were passaging from New Orleans to Paradise. The year was 1970. My wife Carolyn and I lived aboard a funky 22-foot Atkins double-ended sloop named *Corina*. Our circa 1932 vessel was old and worn and built of wood. We were starry-eyed teen-agers. We were green (in the seamanship-sense, not the current environmental one). We were also striving to be hippies – beginning our life-long addiction to freedom. And we were stone-cold broke or “as penniless as Buddha” as we’d phrase it.

Back in those days, there were almost no marine facilities on Dolphin Island. We anchored amidst the shrimp boats, almost lost in the maze of nets and gear. There was only one place on the waterfront open, a bustling seafood restaurant.

We took our empty bellies ashore. No matter where we strolled, we could smell that restaurant. It smelled like heaven. We decided to go in – if only to read the menu. It was full and warm and brimming with laughter. There was an open stool at the bar. I waved Carolyn upon it. “I think I have enough to

buy you a beer,” I said, as I sorted through my pocket pennies. Alas, I did not. But she had a couple of dimes stashed away in her jeans, and we managed to come up with enough for their smallest, cheapest draft beer plus ten percent for a tip.

I thought we’d been discrete. Perhaps not. A few minutes after Carolyn began sipping her suds, the bartender asked me, “What do you like to drink?” He looked straight as an arrow, and I had hair down to my ass. I was wary. “Oh, I don’t want to order nutt’n.”

“I got you pegged for a Bourbon imbiber,” he said, smiling. “I’m a rummy, actually,” I said. “Most sailors are.”

A few minutes later a waitress called out clearly, “Two G&Ts!” and the bartender made one – plus a Bacardi and Coke. “Damn!” he said aloud when he realized his error. Next, he theatrically scratched his head as if puzzled, sighed, and then carried the drink over to me. “Mistake,” he said with a wink. “Our loss shall be your gain.”

It was a line from the latest Dylan album, and I knew I’d found a kindred spirit.

“Thank you, Frankie Lee,” I said.

“You’re welcome,” he said. “Fact of the matter is, I’m not



a very good bartender. I make a lot of mistakes. Enjoy."

So there we were, in the 'happeningest place in town,' with a bottomless cup of grog.

"See, it all works out," I said to Carolyn.

"I never doubted," she said.

We'd only been together about a year at this point, but I knew then, as well as I know now, 43 years later, how important she was to me. Some people never find The One. I found mine at 15 years of age in Chicago, when Carolyn came aboard to sew up my vessel's curtains.

She's been sewing happiness into my life ever since.

We were sitting right next to the bartender's glass washing station. It was busy, but we were able to chat between drink orders. We both dug Norman Mailer, Paul Krassner and Hunter S. Thompson. When I discovered he hadn't read Richard Brautigan's "Trout Fishing in America" – I dashed out of the bar and quickly rowed out to *Corina* to gift him a copy.

One of the diners must have watched me through the window as I did so. He was a big, tall, rugged guy, and he soon moseyed over. "That your stick-boat?" he asked. It was the first time I'd heard that expression.

"Yeah," I said, "it is."

"Care to join us?" He motioned at his table. It looked like a Norman Rockwell painting. There was a smiling wife, three freckled kids, and a couple of grinning grandparents. They glowed with happiness. I hesitated. The bartender, reading my thoughts, said, "Dave's good people."

"Thanks, Dave," I said. "We'd be delighted to."

It's difficult to convey exactly why the next three hours were among the finest of our young lives. Sure, Dave bought us dinner and that was nice – to have a full belly. But it was more than that. They were somehow 'instant family.' He was a farmer who nurtured dreams of sailing offshore. His wife was a seamstress like Carolyn. And the kids were cute as buttons. Even the grandparents radiated warmth.

"We don't grow nothing but them collard greens," Dave said, playing the southern redneck to the hilt, "nor can we afford to eating anything but dirt – leastwise, not normally. But today my wife and I are celebrating our fifth anniversary – and you're invited."

Dave's laugh was rich and melodious, and he wasn't shy about unleashing it. We told him of how – in order to get *Corina* at a good price – we'd gotten the owner's girlfriend (Lynn Orloff, author of *Can-to-Pan Cookery*) to shut him off.

"Oh, that's low," laughed Dave. "I mean, slamming the bedroom door ... why, you're lucky to be alive, Fatty!"

I agreed I was.

He'd grown up on a farm, yet dreamed of the sea. He was full of questions about storms, sharks and pirates. "And how do you know when we're getting close to the edge ... you don't want to sailing clean off the earth, do you?"

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I grinned. "Just count the lines of latitude as you sail over 'em," I quipped. "Otherwise, yeah, you can fall off the edge."

"Tell 'em about stealing the mast," Carolyn said.

"Now, now," I scolded her. "We didn't steal nothing. It was ours, sort of. We just liberated it is all. Plus, we saved a lot of time for everyone – by not going through lawyers and courts and such."

We'd purchased *Corina* without a rig only to learn later that it had a complete rig in storage. We really needed a mast and rig, even if we didn't have a penny to pay for the expensive three-plus years of storage it had accumulated in the spar shed.

So I waited until the busiest Spring Day imaginable at the shipyard – and arrived aboard *Corina* with a bunch of boisterous helpers. But the more hands, the merrier. So we enlisted the help all of the yachties in the yard as well. We had to move half the masts in the shed to dig ours out.

It all went without a hitch. The hijackers (some aware, most not) tossed the rig aboard *Corina* in considerably less time than it takes to say, "...who's got the 'paid-in-full' receipt?"

"Audacious!" crowed David as he ordered "hot apple pie, a mode" for all.

Carolyn was fairly drunk now. "...Proctor and Gamble!" she slurred.

*Corina* has been abandoned for many years in the Chicago River, just across the water from P&G. They regularly spilled large quantities of oily byproducts into the river, as the fine was only \$50 – much cheaper than shipping it off in a rail tank car for proper disposal. But environmental awareness was beginning to be labeled as such in the mid '60s, which P&G ignored by dumping a double load soy byproduct into the water. The resulting sludge was so thick that the City of Chicago was forced to dam the slick off ... just astern of my now-completely-drowned-in-oil boat.

I took a picture. Gee, she was a mess! I brought it to the Chicago Trib. I told my sad, sad tale. Soon P&G's lawyers were calling me up, begging to put *Corina* back into Bristol condition.

"Lucky you," Dave laughed.

"The U.S. Census Bureau," giggled Carolyn.

I did, indeed, work for the Census Bureau for a couple of days – enough to learn my future was not in government service. In order to get paid, however, I had to give the Census Bureau a Social Security number – something I lacked. But the head of the department (I'd keep demanding my pay and being kicked upstairs.) had a SS number – so she graciously allowed me to use hers. "You can have my taxes added to your retirement fund, I don't care!" I told her as I wrote it down on my pay form.

That's not how it turned out. Those early 'do-not-fold-or-spindle' computers weren't too bright. That poor woman

didn't see another pay check for six months, I started getting a \$500 a week check from Uncle Sam – which, of course, I used to outfit *Corina* and meander down the Mighty Mississippi to the Gulf of Mexico.

"...Tom Sawyer and Becky Thatcher meets Bonnie and Clyde," shrieked Dave.

"Now, now," said his slightly-more-skeptical wife, who hadn't spoke much. "Something is fishy here. You don't just rip off the Feds and get away with it."

"Right you are," Carolyn said. "And when the FBI was going to haul Fatty off to a dungeon in Washington, D.C., well, I had to buy 'em off with my college tuition money. So, in reality, he's sort of an 'indentured stud,' if you wanna know the truth of it."

I smiled. By this point, the restaurant was mostly closed. The bartenders and waitresses were all sitting around with us – one extended, well-fed family.

I'd stupidly brought my prejudices with me. Back then, things in America were a tad more polarized between North and South. Now I realized that 'people are people' no matter where you go... in rural America, Asia, Africa, the Mideast, where ever.

If these were rednecks, I wanted to join the tribe.


And I also realized that night how important trust it. We were learning to kiss life full on the lips. A few minutes ago we were hungry and friendless, now we were full of food and love and friendship.

Life will always work out in the end, and if it hasn't worked out yet, that's because it isn't the end.

Tomorrow might be the best day of our lives. We were in the moment. We knew the past was history and the future a mystery. We always trusted everything would ultimately work out, and it did. "When the student is ready, the teacher arrives," is another way of saying this. To travel is to learn. The planet was our classroom.

I said to Carolyn, "Everywhere we go, we're home. Everywhere we go, people are good. Everything we do with righteous intent is always met with joy – IF we do it with love and compassion in our hearts."

"Kiss me," she replied, showing she was the smarter of the two.

I will never forget the magnificent camaraderie of that room, in a nameless Gulf Coast seafood restaurant, filled with good vibes, and the smell of golden fried Gulf shrimp and steaming hush puppies, perched over the water in Dolphin Island, Ala. 

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*Editor's note: Fatty and Carolyn are currently back in the Windy City, filling in Chicago Yacht Club members on their various circumnavigations.*



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# CIGARETTE ELECTRIFIED

STORY AND PHOTOS BY GLENN HAYES



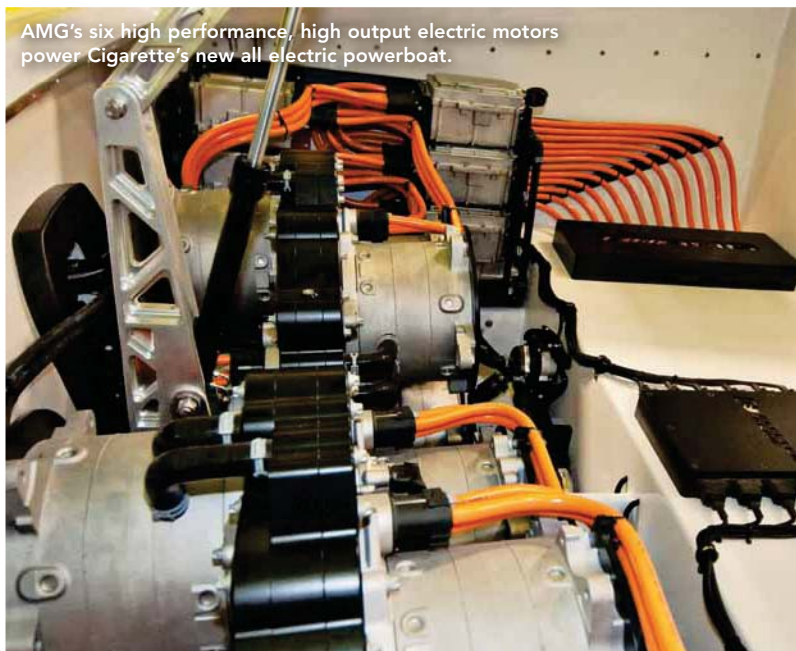
Cigarette and AMG display their joint venture at the Miami International Boat Show debuting an electric powered high performance offshore boat borrowing technology from AMG's Formula 1 technology and high performance electric powered sports cars.

Just as automobiles have steadily moved toward electric power in the face of uncertain future oil costs, boats have begun a similar shift. Opa-Locka, Fla.-based Cigarette Racing Team LLC has put itself in the forefront of marine innovation with "the world's most powerful electric performance boat."

Partnering with Mercedes-AMG, Cigarette has produced a boat based on the high-performance Cigarette 38' Top Gun hull. The two companies have created an electric power plant that can push the boat to in excess of 120 miles per hour.

The technology utilized in this innovative craft was borrowed from the emissions-free sports car, the SLS AMG Coupe Electric Drive. Originally designed by AMG for the Formula 1 world, the engineers at AMG along with the innovators at Cigarette foresaw the potential in an industry-leading move to high performance electric power for boats. They took the electric motors, the high voltage batteries and the power train electronic controllers and multiplied them

AMG's six high performance, high output electric motors power Cigarette's new all electric powerboat.





for use in the 38-foot hull. The basic principle of high torque electric power proved effective in the new powerboat.

The power plants of these new vessels are made up of two independent power trains, each to power its own high-performance out drive. Borrowing the synchronous permanent-magnet electric motors from the coupe, the Cigarette uses a total of six of these motors (three per side). Each motor individually can provide 138kw of power and 250Nm of torque. Combined they can produce a whopping 1,656kw that translates to an impressive 2,220hp.

The three motors per side are mounted in a triangular and symmetrical pattern on top of the gearbox of each drive. There are separate inverters for each motor that provide three-phase alternating current for the motors from the six high voltage custom lithium battery banks wired in parallel. An AMG-Powertrain Controller controls power to each of the inverters with a mirrored system for port and starboard power plants. Power is distributed to the controller and motors through a power distribution unit that produces an even load and discharge.

The batteries are cutting-edge, high voltage lithium-ion power plants that originally hailed from AMG's Formula 1 hybrid technology. AMG wanted maximum efficiency from a lightweight high performance battery. It came up with a battery that could produce an unprecedented 60kWh. When multiplied in the Cigarette, they produced an all-time high performer at 2,400kw with a weight of 4,833lbs – a power to weight ratio that had not been possible until AMG's development. The batteries are water-cooled using closed circuits, heat exchangers and filtered raw water. A similar cooling system cools the electric motors and power electronics, maintaining an even operating temperature.

From the outside, this impressive vessel seems to be the same as her sister ships, but a close look at the engine gauge cluster gives her away. Instead of traditional gauges such as tachometers, there are power displays showing "power requirements, recuperation status, transmission modes and battery charge."

Charging is provided by two onboard charging systems. If charging from a typical 220v 50 amp dockside power supply using 22kw though two charging receptacles, one can charge the vessel in less than 10 hours, with realistic times of about 7-8 hours possible. If the charging system is upgraded to an 88kw system at 400 volts, charging times can be brought down to less than 2 hours. Running times of the vessel depend on speed, marine conditions and other variables.

Mercedes-AMG and Cigarette have taken leading edge technology from the Formula 1 world and placed it squarely in the high performance marine market. Their innovation has opened the door to never before seen performance utilizing electric power. It is exciting to think where this will take them.



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# SOUTH CAROLINA CELEBRATES 25 YEARS OF GOVERNOR'S CUP

BY JEFF DENNIS  
PHOTO BY MIDDLETON RUTLEDGE



Carroll Campbell III prepares to wire a blue marlin at the boat.

**T**he S.C. Governor's Cup Billfishing Series is an official program of the S.C. Department of Natural Resources. The brainchild of former S.C. Gov. Carroll A. Campbell, it consists of five privately run billfish tournaments. The 2012 Series set a record with 300 billfish releases, and a fleet of sportfishers hope to swamp that benchmark in the 25th season.

Gov. Campbell was passionate about offshore fishing, and his family kept a second home on the coast at Murrell's Inlet. The nearby port of Georgetown served as home base for their 35-foot Bertram, the *Second Lady*. "Our mother, Iris Campbell was the first lady of S.C.," said Carroll

Campbell III. "The very first Governor's Cup tourney was fished out of Georgetown, but they already had a long established blue marlin tournament. The offshore fishing network in S.C. back then was small. Size limits on blue marlin were practically unheard of and people were killing billfish, even if it was only good for second or third place.

"My father's idea was to try and replenish the billfish stocks with the new format of awarding points for each billfish release," he recalled. "If you consider the total number of billfish releases now off of South Carolina each year, the success percentage is way up."

Campbell III runs a small business, and he still fishes the



blue water on his 26-foot Sailfish center console. "Looking back, the times spent together offshore fishing with my father are some of my fondest memories."

Like a lot of families, they learned something new on each fishing trip, fighting with king mackerel and then amberjack, and graduating to the pelagic species.

"This summer we will be celebrating, because 25 years ago Governor Campbell's vision for billfish conservation became a reality. Offshore anglers, marine biologists and the citizens of South Carolina are all grateful for his efforts," said Series Tournament Director Amy Dukes, who works closely with senior biologist and Series Program Coordinator Wallace Jenkins.

"The series encourages youth and lady angler participation, and many of these anglers catch and release their first billfish during one of our tournaments," Dukes added. "The top anglers are invited to the governor's mansion in Columbia each fall for our annual awards reception."


The state record blue marlin was caught during the 2005 Charleston Harbor Resort Governor's Cup Tournament. Angler "Corky" Taylor, fishing aboard *Rascal*, reeled in the 881.8-pound billfish.

"While the Governor's Cup staff feel fortunate to be a part of a longstanding bluewater fishing tradition in S.C. with a data set going back to 1977," said Dukes, "we are also excit-

ed to share South Carolina's immense billfishing opportunities with others, and we regularly welcome boats from North Carolina, Georgia and Florida to our tournaments."

The 2013 tournaments are:

- **May 22-25** the 46th Annual Georgetown Blue Marlin Tournament.
- **June 5-8** the Bohicket Marina Invitational on John's Island.
- **June 19-22** the Carolina Billfish Classic with weigh-ins at Toler's Cove and Georgetown Landing marinas.
- **July 10-13** the Megadock Billfishing Tournament based out of Charleston City Marina.
- **July 24-27** the Edisto Island Marina Billfish Tournament.

Each day of fishing concludes with a weigh-in for meatfish in the dolphin, tuna and wahoo categories. Spending time on the Governor's Cup docks with the anglers is a great way for supporters to spend a summer afternoon. Look for more folks to take the bait and become involved with the future of the Governor's Cup Billfishing Series. 

*Jeff Dennis is an outdoor writer and photographer who grew up on a creek in Charleston loving the saltwater, and he contributes regularly to All At Sea Southeast. Read his blog at [www.LowcountryOutdoors.com](http://www.LowcountryOutdoors.com)*



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# MAY MEANS GROUPER SEASON

BY CAPT. JUDY HELMEY

**A**lthough the spotted sea trout has been a little unpredictable during the months of March and April, May is the month that changes everything! By the time May rolls around, the spotted sea trout bite is joined up with the flounder bite meaning two types of fish for one type of bait.

## Inshore

As always, live shrimp under an adjustable float or popping cork works like a charm. However, if you want to get your bait closer to the bottom but not right on it, an adjustable cork will do just that. The reason being is that you can adjust the depth fished so as to keep your cork floating properly up right.

The bottom line when presenting bait this way is spotted sea trout will find your bait and the flounder can see it. If it's artificial lures that you are looking to work instead, I suggest purchasing yourself some "Straight Jacket, Jr." (made by Boone lures and I just love that name!) The best working colors have been Chartreuse, Pearl and Root beer. All I can say, "This lure is proven by plenty of fish, and whatever you do don't forget you dip net!"

## Savannah Snapper Banks

Offshore fishermen get excited in May because "Grouper Season" is in the wide-open mode. The season for our area (Savannah, Ga.) is May 1-Dec. 31. For more up-to-date fishery regulations, visit [www.safmc.net/](http://www.safmc.net/) (always check for current regulations, because you would be surprised how much they change!)

This is the month where gags and scamps exercise their right to make a move to feed. As far as what's best to use for bait, I suggest the nervous bait such as live cigar minnows or Spanish sardines, which are easily caught on just about any type of gold hook sabiki rigs. The secret is to use sabiki bait rigs made with #6 to #8 size hooks laced with fish skin. Once these styles of hooks are dipped into the water, baits cannot resist the gold flash or the secret smell delivered.

Another method for getting a solid grouper bite is by "jigging," which has been working quite well for me. As far as best colors, cigar minnows or Spanish sardines "look alike" have been the catching deal.

The secret to jigging for big grouper is to drop to the depth where the fish are holding and then work your jig by raising and dropping your rod. This basically works your jig about 4 to 5 feet up and down at the same depth. I call this



Tina Robertson and Captain Judy Helmey (red shirt) display a fine catching affair. On the old fish cleaning table there is some nice spotted sea trout and flounder!

working the "Strike Zone!" Once hooked up, this area is better known as the "Striking zone!"

As far as top water fishing at the banks, anything goes from king mackerel to dolphin. The means you really never know what might bite you hook. When moving from spot to spot, I try to always put out some sort of a swimming lure. Or a ballyhoo rigged on three 5/0 "J" hooks in a row also works. I suggest pulling this bait naked, meaning no skirt needed.

## Gulf Stream fishing

The blue waters of the Gulf Stream can certainly offer lots of action during May. Water temperatures to the west of the stream are still cooler, meaning the edge is still strong. The bottom line is to look for temperature breaks and you will find the fish.

The dolphin bite is normally the best during this month. You can catch them pulling small to medium rigged baits right on the surface. For those that don't want to rig ballyhoo, there is another option. I suggest pulling "old school" birds with artificial squid in tow.

And last but not least: Once you find a school of dolphin, I suggest stopping and pitching to them. You can use small jigs with screw tails, squid on a hook, cut ballyhoo on a hook, or you use small live baits. Believe me it all will work!





A comfortable bosun's chair helps make a rigging check a breeze.

# SAILBOAT RIG INSPECTION

BY ANDY SCHELL  
PHOTO BY MARIA KARLSSON

**T**here are only two things that a sailor needs to do to enjoy his time on the water – keep the water out of the boat, and keep the rig up. Everything else simply adds convenience. Boats nowadays have motors, but it's the rig and sails that give you all the fun. And a rig inspection is the first step in ensuring that that fun lasts in the long-term.

Start by determining the rig's age – after 15 years in a saltwater environment a rig is unsafe.

Head belowdecks. The chainplates should be visually checked, particularly their bolts. On older boats, remove the chainplates, as crevice corrosion – stainless steel's kryptonite – begins precisely in the area where the metal passes through the deck and can easily go unnoticed.

On deck, check each clevis pin, particularly on furling gear. Pins should fit exactly in both the chainplate and shroud termination to avoid point loading. Look for signs of pitting and excessive wear. Each pin should have a split pin securing it, spread to 15 degrees, and coated in silicone.


Bottle screws and the split pins that hold them in place should never be taped. This is simply an invitation for water to collect and initiate corrosion. Instead, split the pins 180 degrees, and apply a dab of silicone. Inspect the wire terminations. Vertical hairline cracks on swage fittings are a sure

indication of imminent failure. Mechanical fittings should appear undistorted.

Aloft, start at the masthead and check that all clevis pins are correctly sized and have split pins securing them in place (not split rings). Look for hairline fatigue cracks in each fitting. Check that all sheaves are in place (and spin) and that halyards on furlers are sound and not chafed. Look for broken strands and distortion in each wire.

Spreaders should bisect the angle of the shroud they support (tilting upwards) and be symmetrical. Ensure that the shroud is secured in the spreader tip with a strong wire seizing. Inspect discontinuous rigging fittings as you would at deck level.

Finally, check that all the shrouds are tensioned symmetrically – use the same arm to check both sides. Sight up the sail track with your dominant eye and ensure that the mast is in column.

Next month we'll look at rig tuning and getting the most performance out of your boat's sailing set-up. 

*Andy Schell is the former editor of All at Sea SE. He worked as a rigger in Annapolis at Southbound Cruising Services, and is a professional yacht captain. Follow him online at [59-north.com](http://59-north.com).*

# IF IT FLOATS LIKE A DUCK

## SUPREME COURT RULES ON FLOATING HOME

BY ROBERT L. GARDANA



Earlier this year, the U.S. Supreme Court decided in the case of *Lozman v. City of Riviera Beach* that Fane Lozman's floating home was not a "vessel." To the average boat owner, it may not appear significant, but the cornerstone of admiralty law jurisdiction rests directly upon the finding that the structure involved in a given case is a "vessel."

Before *Lozman*, the courts had endorsed the "anything that floats" approach to defining vessels. Now, the Court has developed the "reasonable observer's test" – holding that *Lozman's* floating home was not legally a vessel. In the words of the poet James Whitcomb Riley, if it walks like a duck and swims like a duck and quacks like a duck, it must be a duck. But for the fact that it floats, nothing about *Lozman's* home suggests that it was designed to any practical degree to transport persons or things over water.

*Lozman's* plywood structure had empty bilge space underneath the main floor to keep it afloat. He had it towed several times before deciding on a marina owned by the City of Riviera Beach, Fla. After various disputes with *Lozman* and unsuccessful efforts to evict him, the city brought a federal admiralty lawsuit against his floating home, had the U.S. marshal arrest the vessel, and filed suit to foreclose a lien for dockage fees and damages for trespass. *Lozman* moved to dismiss the suit, claiming that the structure was not a vessel – as is required for admiralty jurisdiction.

With *Lozman* representing himself, the district court found the floating home to be a vessel. Maritime law defines a "vessel" as including "every description of wa-

tercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water." The trial court concluded that admiralty jurisdiction was proper, and awarded the city dockage fees and nominal damages. The city then bought the floating home at the marshal's sale, towed it away and had it destroyed. *Lozman* appealed, but the 11th Circuit affirmed, agreeing that the home was a vessel.

On appeal, the Supreme Court reversed indicating that not every floating structure is a vessel. "To state the obvious, a wooden washtub, a plastic dishpan, a swimming platform on pontoons, a large fishing net, a door taken off its hinges, or Pinocchio (when inside the whale) are not 'vessels,' even if they are 'artificial contrivance[s]' capable of floating, moving under tow, and incidentally carrying even a fair-sized item or two when they do so. Rather, the statute applies to an 'artificial contrivance . . . capable of being used . . . as a means of transportation on water.'"

The Court reasoned "[b]ut for the fact that it floats, nothing about *Lozman's* home suggests that it was designed to any practical degree to transport persons or things over water. It had no rudder or other steering mechanism." Its hull was unraked and it had a rectangular bottom 10 inches below the water. With no special capacity to generate or store electricity, the home could only obtain utilities through ongoing connections with the land. Its small rooms looked like ordinary non-maritime living quarters. The Supreme Court found *Lozman's* home differed significantly from an ordinary houseboat in that it had no ability to propel itself.




To determine if the craft involved is a "vessel," the Court identified criteria the reasonable observer should review, including the use of the structure, its waterborne function and whether the structure is engaged in transportation. The Court also recognized original design is not always determinative – "[a] craft whose physical appearance and activities objectively evidence waterborne transportation purpose or function may still be rendered a non-vessel by later physical alterations – such as the *Queen Mary* – which is connected permanently to land.

Justice Sotomayor's dissent expressed, "Without knowing whether a particular ship is a vessel, it is impossible for lenders to know how properly to characterize it as collateral for a financing agreement because they do not know what remedies they will have recourse to in the event of a default. ... Similarly, cities like Riviera Beach provide docking for crafts like Lozman's on the assumption that such crafts actually are 'vessels'."

### Cities provide docking for crafts on the assumption that such crafts actually are 'vessels.'


In maritime cases, the effect of Lozman was immediate. The Supreme Court has since remanded another case in which the trial court determined that the Crown Casino was a vessel and observed that it has been affixed in its dock-side location since 2001 by lines and cables. In January, the Court also denied a Jones Act seaman's claim determinign the Red Hawk Spar (a floating oil-production facility permanently moored in over 5,000 feet of water in the Gulf of Mexico) was not a "vessel" for the purposes of the Jones Act. As a result, the claimant was not a Jones Act seaman because he had no connection with a vessel in navigation.


Based on the Lozman case, there will be structures that marine insurers will have to take a second look at to determine if they are insurable as vessels under the concepts of "marine insurance." Marinas will not know whether the tenant's craft is a vessel against which they can impose a maritime lien for dockage fees or whether they must bring a landlord/tenant eviction proceeding to evict the craft. There will be injured workers who are not sure if they are seamen or land based workers. In Many other cases, the basis for admiralty jurisdiction will rest on the finding of a vessel. 

Capt. Robert L. Gardana is a licensed U.S.C.G. master and maritime attorney for over 30 years and may be reached at [Gardanalaw@gmail.com](mailto:Gardanalaw@gmail.com) (website: [www.BoatLawyer.com](http://www.BoatLawyer.com)).

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# LEUKEMIA CUP REGATTA: RAISE A SAIL, SAVE A LIFE

BY TERRY BORAM



Sailing legend Gary Jobson (far right) has served as the national chairman of the Leukemia Cup Regatta series since 1993. He hosts the annual Fantasy Sail With Gary Jobson for Leukemia Cup Regatta participants who raise \$10,000 or more at any Leukemia Cup event throughout the year. The 2010 Fantasy Sail was held in Charleston, S.C. Bill Hanckel (center, red shirt), owner of Emocean, was among the Charleston area boat owners who provided their boats for use at the Fantasy Sail.

Sailors from the Pine Harbor Yacht Club in Birmingham, Ala., came together in 1988 to raise money in memory of a friend who had lost his battle with leukemia. Twenty-five years later, what is now known as the Leukemia Cup Regatta has raised more than \$38 million.

Throughout our region, racers, cruisers, paddle and kite boarders, and even non-sailors come together to "Raise a Sail to Save a Life." The event has become a major fundraiser for the Leukemia and Lymphoma Society, the world's

largest voluntary health agency dedicated to seeking a cure for blood cancers and improving the quality of life of patients and their families.

Over the past 30 years funds raised by the regatta and other events have helped dramatically increase the cure rate. Just ask the regatta's national chairman, worldclass sailor, television commentator and author Gary Jobson.

In 2003, while covering the America's Cup, Jobson himself was diagnosed with non-Hodgkin's lymphoma. After 10



years of supporting these regattas, Jobson found himself on the receiving end of treatments that were not available 20 years prior. Today, as a cancer survivor, his message is simple but powerful: "When you help out other people, in the end, it might just be you that is helped the most."

Jobson will deliver his inspirational message in June at the kickoff for Houston Yacht Club's quest to win their fifth Jobson Cup, awarded to the highest fundraising organization in the country.

Regatta weekend has become more than just a sailboat race. For Savannah, Ga., it is about a community coming together for a common cause. "Each year the incoming event chairperson gets to select the types of events they wish to feature," said Marty Siederer, senior director of campaign development for LLS. "One year the chairperson was an avid runner, so a 5K was part of the weekend's events."

Not only is this "something for everyone's interest" approach helping Savannah Yacht Club raise more money for LLS, it also exposes the non-sailing participant to its membership in hopes of encouraging them to take up sailing. This year's regatta events will include an In-shore Fishing Tournament and Tennis Classic Tournament. Savannah's unique approach that has helped SYC raise more than \$3.5 million for LLS.

One of the newest regattas in our region takes place at Pass Christian Yacht Club along the shores of the Mississippi. Members, who previously participated in the Leukemia Cup at the Southern Yacht Club in New Orleans wanted to try an event of their own. In just two years, PCYC became the tenth highest fundraiser in the coun-

try. Although Southern YC may have lost some of their participants, they still raised over \$217,000 placing them fourth in the nation.

To help each participant run a successful campaign LLS provides a "tool chest" of resources, including sample fundraising letters and useful webcasts. The greatest motivation though, comes from the local Honorary Skippers and blood cancer survivors. Participants of the 2011 River Dunes, N.C., regatta will never forget Eugene Seward's emotional speech delivered just hours after having a treatment for Myeloma. Last year they sailed in memory of Eugene who died of complications from his treatment.

National sponsors such as Gosling's Rum, West Marine and North Sails also provide incentives for monetary milestones. Teams also compete for Local and National Top Fundraising boat. In 2012, both of those honors went to Team "Mongo" from the Charleston Yacht Club, who raised \$65,000.

Individuals raising more than \$10K qualify for a Fantasy Sail with Gary Jobson. National sponsor, Offshore Sailing School, will be hosting this year's event at their Captiva Island, Fla., location. "(Co-owners) Doris and Steve Colgate have donated over \$80,000 to LLS in the past two years, and this year will be providing the boats and facility for the Fantasy sail," said Siederer. "They have been a huge support of our mission."

*This summer support one of the Leukemia Cup Regatta in your area (see adjacent list). To see how your yacht club can participate in 2014 or to become a sponsor, contact Siederer (Marty.Siederer@lls.org).*



## SOUTHEAST LEUKEMIA CUP REGATTAS

### LOUISIANA

**March 23-24:**

Southern Yacht Club, New Orleans  
[www.leukemicup.org/msla/](http://www.leukemicup.org/msla/)

### FLORIDA

**April 6-7:**

Isles Yacht Club, Punta Gorda  
[www.leukemicup.org/sun/](http://www.leukemicup.org/sun/)

### NORTH CAROLINA

**June 8:**

River Dunes, Oriental  
[www.leukemicup.org/nc/](http://www.leukemicup.org/nc/)

### TEXAS

**June 21-23:**

Houston Yacht Club, Houston  
[www.leukemicup.org/txg/](http://www.leukemicup.org/txg/)

### VIRGINIA

**July 12-14:**

Stingray Point Marina, Deltaville  
[www.leukemicup.org/va/](http://www.leukemicup.org/va/)

### MISSISSIPPI

**Aug. 3-4:**

Pass Christian Yacht Club,  
Pass Christian  
[www.leukemicup.org/msla/](http://www.leukemicup.org/msla/)

### ALABAMA

**September TBA:**

Buccaneer Yacht Club, Mobile  
[www.leukemicup.org/al/](http://www.leukemicup.org/al/)

### GEORGIA

**Sept. 13-15:**

Savannah Yacht Club, Savannah  
[www.leukemicup.org/ga/](http://www.leukemicup.org/ga/)

### SOUTH CAROLINA

**Sept. 28:**

Charleston Sailing Community,  
Charleston  
[www.leukemicup.org/sc/](http://www.leukemicup.org/sc/)

# BERTRAM YACHT

## A NEW GENERATION OF AN AMERICAN ICON

BY LISA OVERING



**T**he sound bite must be true: The sun never does set on the Bertram empire, regardless of who rules it or where the kingdom is located.

Bertram Yachts, a symbol of American muscle on the water since 1961, has been owned by Americans, Italians and now, Chinese businessmen. Its luxurious, hardcore saltwater sportfishing machines were built down in the boondocks in Miami for 50 years., but the next launches will be from Florida's space coast in the old but never-been-used Sea Ray plant on Merritt Island.

After weathering bumps along the roads of commerce and marketing, Bertram Yachts still has the smoothest ride on the roughest blue waters. Waves breaking over the bow and flybridge of a 31 Moppie in 15-foot seas are why this brand's reputation is known as the ultimate sportfish battlewagon, a testament to a seaworthy deep vee hull design and robust construction. Bertram was and still is a tough,

fast boat with a comfortable ride, able to slug it out in conditions that leave lesser vessels hugging the shore. A Bertram is designed for someone who fishes so much that they will eventually get caught in some stink of a storm.

The dream boat created by founder Dick Bertram after shattering the speed record for the extremely rough 1960 Miami-Nassau Race was the beginning of a legacy of innovation. The Bertram 31 "Moppie" became an instant classic and the number one sportfishing boat on the planet. The cabin was placed slightly forward to create a massive cockpit space. Wraparound cabin windows provided tremendous visibility from below, and longitudinal strakes running the length of the hull kept the boat dry.

### New Luxury

Five decades later, the new 50- to 80-foot luxury sport fishing yachts continue that tradition. Bertram is geared to



build 15 to 25 boats a year costing between \$1.5 million and \$6 million. The line is designed with a more streamlined appearance.

"(They are built) 36 percent lighter, 13 percent cheaper and three times stronger," says Alton Herndon, president of Bertram Yacht, explaining that the new location enables Bertram to partner with Vectorworks to build fiberglass parts with resin infusion. Less resin and a higher percentage of fiberglass in the laminate creates lighter, stronger parts. The next Bertram 64 will be the first infused hull as the company switches manufacturing process during 2013.

"It is all an improvement with a reduction in weight and a double hull safety idea," says Herndon, who left the helm at Hatteras to spearhead Bertram's move to the expanded capabilities offered at Merritt Island. "We have the strongest hull-deck joint in the industry. The composite panel has two skins, kind of a foam cored sandwich laminate. It makes for a quieter ride, with nothing moving or creaking in the cabins."

### The Bertram 540, a New Classic

After nearly 30 years, the company has reintroduced the classic Bertram 54, one of the most sought after models of its time, with a centerline fuel tank creating a zero-trim that further enhances the ride, and a sharp bow, long waterline, and deep vee hull for extra handling in open water. The 540 has a sleek, contemporary shearline and modern onboard amenities like stereo systems with iPod hookups integrated into the bridge, salon and cockpit.

This yacht combines the sea keeping ability of a fishing vessel with the ultra luxury and comfort of a cruising yacht. The forward wrap around window provides breathtaking views and


allows loads of natural light to shine into the interior. The ambiance with the open salon layout provides for great entertaining on the open water. Port and starboard stateroom windows also lend natural light and exquisite sea views.

Radiant white oak lends elegance, and the galley area features a beautiful open bar area to ease movement between the salon and the cockpit entry way for a more open entertaining and dining experience. An aft cockpit window retracts into the bulkhead, providing easy galley access to pass through food and drinks.

This yacht features underwater exhaust and storage space to hold up to 25 fishing rods. Additional tackle storage is incorporated into the mezzanine along with a baitwell and freezer. The transom fish box can be converted into another baitwell or icemaker with ease. The fish boxes on the cockpit floor have been made larger and deeper and are now placed on each side of the fighting chair for easier access from the transom door.

### Re-establishing the Brand

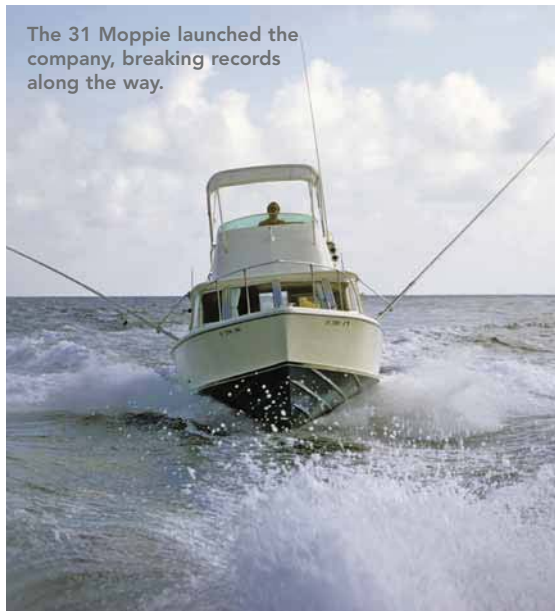
Bertram has stood the test of time, building a loyal base of repeat customers who trust their purpose-built vessels in the most hostile conditions. Today, Bertram is determined to stand out and become more of a standalone business entity from its Italian holding company, Ferretti Group, according to James Henderson, president and CEO of Ferretti Group America. (China's largest bulldozer maker bought a controlling interest in Ferretti last year.)

"I think Bertram suffered a little bit in the last decade," Henderson says. "Jeep is owned by Fiat, but everyone knows Jeep as its own, iconic brand. It is known as an American brand. Bertram is an American brand [like that]." 

Dick Bertram knew about sea handling in rough waters.



The 31 Moppie launched the company, breaking records along the way.



COURTESY OF BERTRAM YACHTS

# CHANGES IN STORE FOR EVERGLADES BOATING?

## DRAFT PLAN ADDS ZONE RESTRICTIONS AND MANDATORY EDUCATION

BY CHRISTINE GOODIER  
PHOTOS BY ROBERT GOODIER

**P**icture yourself on the water in a powerboat in Everglades National Park, a world away from tourist joints and crowded beaches. You're cruising on plane and your passengers are spotting sharks, dolphins and shorebirds galore. Then you run aground.

If you try to power off, your boat drags through seagrass beds and creates blowholes as the prop struggles to push you back up on plane. National Park Service scientists be-

lieve extensive prop damage – along with years of water diversion and other human influences in South Florida – threatens the health of the shallow everglades and its wildlife.

Boating is a major issue that should be addressed in managing the park for the next 20 to 30 years, according to a new 585-page "Draft General Management Plan" for Everglades National Park. Park officials have a range of ongoing concerns in the waters of the Gulf Coast, Ten thousand Islands



Boat guides take visitors from Flamingo through backwater bays



and Florida Bay: boat-boat collisions, boat-wildlife collisions (including with manatees), groundings and other impacts on the sea bottom, which is a federally designated wilderness.

According to the draft plan, the park service wants to “balance the desires of some users for unconstrained access to all marine waters with the need to accommodate user groups who value different kinds of experiences – all while protecting the resources for which the park was established (including submerged marine wilderness).”

Released Feb. 28 and available online for public viewing and comment until May 12, the draft presents four management options. The first is to take no action at all. Next comes the NPS preferred alternative, followed by two others labeled “Alternative Two” and “Alternative Four.”

All three action plans call for mandatory boater education. “A boater education permit program would be established to promote shared stewardship of marine resources, including shallow sea bottom areas, seagrasses and wild-

life,” states the plan introduction. “Operators of motorboats and non-motorized boats (including paddled craft) would complete a mandatory education program to obtain a permit to operate vessels in the park.”

The document calls for a system of six different color-coded zones: Developed, Front Country, Boat Access, Pole/Troll, Backcountry (non-motorized), and Special Protection. Developed and Front Country zones would continue to allow easily-accessed activities most visitors pursue, such as walking the Anhinga Trail to see gators and birds, riding a tram into Shark Valley or taking a backwater boat tour from Flamingo.

Action plan differences for three of the zones – Boat Access, Pole/Troll and Backcountry – could affect some boaters. The Boat Access Zones would limit motorboat use to specific areas while the Backcountry Zones would provide opportunities for only non-motorized wilderness experiences, such as tranquilly paddling a canoe.

If it prevails, the NPS Preferred Plan would create Pole/

A new management plan aims at reducing damage caused by powerboat groundings in shallow park waters.



Even casual day visitors encounter alligators in Everglades National Park.

## WHEN AND HOW TO COMMENT ON THE PLAN

Read the plan online and add your comments to an electronic public form by May 12, 2013. At [parkplanning.nps.gov](http://parkplanning.nps.gov), select Everglades National Park.

For further information about the management plan contact Fred Herling, supervisory park planner at [Fred\\_Herling@nps.gov](mailto:Fred_Herling@nps.gov), (305)242-7704, or 40001 State Road 93363, Homestead, FL 33034.

# Changes in Store for Everglades Boating?

Boaters rent canoes for short paddles or extended excursions deep into the Everglades.



Troll Zones to protect the sea bottom for a third of Florida Bay's shallows (131,392 acres) within the park. Boaters could get around in those parts of the bay propelled only by paddles, poles or trolling motors – but not by combustible engines (which would have to be trimmed up). Established boat access channels would remain in use.

Up in the East Everglades Addition, accessed primarily from highly 41 (the Tamiami Trail), a framework would be established for managing commercial and private air boating, and for back-country uses, for the first time since the passage of the 1989 Expansion Act.

Where exactly will you be able to use your powerboat? It's too soon to tell since each action plan defines the zones differently. You can study zone locations on color-coded maps of the park now to see what might change if and when one of the action plans ultimately rules, a decision slated by 2014.

The complex document presents many positives for those who love the Everglades. All alternatives provide for the long-overdue improvements (currently still unfunded) at Flamingo on Florida Bay, 38 miles from the main visitor center. Flamingo lost its motel building and cabins to damage caused by 2005 Hurricanes Katrina and Wilma.

Since then, the only way to spend the night in the park is to camp, so some visitors bring tents or arrive in recreational vehicles. In recent years, the NPS added electric hookup sites at Flamingo's campground that can be reserved online. The NPS Preferred Plan would add solar showers and electric hookups at the Long Pine Key Campground near the main park entrance to eliminate generator noise.

The three action alternatives call for a new launch point for carry-in boats near Long Sound on the 18-mile length of U.S. Highway 1, the road that leads from Florida City down to Key Largo.

The NPS Preferred Plan calls for the concession operation at Everglades City (on the northwest side of the park) to offer more opportunities to visit Ten Thousand Islands, Gulf Coast and Wilderness Waterway through boat tours and canoe/kayak rentals. The NPS would establish a cultural heritage interpretive water trail in the Ten Thousand Islands area.

The NPS would also construct additional campsites and ele-

## VISITING EVERGLADES NATIONAL PARK

Florida's Everglades National Park in South Florida was dedicated in 1947 and now encompasses 1.5 million acres, including the largest legislated wilderness area east of the Rocky Mountains. Even casual day visitors have numerous opportunities to see wild creatures in this vast region, designated a World Heritage Site and Wetland of International Importance. Bird watching opportunities are outstanding.

Visitors can bring or rent small boats, canoes, kayaks and bikes to explore different areas of the park, and can hike on designated trails. Rangers present free daytime and evening programs, primarily from mid-December through March. Bring binoculars, water, insect repellent, a hat, sunglasses and sunscreen.

Start your visit at one of the park's four visitor centers for suggestions on how to plan your time. Fees: Entrance, \$10 per vehicle for seven days; Wilderness Permit, currently \$10 plus \$2 per person, per day (permit increases were proposed in March 2013). [www.nps.gov/ever](http://www.nps.gov/ever)



## EVERGLADES CHALLENGES

BY GLENN HAYES

One competitor who faced more than just bad weather in the 2013 Everglades Challenge was Shane Perrin. Fresh from battling health issues, he entered the race on his standup paddleboard. The grueling expedition style event (which is not sanctioned by the parks service) is organized by a group of diehard boaters called Watertribe. Paddlers and sailors race to finish a 300-mile course from Tampa Bay to Key Largo in less than eight days.

Perrin set off on the journey in challenging conditions. Along the way he was knocked off his board by a rough wave and, after becoming mildly hypothermic, decided to take a rest break on Marco Island to dry off and warm up.

Arriving at a boat ramp, he found a spot to lie down and sleep across from his paddleboard on the dock. While asleep, thieves made off with most of his gear. Upon waking up he was faced with the

prospect of having to drop out of the race because he was missing essential equipment.

Word spread of his dilemma through Facebook and other social networking sites and, within hours, he had enough money to replace all the stolen items. Fellow paddlers around the country offered to overnight ship their own equipment or money to get him on the water and back in the race.

Thanks to this incredibly supportive network of paddling enthusiasts, he was able to continue and become the first stand up paddle boarder to finish the race. The finish line at Key Largo was not enough for Shane, however. After finishing the Everglades Challenge, he went on to paddle to Key West. This challenge not only brought out the best of its contestants, but also the best of those who wanted to see a fellow enthusiast complete his dream.

Bob Showler and other Park Rangers present free interpretive programs in Everglades National Park.



vated 10 X 12 wooden camping platforms (chickees) in Florida Bay, the East Everglades Addition, and along the Gulf Coast. (Chickees are already available for visitors with back country permits who spend the night, for example, in 99-mile Wilderness Waterway using boats with drafts of less than two feet.)

Costs and staffing needs are attached to each of the four alternatives. The No Action (current) scenario calls for a \$17 million annual operating budget, 214 staff and \$10.8 million for the one-time Flamingo improvements. However, the actual 2011 staffing was only 181; funding was insufficient to fill all 214 authorized positions or to cover Flamingo's overdue restoration. And the Park Service has had more budget cuts during Washington's current "sequester."

The NPS Preferred Alternative calls for 249 staff and a \$22 million annual operating budget, with a one-time facility cost of \$40.8 million.

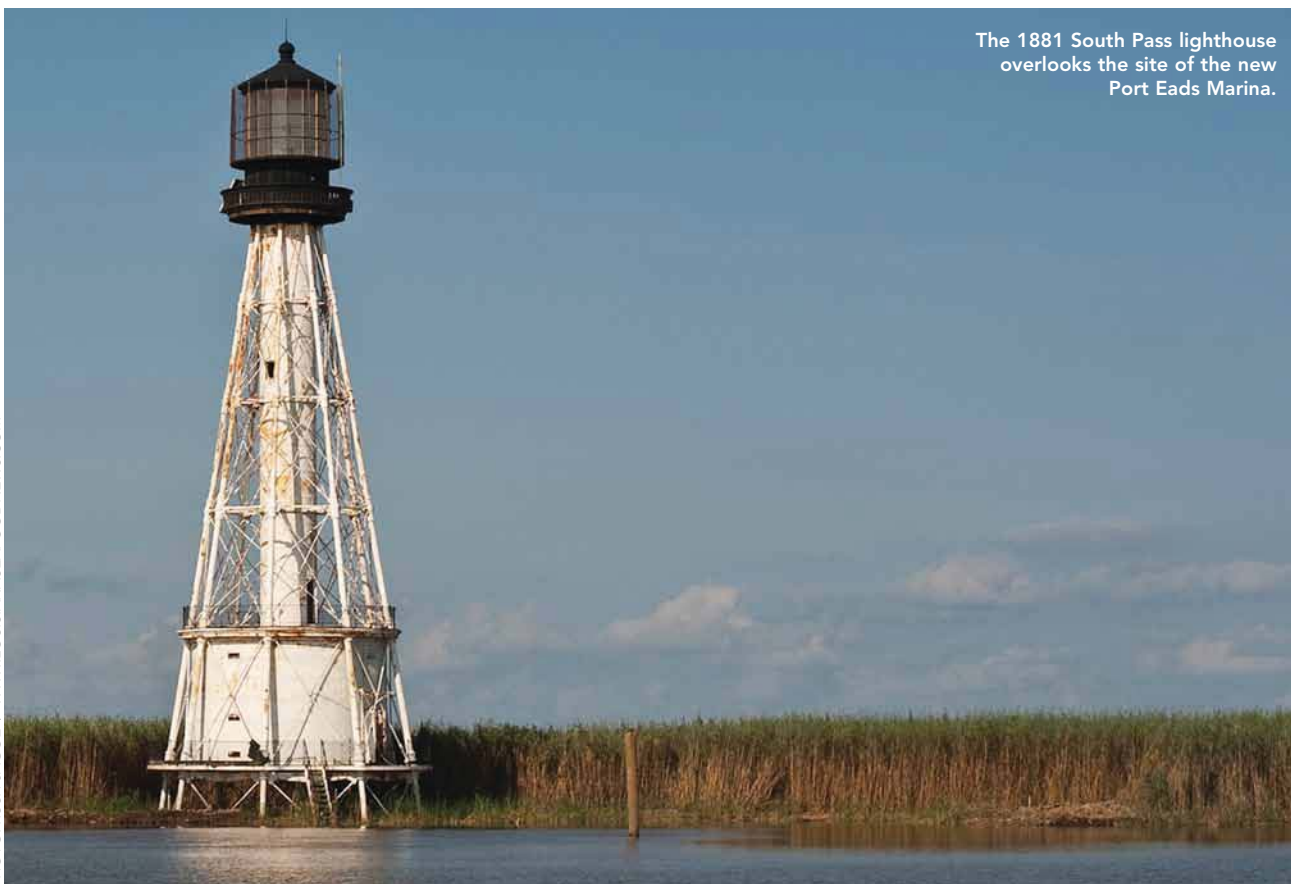
After the public comment phase ends this month, the NPS will review and analyze public input and make adjustments to the plan. The final General Management Plan and Record of Decision will be issued in 2014.

*Christine Goodier is a coastal North Carolina-based freelance writer and editor covering outdoor leisure pursuits. She is the former editor of All at Sea Caribbean and is a frequent contributor to MotorHome Magazine.*

# GULF COAST MARINAS UPGRADING

BY LISA OVERING

PHOTO: RUSH JAGOE / WWW.LOUISIANASEAFOODNEWS.COM



The 1881 South Pass lighthouse overlooks the site of the new Port Eads Marina.

**H**urricanes that destroy valuable waterfront property and erode marina seawalls and precious wetlands are the perpetual cycle of living and boating on the Gulf of Mexico. If there's any benefit to getting hammered by a hurricane, it's getting state and federal relief funds. Across the Gulf Coast, marinas and yards are using those monies to spearhead long needed improvements and renovations.

## LOUISIANA

### PORT EADS MARINA REBUILDS

The facelift for Port Eads Marina in Plaquemines Parish, La., is nearing completion. Scheduled to open this summer, the renovated marina just south of Venice, La., will have 35 boat slips, a bait and ice shop and fuel station, as well as fishing camps, a weigh station and a boardwalk. The facility is largely self-contained with its own sewage

treatment operation and water tank with structures approximately 11 feet above sea level.

Accessible only by boat, Port Eads is the last way station at the mouth of the Mississippi River. The marina was a popular fuel stop and harbor for cruisers, deep-water vessels, commercial fishermen, and oil industry vessels before Hurricane Katrina. Local officials hope the new facility will boost the economy, which has been ailing since Katrina and the Deepwater Horizon oil spill.

Federal Emergency Management Agency originally denied Plaquemine Parish's application to rebuild the marina but, after several appeals, FEMA ultimately provided \$8.8 million for the renovation.

At press time, management options for the marina were still being debated by parish officials who are considering a nonprofit status that could run fishing tournaments to generate money as well as management by Plaquemines Parish.



## MISSISSIPPI

### PASS CHRISTIAN HARBOR EXPANDS

After being hammered by hurricanes Betsy, Camille and Katrina, the city of Pass Christian, Miss., is receiving \$33 million in state and federal grant money to revitalize its harbor, creating 50 new jobs. The new 84,000-square-foot harbor will be heavily landscaped and accommodate more than 500 vessels with deeper channels, sea walls, massive parking lots, a comfort station and ice house.

The harbor has been dredged to 10 feet on the east and west side to accommodate boats up to 60 feet when completed next summer. The expansion will include cleaning, electrical and pumpout stations at each slip, and a special pier for charter boats.

"Our fishing boaters have tripled since Katrina, and we can't get everyone into the existing harbor," says Willie Davis, harbormaster. "We normally have to turn people down during shrimping season as there simply is not enough room with the current facility."

### NEW MARINA FOR BAY ST. LOUIS

A \$22 million harbor project – including \$13.3 million in federal funding – will be completed in Bay St. Louis this summer. The State of Mississippi through the Mississippi Development Authority committed all funding to the project

without any initial costs to the city.

In addition to 165 slips for boats 20 to 60 feet, the marina and waterfront improvements include a new municipal pier and fuel dock. Under its tidelands lease agreement with the state, the city can also develop and sublease space for restaurants, shops and other businesses.

The improvement project resulted from a three-year effort to locate a luxury marina in downtown Bay St. Louis to restore the city's waterfront and recreational boating life to its pre-Katrina glory days. About 150,000 cubic yards of sand from dredging operations that began in November in the Mississippi Sound will be used to build a parking lot for the new harbor and for beach replenishment.



Pass Christian Harbor



Bay St. Louis



## FLORIDA

### PANAMA CITY MARINA FACELIFT

Over \$7 million in community redevelopment funds are appropriated for improvements to the bulkhead and seawall at Panama City Marina, with another \$5 million approved for a new family-friendly park scheduled for completion next spring.

The new marina park and civic plaza will include an outdoor amphitheatre, a splash pad, concession buildings, landscaped green space and a lighthouse. A spectacular glass building for parties is included, with space for a restaurant, should one be approved.

"The seawall is deteriorated in places," says Bill Lloyd, harbormaster. "These repairs will get us ready for another 50 years."

It's all part of a facelift planned for Panama City's downtown, honoring the city's rich maritime and military history. No plans exist to expand the marina's 240 wooden docks on concrete piers that currently accommodate transients up to 120 feet with a 10-foot draft.

"Everyone visits the beach in Panama City," says William Whitson, spokesperson for Panama City. "Now there is a great reason to stay an extra day and explore downtown. Bring your family to the marina park destination in 2014."

### NEW ST. PETE PIER

The St. Petersburg Pier built in 1926, and deteriorating badly, is being replaced by the New St. Pete Pier, including two waterfront restaurants. The \$50 million project, designed by architect Michael Maltzan, calls for a circular pier with an integrated wave barrier that protects the interior of the marina from bay wind and waves.

The floating dock will accommodate a concession stand, bait shop and kayak rental facility. The marina's northeast side includes a dedicated fishing area. No motorized watercraft will be allowed in the sheltered circular bay created by the loop of the new pier.





# ALL AT SEA

## CARIBBEAN

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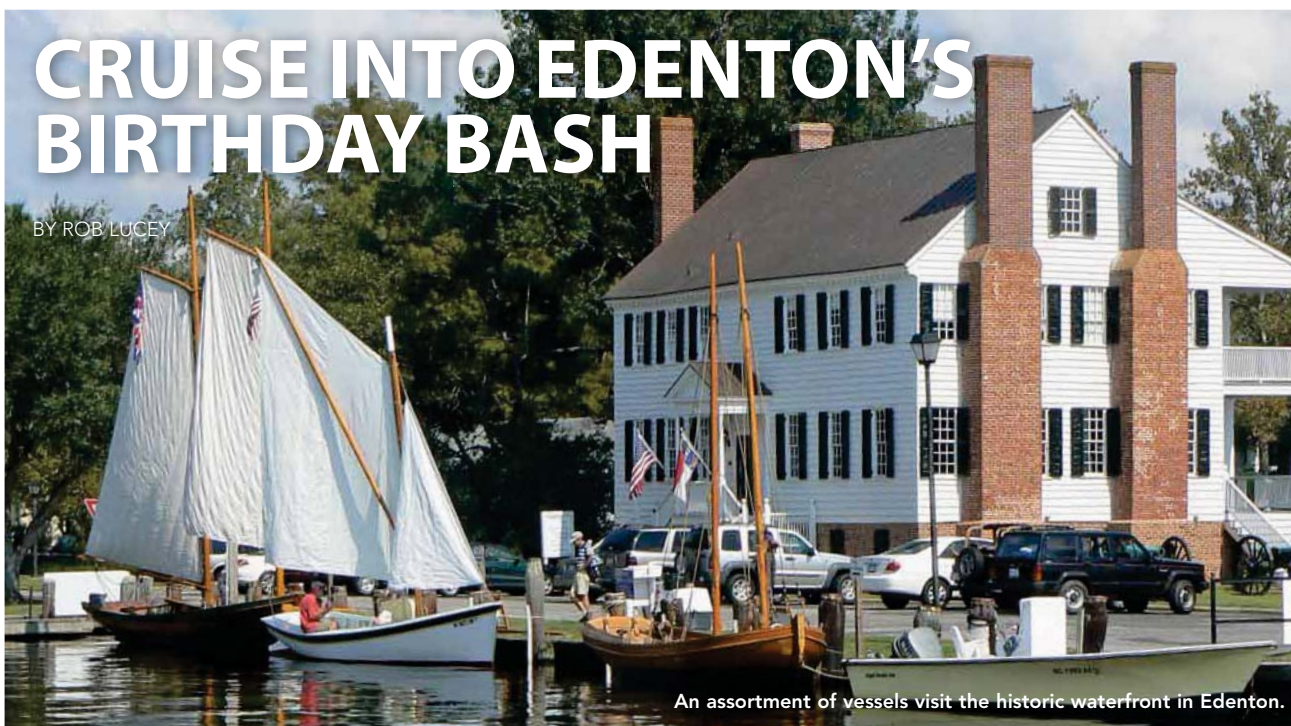
**RACING**  
South Grenada Regatta & More



# CRUISE INTO EDENTON'S BIRTHDAY BASH

BY ROB LUCEY

PHOTO BY JO LUCEY



An assortment of vessels visit the historic waterfront in Edenton.

As part of a year-long celebration of the 300th anniversary of its founding, the historic town of Edenton, N.C., is hosting "Cruise into Edenton Harbor" May 6-12 with free dockage at the city marina.

But the hospitality doesn't end there. When the marina's nine slips fill up, plans call for a free water taxi to serve vessels anchoring off the waterfront. Slips are also available at Edenton Marina ([edentonmarina.com](http://edentonmarina.com)), an eight-block hike from downtown. Once ashore, there will be free trolley tours and guided tours of the historic town, a free shuttle to area shops and a pot luck supper and reception hosted by the Edenton Yacht Club under a tent in front the historic Barker House.

"We wanted to use the 300th celebration as an excuse to create an opportunity for the northbound cruisers to turn left and come and explore the west end of the Albemarle Sound," said EYC Commodore Brian FitzSimons. "Most of them scuttle from the Alligator River across the sound to the Pasquotank River because they have heard and read so much about how rough the Albemarle Sound can be. Although that is true of any large expanse of water, it is no worse on the Albemarle Sound than anywhere else, and we wanted to provide a good enough excuse for them to contemplate braving the elements and discovering the delights of the west end of the sound."

Some EYC members are offering to host cookouts at their homes on the Yeopim and Scuppernong Rivers, providing convenient stops en route to Edenton for those exploring the sound. Fill out the registration form at [visitedenton.com/cruiser/](http://visitedenton.com/cruiser/) to book either of those events.

Cruising into Edenton's cypress-lined harbor is like a trip back in time. Colonial-era structures abound in a vibrant shopping district. When first settled by British, the town was declared the capital of the Carolina Colony and its official port of entry. It served as home to the royal governors, a commercial and social hub for plantations that sprung up in the surrounding area, and a major trading port.

The commercial vessels that once unloaded trade goods from around the world long ago moved on to larger ports, but the city still plays a vital role in the modern maritime industry. Today, a number of sportfishing boat builders call Edenton home, including Albemarle, Calyber Boatworks, Carolina Classic and Regulator Marine. It is also home to General Boats, maker of the Rhodes trailer sailers. Most are clustered around the small airport five miles to the southeast of the main waterfront.

Visitors traversing these waters where the Chowan River enters the Albemarle Sound are primarily cruisers seeking the kind of authentic charm found by strolling the historic downtown streets.

"If this works, Edenton may well decide to do it every year to catch the northbound cruisers," FitzSimons said.

Some may enjoy the visit so much, they might want to explore the area and return at the end of the month for the 15th annual Edenton Music and Water Festival, including a guided sunset kayak paddle, Coast Guard demonstrations, two music stages, roving musicians, free boat rides, arts, crafts, food booths, children's games and more. The fun takes place 10 a.m.-4 p.m. in and around Colonial Park on Edenton Bay. ☺



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# DUE EAST TO BERMUDA

STORY AND PHOTOS BY SUZI DURANT



Stephen Colbert on the rail with *Spirit of Juno* crew mates.

Charleston and Bermuda are both wonderful destinations, so what could be better than an offshore race between the two? The biennial Charleston to Bermuda Race sets sail May 15-17 covering 777 nautical miles to St. David's Head in Bermuda. After clearing in, crews head to the Royal Bermuda Yacht Club for the race end festivities.

The event was the brain child of Rick Hennigar and David Browder who both were working at Ross Marine, a boatyard on Johns Island, just south of Charleston. Browder had just finished refitting his 40' Bill Cook designed sailboat *Wahoo* and was dying to go racing. Over a few beers, as many good boat events have begun, the two friends kicked around some ideas like the Key West race or the Pineapple Regatta.

"I just wanted to race offshore, not in the harbor," Browder recalls. After awhile, Hennigar said, "Dave asked how 'bout Charleston to Bermuda ... should be an easy sleigh ride?" And so the concept was born.

They decided it should be open to anyone with a boat at least 30' in length and contacted the Charleston Ocean Racing Association to run the logistics. The two financed the first two races themselves with a few sponsors, like Ross Marine.



*Spirit of Juno* and *Southern Tide* duel down the channel

They also contacted the RYBC. "It wouldn't have happened without them," said Browder. "They took us under their wing."

Hennigar laughs, "We went over there with a logo on an index card ... that was it!"

Everyone pulled together and the first race took place in May 1997, but not without a few glitches. Sometimes just getting to Charleston can be a problem. Bob Cummings was sailing his Bavaria 41, *At Ease*, from Newport, Va., to race. He and his crew encountered massive waves and 50-knot winds and had to be airlifted off the sinking boat near Cape Hatteras.

And sometimes start logistics don't go as planned. Dan Machowski, CORA's historian, was in charge of the cannon firings. The committee boat was the U.S. Coast Guard cutter *Key Largo*, stern-anchored in the Harbor. Machowski wanted to set



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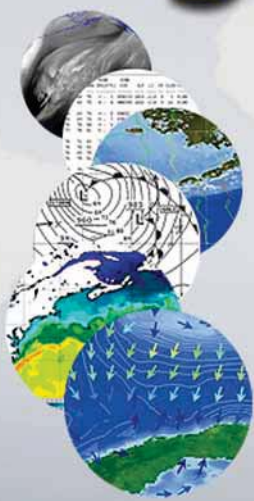
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the cannon (which he'd fired before so knew what it could do) on the bow but the cutter's chief and executive officer wanted him amidships. Clearly outranked, he did as they asked. The coasties looked on in amazement as the cannon burned three feet of the deck. Regardless, six boats set sail for Bermuda.

After the first two races, Browder and Hennigar were looking for a way out of race management. They touched base with Hank Hofford and R.E. "Teddy" Turner IV who formed the South Carolina Maritime Foundation with a few others to promote building a tall ship to be used in youth education. "We decided to let them take over," explained Hennigar. "The Foundation had more resources, plus we wanted to get onboard with the birth of the *Spirit of South Carolina* – all in the Corinthian spirit."

"They had more horsepower to grow the race," Browder added, "and that's what we wanted – to grow the race."


In August 2002, Hofford announced that the Foundation was taking over the Charleston to Bermuda Race and that all the proceeds from the race would benefit the building of the tall ship. CORA would continue as the official race managers and the RBYC would continue as a partner and the host in Bermuda. The organizers were hoping to have 24 boats sign up and had 18 already registered for the 2003 event.

Turner was enthused. He'd heard about the first race but he was living in Jacksonville at the time without a big enough boat. By 1999, he had moved to Charleston and purchased a Condor 40 that he renamed *Troika*. "I don't believe in changing a boat's name," he said. "But I did such a big refit that I figured a name change was warranted." He competed in three C2B races on *Troika*, then two more races on other boats.

The race has never quite achieved the number of participants the organizers would like to see, so Turner, then the chairman of the Foundation's board, hired OnDeck for the race management in 2011. He thought it would give "the race more 'professionalism' from the company's experience and worldwide reputation. They can do it so much better than we can. We don't have the resources and time since we have to focus on the tall ship and its educational programs."

On Deck made a number of yachts available for charter in the 2011 race, and TV celebrity Stephen Colbert, a Charlestonian himself, decided to take part. The festivities and start were spectacular as the two Shipman 63s and the two Farr 65s engaged in tacking duels through the harbor and out the channel into the ocean.

Unfortunately, OnDeck fell on hard times, so CORA took back managing the race. Randy Draftz, race director, said, "We almost didn't have it, but enough die-hards wanted to do it so we are." The plan is to have staggered starts so that most of the racers will arrive in Bermuda closer together.

Potential racers can go online at [www.charlestonbermudarace.com](http://www.charlestonbermudarace.com) for information on the event and to register. 

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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	●																																										
Bahamas	BS	The Marina at Emerald Bay	242-336-6100	14'	250'	150'	●	30 & 50 single phase; 120/208 3 phase				●	●	●	●	●	●	●	●	16	FREE																																										
Fajardo	PR	El Conquistador Resort & Marina	787-863-1000	12'	70'	35	●	30/50/100				●			●			●	16	●																																											
Canyon Lake	TX	Canyon Lake Marina	830-935-4333		85'	449	●					●			●			●	●	16																																											
Canyon Lake	TX	Cranes Mill Marina	830-899-7718		45'	250	●						●	●	●		●		●	16																																											
Austin	TX	Hurst Harbor	512-266-1800		100'		●						●	●	●			●	●	16																																											

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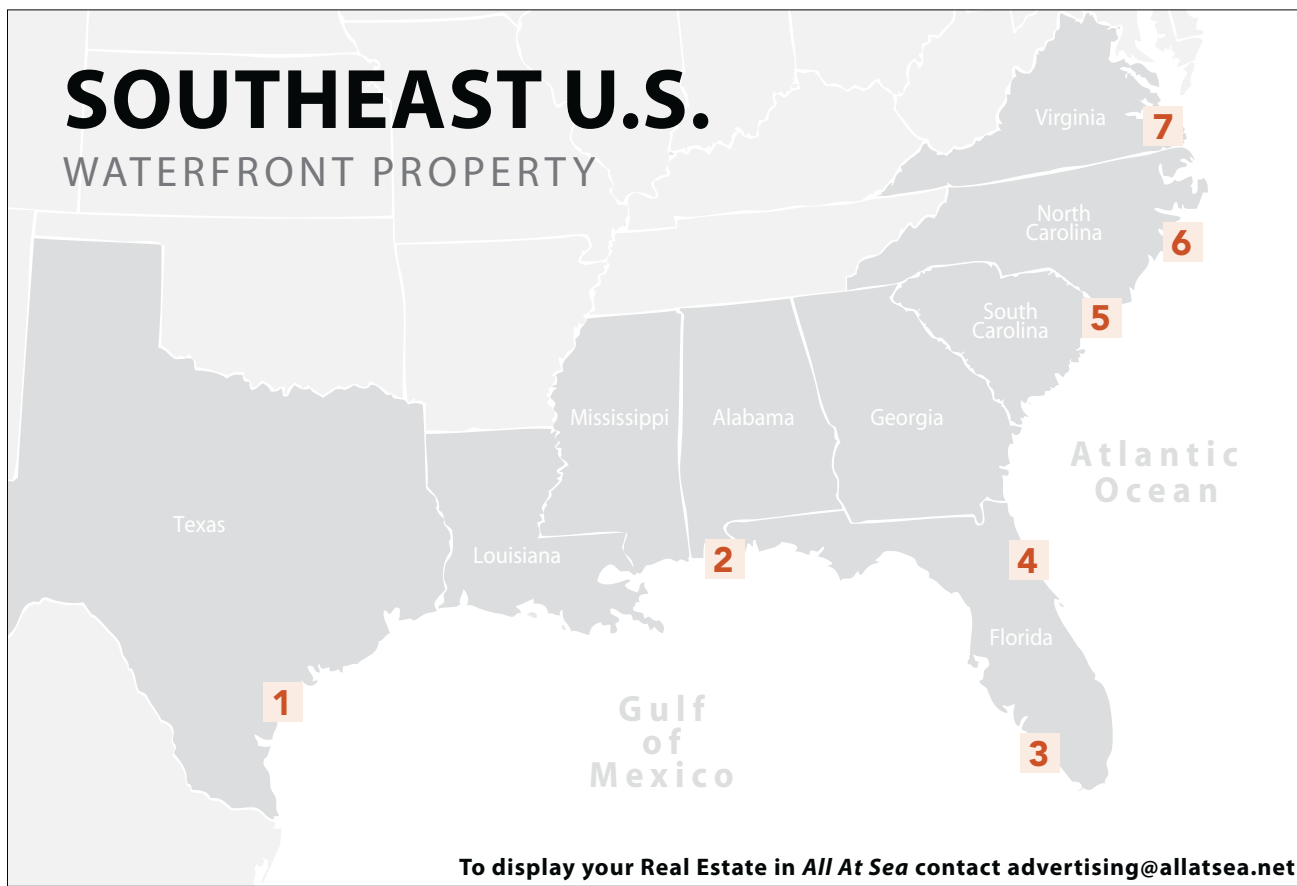


# SOUTHEAST BOATYARDS

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Jersey City	NJ	<b>Liberty Landing</b>	201-985-8000	9'	75'	19'	no limit	50 Amp	24x7	60 ton travelift	•			•		•	
Chesapeake	VA	<b>Atlantic Yacht Basin, Inc.</b>	800-992-2489	12'	120'	25'	no limit	30/50/100 Amp	24x7	60 ton travelift, 300 ton railway		•	•	•	•	•	
Deltaville	VA	<b>Deltaville Yachting Center</b> 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	<b>Blackwell's Boatyard</b>	252-473-1803	6'	70'	20'	no limit	30/50 Amp	7-3:30 M-F 7-12 S	70 tons		•	•	•		•	
Washington	NC	<b>McCotter's Marina &amp; Boatyard</b>	252-975-2174	6'	60'	14'	no limit	30/50 Amp	8-5:30 x7	15 tons	•	•	•	•		•	
Bayboro	NC	<b>Hurricane Boatyard</b>	252-745-3369	8'	70'	21.5'	no limit	30/50 Amp	8-5 M-F	50 ton travelift	•	•	•	•	•	•	•
Oriental	NC	<b>Deaton Yacht Service</b>	252-249-1180	5'	50'	18'	no limit	30/50 Amp	8-5 M-F/ 8-12 S	35 ton travelift	•	•	•	•			•
Minnesott Beach	NC	<b>Wayfarers Cove Marina &amp; Boatyard</b>	252-249-0200	6'	50'	18.5'	no limit	30/50 Amp	8-4 M-F	60 tons	•	•	•	•		•	
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-2690	10'	130'	30'	no limit	30/50/100 Amp	24x7	50/75/ 200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	<b>Beaufort Marine Center</b>	252-728-7358	10'	130'	30'	no limit	30/50/100 Amp	8-4:30 M-F	50/75/ 200 ton travelift	•	•	•	•	•	•	•
Beaufort	NC	<b>Moore's Marine Yacht Center</b>	252-504-7060	10'	130'	30'	no limit	30/50/100 Amp	8-4 M-F	50/75/ 200 ton travelift		•	•	•	•	•	•
Brunswick	GA	<b>Two-Way Boat Yard</b>	912-265-6944	7'		16.5'	no limit	30 Amp	8-4:30 M-F	30 ton travelift	•		•		•	•	
Amelia Island	FL	<b>Amelia Island Yacht Basin</b>	904-277-4615	11'	100'	19'	no limit	30/50 Amp	8-6 x7	36 tons							
Stuart	FL	<b>Apex Marine</b>	772-692-7577	8'	65'	19'	no limit	30/50 Amp	7-3:30 M-F	65 tons			•	•	•		
Fort Lauderdale	FL	<b>Apex Marine</b>	954-759-7212	9'	90'	22'	no limit	30/50/100 Amp	7-4 M-F	92 tons			•	•	•	•	
Kemah	TX	<b>South Texas Yacht Services</b>	281-334-7245	7'		16	no limit	30 Amp	7:30-4 M-F 8-12 S	37.5 ton travelift	•	•	•			•	•

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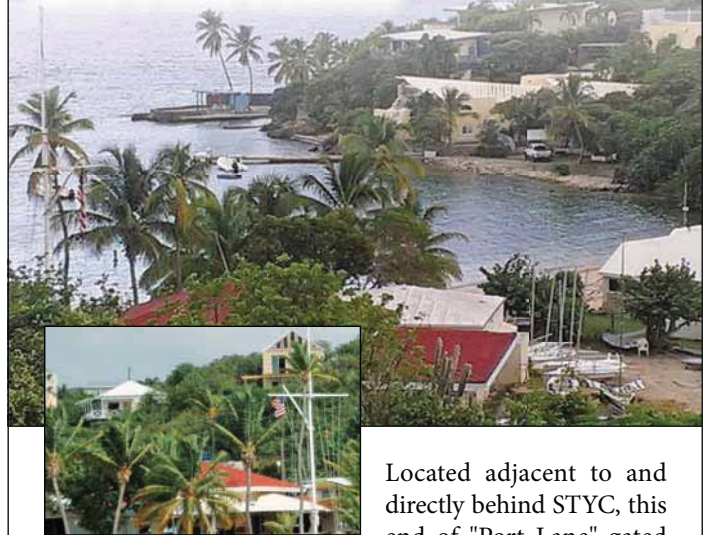
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3



**Marco Island, FL.** Immaculate Southern exposure two-story residence offering breathtaking wide open views of Landmark waterway. This waterfront home boasts 4 bedrooms, 2 dens, theater, large game room, soaring ceilings and infinity pool. Located only steps away from Residents' beach, this home has direct water access to the Gulf of Mexico. List Price \$1,399,000

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**4 Palm Coast, FL.** Lovely 3BR/3BA with two master suites. Located in Palm Harbor on a saltwater canal. Spacious floor plan, sky light, water filtration system and tile floors throughout with carpeted bedrooms. Dream kitchen boasts tons of cabinets and counter space. Master suite features a walk-in closet, jacuzzi tub and a tiled walk-in shower. Side entrance and screen on garage, sprinkler system, security film and tinted windows. Large screened-in lanai and solar heated pool are perfect for entertaining. Great dock for fishing or untie the boat and go for a ride! \$319,000.

**STEVE THOMAS, Trademark Realty Group**  
**386-447-6889 | Cell: 386-503-8171**  
**www.FlaglerCoastRealEstate.com**



**5 North Myrtle Beach, SC.** Anchors Aweigh, Enjoy this Waterway Home Today! This beautiful home is located in North Myrtle Beach's Marina Bay. This exquisite home is being sold fully furnished. Just bring your toothbrush and boat. This 3-story home is perfect for entertaining with 6 bedrooms, 2 kitchens, 2 living areas, great porches and an awesome pool and outdoor space all overlooking the waterway and marina. There is a boat slip that belongs to this home with security surveillance. Come and enjoy life along the Waterway! You'll be glad you did! \$1,500,000.

**MARTHA THILL, Century 21 Boling & Associates**  
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**6 Beaufort, NC.** Exceptional waterfront 3BR/2BA coastal condominium with fabulous water views of Beaufort and Taylor Creek. Features include a spacious, open floor plan, large waterfront deck off the great room and principal suite, wet bar, plantation shutters, elevator, pool, workout/exercise room and covered parking. Island kitchen with extra closet and pantry. Easy sandy beach access. Optional purchase of 16'x40 boat slip with lift. \$415,000

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**7 Suffolk, VA.** Paradise found! Look no further than this spacious waterfront home on the Nansemond River. Features three full baths, equipped with deep-water pier, boat lift and jet ski lifts. Breathtaking view from this six bedroom home. Unwind and enjoy your hot tub, pool and multiple decks. Property offers a low-cost geo-thermal heating system. Located on a private five-acre lot which includes a detached garage. Convenient to all of Hampton Roads. Motivated seller! Priced \$200,000 below city assessment at \$425,000.

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you make the right decision?  
Who can you trust? Who  
will give you fact based,  
unbiased opinions about  
different models so you can  
make an informed decision?*

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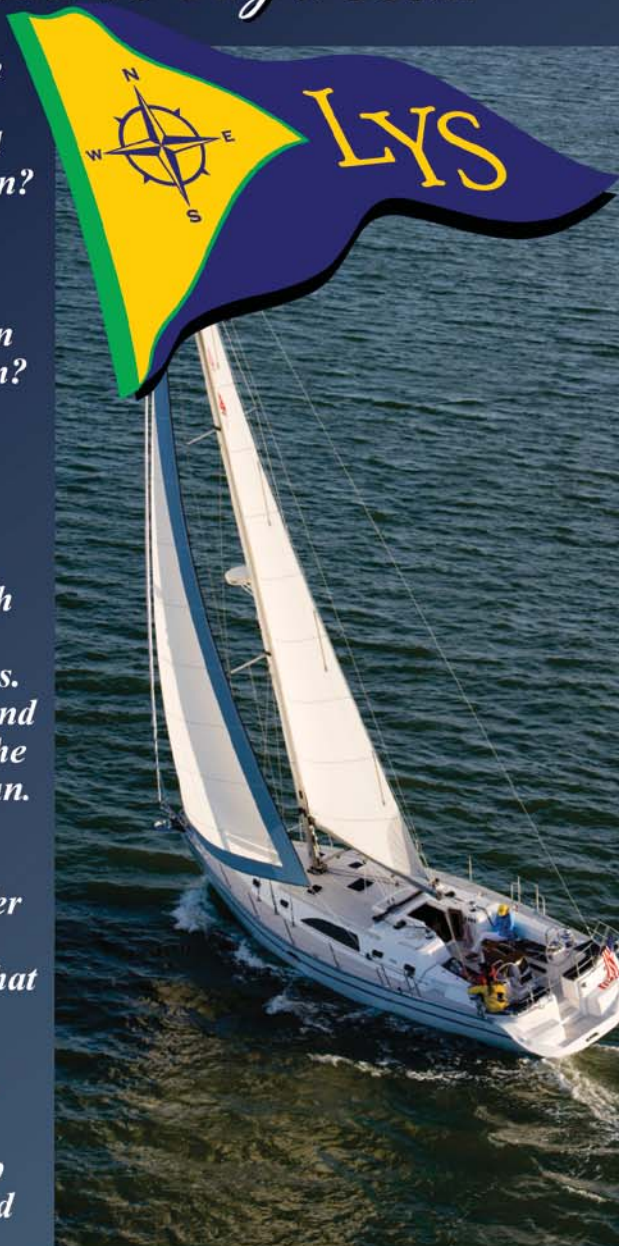
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are dealers for new*

**Catalina Yachts**

*Little Yacht Sales is actively seeking quality listings regardless of location,  
ask about our unique marketing plan*



## Our current Power Yacht Listings

Length	Year	Make	Price
56 ft	1971	Matthews	USD 249,000
53 ft	1998	Carver	USD 299,500
47 ft	1985	Custom	USD 49,500
46 ft	1999	Sea Ray	USD 220,000
46 ft	1986	Bertram	USD 140,000
43 ft	1996	Carver	USD 149,900
43 ft	1993	Bayliner	USD 79,900
42 ft	1999	Carver	USD 120,000
42 ft	1979	Grand Bank	USD 118,000
39 ft	2000	Silverton	USD 117,000
37 ft	2000	Great Harbour	USD 299,999
36 ft	2007	Grady-White	USD 269,999
36 ft	2005	Meridian	USD 215,000
36 ft	1987	Carver	USD 34,900
35 ft	1997	Carver	USD 79,900
35 ft	1993	Carver	USD 64,900
34 ft	1998	Mainship	USD 129,999
34 ft	1991	Luhrs	USD 32,900
34 ft	1982	Mainship	USD 49,999
32 ft	2004	Cruisers Yachts	USD 79,900
31 ft	2005	Formula	USD 99,999
30 ft	2013	New Cutwater	USD 279,937
30 ft	2004	Mainship	USD 81,900
28 ft	2013	New Cutwater	USD 169,937
28 ft	2001	Boston Whaler	USD 99,900
28 ft	1996	Carver	USD 29,999
26 ft	2013	Cutwater	USD 139,939
26 ft	2007	Twin Vee	USD 49,900
22 ft	2007	Grady-White	USD 54,900
21 ft	2003	Aluminum	USD 34,999

## Our current Sail Listings

58 ft	1973	Alden	USD 239,000
52 ft	2005	Beneteau	USD 375,000
50 ft	2006	Beneteau	USD 229,999
47 ft	2000	Catalina	USD 219,990
47 ft	2000	Catalina	USD 254,900
47 ft	1981	CT (Ta Chaio)	USD 143,999
46 ft	2007	Beneteau	USD 258,999
44 ft	2013	Catalina	USD 287,866
44 ft	2001	Bavaria	USD 99,900
44 ft	1998	Pacific Seacraft	USD 349,999
44 ft	1992	Beneteau Oceanis	USD 149,500
43 ft	1983	Mason	USD 104,999
43 ft	1980	Endeavour	USD 84,500
42 ft	2006	Sabre	USD 329,900
42 ft	2003	Hunter	USD 164,900
42 ft	1983	Vagabond	USD 159,999
42 ft	1977	Whitby	USD 149,999
42 ft	1975	Irwin Ketch	USD 35,000
41 ft	2001	Beneteau	USD 129,999
41 ft	1998	Hunter	USD 110,000
41 ft	1986	Hans Christian	USD 174,900
41 ft	1982	Lord Nelson	USD 69,900
40 ft	2006	Robertson Caine	USD 259,998
40 ft	2001	Caliber	USD 209,900
40 ft	2001	Jeanneau	USD 165,000
40 ft	2001	Pacific Seacraft	USD 299,999
40 ft	2000	C&C 121	USD 149,999
40 ft	1983	Passport	USD 129,900
40 ft	1980	Bristol	USD 59,999
39 ft	2002	Beneteau	USD 129,999
39 ft	1976	Allied	USD 42,900
38 ft	2013	Catalina	USD 212,750
38 ft	2001	Beneteau	USD 93,800
38 ft	1998	Fountaine Pajot	USD 175,000
38 ft	1984	Islander	USD 57,500
37 ft	1985	Beneteau	USD 47,900
36 ft	2000	Beneteau	USD 89,500
36 ft	2002	Catalina	USD 99,000
36 ft	1995	Catalina	USD 79,999
36 ft	1994	Hunter	USD 69,900
36 ft	1976	Tiburon (Cabo Rico)	USD 29,999
35 ft	2013	Catalina	USD 179,750
35 ft	2013	Catalina	USD 179,750
35 ft	1999	Island Packet	USD 139,900
34 ft	2007	Beneteau	USD 99,900
34 ft	1989	Pacific Seacraft	USD 79,999
33 ft	1989	Hunter	USD 55,900
33 ft	1985	Hobie	USD 19,999
32 ft	2007	Catalina	USD 104,900
32 ft	1995	Beneteau	USD 39,999
32 ft	1983	Beneteau	USD 17,500
31 ft	2013	Catalina	USD 123,795
31 ft	1987	Pearson	USD 22,000
31 ft	1997	Hunter	USD 47,990
30 ft	1998	Catalina	USD 59,000
30 ft	1988	Catalina	USD 29,900
30 ft	1986	Cape Dory	USD 51,900
30 ft	1983	Bristol	USD 27,500
28 ft	1997	Catalina	USD 42,900
28 ft	1988	Newport	USD 18,795
27 ft	1989	Pacific Seacraft	USD 54,900
27 ft	1988	Pearson	USD 15,599
27 ft	1979	Pacific Seacraft	USD 38,425
25 ft	2007	Catalina	USD 23,900
25 ft	2006	Catalina	USD 24,900

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Twin Yanmars, gorgeous!  
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Do the loop in this great boat.  
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3208 Cats, nicely maintained.  
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**1977 HATTERAS 58 LRC – \$399,000**  
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**2003 SEA RAY 320 SUNDANCER – \$75,000**  
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Volvo Diesels – Thruster – Hydraulic Platform and Davit! Currently in FL  
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Twin Cummins Diesels, Gen Set, 2 cabins,  
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150 hrs, Gen, Electronics, Just Waxed!  
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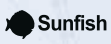
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Glorious machine in  
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Priced to sell!!



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Offers!



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**JNF Joubert/Nivelt Design.**  
Strong capable steel blue water  
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Full cruising compliment.  
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Strong and ready to go.  
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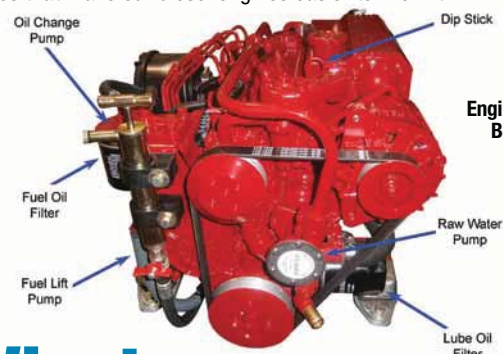
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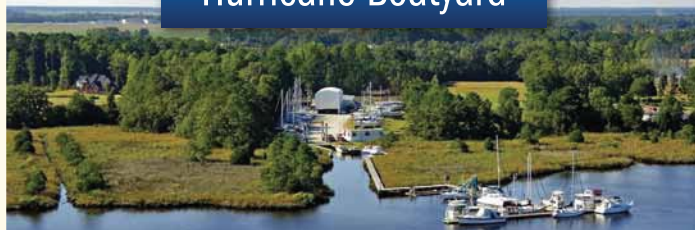
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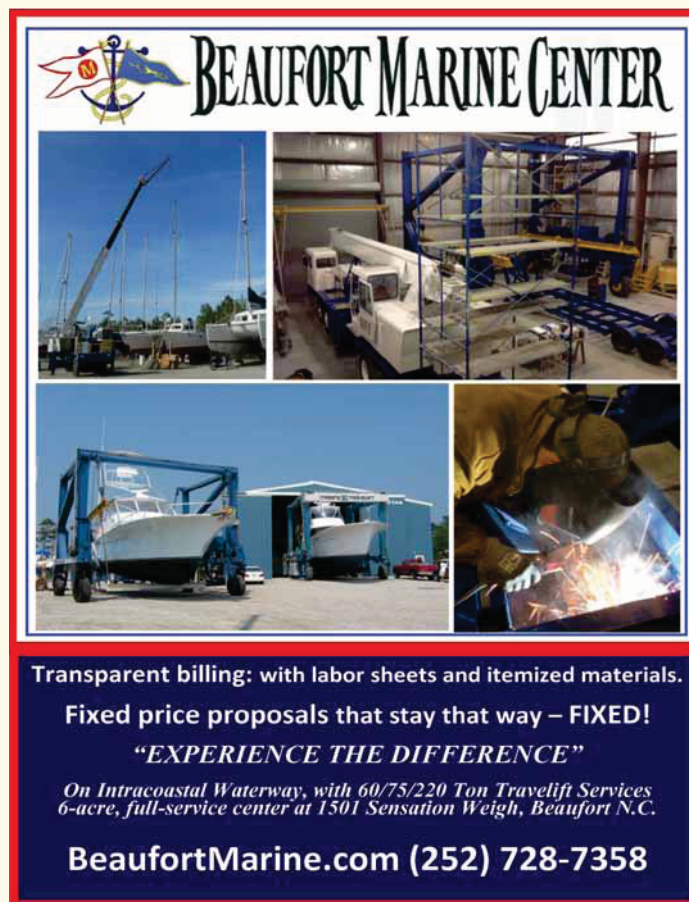
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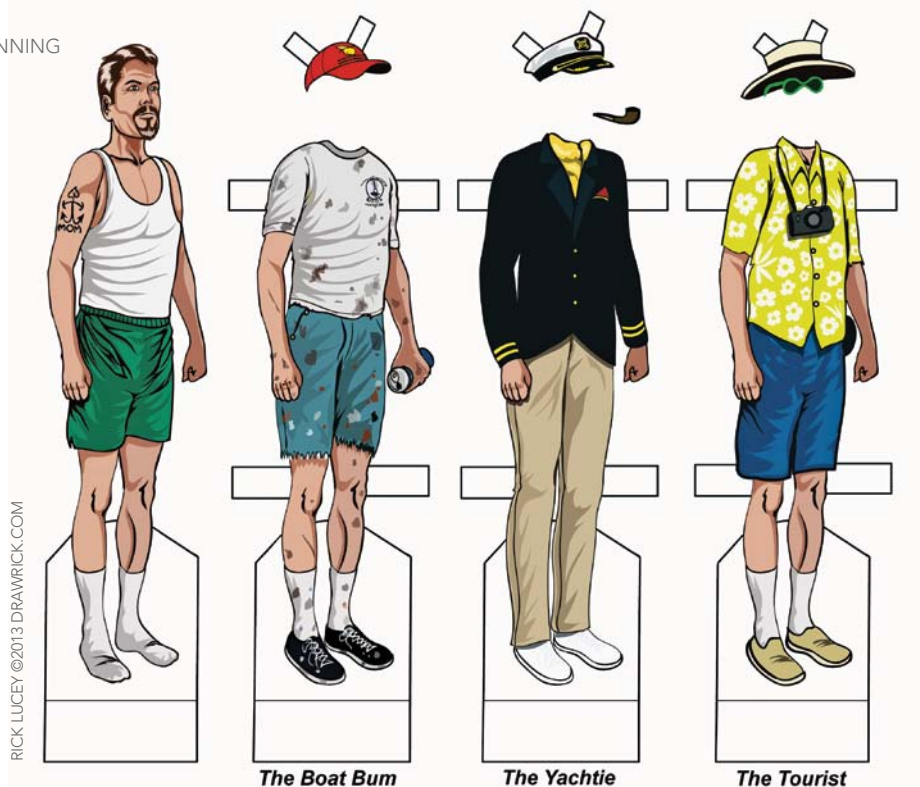
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While ashore after a weeklong regatta, I noticed something I had not really paid much attention to before. We boaters are a motley crew! As I walked the streets, I noticed a stark contrast between the tourists with their clean colorful shirts, fanny packs and pasty white skin and the dishoveled riff raff that had just arrived in our small vessels.

The sailors were easy to spot: their hair was a tangled mess and they looked like they had not shaved in days. Ladies of the group appeared to have lost their makeup bags overboard weeks ago although, in their defense, they looked a lot better than their male counterparts! (Of course that might have been the result of having just spent seven days at sea with just two other guys to look at!) Most of the sailors dressed in ragged T-shirts and shorts wearing deck shoes that looked as if they had been salvaged from a desert island beach.

Even the sportfish guys with their gold chains, cigars, and Rolex watches had a scruffiness that took a liberal douse of saltwater to perfect. The deep, dark tans acquired over weeks in sun clearly separated the yachties from the much pinker tourist's fresh off the cruiseships.


I am not at all ashamed of my lack of concern regarding my attire when I am cruising. This is a tradition we boaters work hard to maintain. Okay, maybe we don't put much effort into it – it's more a form of diligent neglect. Historically, most sailors looked shabby, at least those not in a navy or yacht club.

The pirates, of course, seemed to have taken this to a new level. Not only did they look shabby, but somehow managed

to look cool doing it. In some form we may all fancy ourselves modern day pirates. I personally think that being a pirate would be way too much effort. All that plundering, pillaging and such would be such hard work! Many of us could get onboard for the rum swilling part though.

If you've ever run into someone in the real world that you have hung out with on the docks, the contrast can be startling. You may not recognize that dock bum who you've known for years at the local marina should you meet him on the street. Disguised in an Armani suit, neatly shaved with polished shoes you would never think that this is the person who just last weekend you swilled beer with while grilling mackerel on the aft deck.

Yachtsmen who dress in fancy blue blazers with pressed khaki pants and a neat cap are simply not getting it in my opinion. We take to the docks and the waves to get away from all that impressing the Jones's stuff. This is our time to let our hair down (assuming we have any) and relax.

The fact that we all dress like slob removes the barriers of class and position. That is one of the great things in the boating life – the fact that we can meet and hang out with anyone who will share a beer or rum with us regardless of how much we make or where we live in the real world. Out here, whether it is a tropical island or the local marina, we are all equals and all slob! 

Capt. Wayne Canning, AMS, is a boat surveyor based in Wilmington, N.C. Visit his site at [www.projectboatzen.com](http://www.projectboatzen.com).



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