

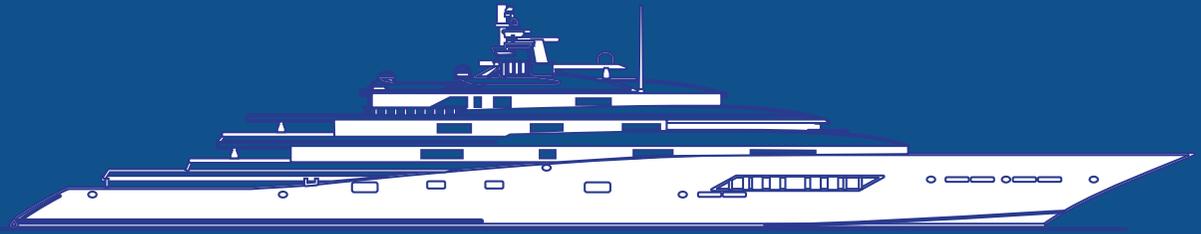
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SOUTHEAST



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GETTING MY KNEES WET

My first boat was bought on a whim. I was a freshly minted newspaper reporter in a small town when I spotted a classified advertisement for a 14-foot Sea Ray with a 35 hp Johnson and trailer. It didn't take much convincing to get John, my photographer colleague, to go in halves with me – particularly since the price tag was only \$300.

Even on our paupers' wages, that was an affordable impulse buy. John added a hitch on his vehicle. Then we had to grease the axles and replace the rotted tires to get the boat back to my apartment parking lot.

We bought a load of polishing products to reveal that the hazy whitish hull was actually a pleasant sea green. We painted the interior an audacious yellow (must have found a quart on sale somewhere) and added a new lid to the locker/seat. When it came to the outboard, we had to call in pros to replace seals and other bits and pieces.

It didn't take long before our price tag had more than tripled. Still, it wasn't a huge expense and it gave us a means to explore the Colorado River, ICW and bits of Matagorda Bay.

We never felt completely comfortable in a heavy current or too far from shore, given our lack of experience and the outboard's venerable vintage. But we did dip a line in the water on a few occasions. It was fun even if all we ever seemed to reel in was hard head catfish, which were universally reviled. (Many local fishermen tossed them onshore to perish, but that only created a new hazard as their dorsal fins could easily puncture bare feet and even car tires.)

Mostly we used Ray (a humble but appropriate name for our vessel) to drag each other around on a kneeboard John had bought.

In all, it probably cost us just under \$100 a month to own and operate Ray over the year or two we enjoyed his services. That was a significant luxury at that stage of my career. Looking back, it was certainly a worthwhile investment for the memories I still carry with me today and the introduction in gave me to the nautical realm.

The good news is that in the ensuing 25 years, the cost of boating has remained affordable. A cost comparison tool



on the www.discoverboating.com website reveals that the annual cost of ownership for a \$10,000 boat would be about \$1,266 if you include boat loan payments, insurance, fuel, maintenance and storage.

In this issue, we've launched a new series on buying a boat (see pg. 32). This first installment explores some of the questions to ask in order to determine what type of boat would meet your needs.

If a \$10,000 boat still sounds too rich for you, perhaps a kayak would best meet your needs. See our story on advances in kayak fishing vessels (pg. 24) for some ideas.

In the mid-range, some companies are using outboards on express cruisers to increase their efficiency (see pg. 22). And at the top end of the spectrum, there are always mega yachts. Read about one owner's experience after his vessel was left hard aground on a national wildlife sanctuary (see pg. 40).

Enjoy the issue and don't forget to pass a copy to any friends who might want to dip a toe into the world of boat ownership.

Rob Lucey,
Editor
rob@allatsea.net



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THIS ISSUE

THE SOUTHEAST STATES' WATERFRONT MAGAZINE



PHOTO BY CHANDLER WILLIAMS, MODUS PHOTOGRAPHY

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PHOTO BY LISA OVERING

ALL AT SEA SOUTHEAST

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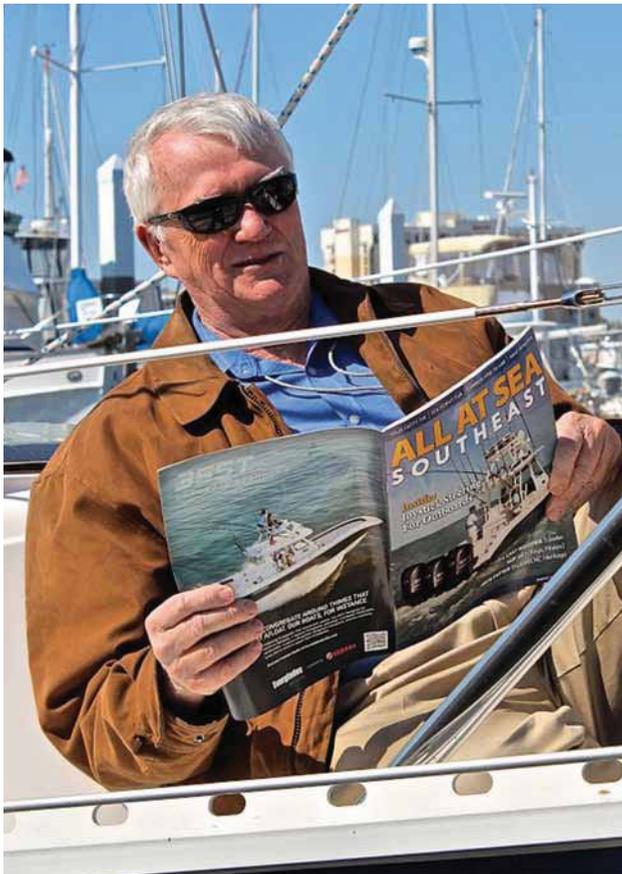
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WHERE IN THE WORLD?

CONGRATULATIONS DR. KOERNER AND THANKS FOR READING *ALL AT SEA*!



These are photos of my friend Dr. H.B. Koerner of Mt. Pleasant, S.C., enjoying a brief respite perusing the latest *All At Sea* issue aboard his 31-foot sailboat *Take Five* in Charleston Harbor. H.B. loves your magazine – as do I – and we thought he would be a natural for your “Where In the World” photo page. Now seriously, where could you find a more debonaire seaman and ardent enjoyer of your periodical?

– Submitted by Rufus Jones

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 or mail to: **382 NE 191st Street #32381, Miami, Florida, 33179-3899.**

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Marine Forecasts
Make Debut



Atlantic
Ocean

Mississippi

Alabama

Georgia

Florida

Gulf
of
Mexico



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Gulf Coast
Billfish Classic

Bahama



SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION



PHOTO COURTESY OF THE U.S. COAST GUARD

Petty Officer Christy Herms instructing a class.

Texas Native Named Top Coast Guardsman

Petty Officer First Class Christy Herms from Houston, Texas, a lead instructor at Coast Guard Training Center Cape May, N.J., was selected as the Enlisted Person of the Year from more than 3,000 active duty Coast Guardsmen stationed in New Jersey, Delaware, Pennsylvania, Maryland, the District of Columbia, Virginia and North Carolina.

"I'm honored and humbled to be selected for this prestigious award, but I couldn't have done it without the never ending support of my husband, family, shipmates and command," said Herms. "I will continue to honorably serve the United States Coast Guard and my shipmates to best my abilities."

Herms was recognized for a variety of contributions, including revamping the Coast Guard's entry-level CPR/First Aid curriculum, managing the training data of more than 2,500 recruits and qualifying as one of only a handful of master training specialists in the Coast Guard. She was also instrumental in directly helping several service members as an applied suicide intervention responder in the region.

Texas, Louisiana Challenge Snapper Rule

The Texas Parks and Wildlife Department and the Louisiana Department of Wildlife and Fisheries joined together to file a lawsuit challenging an emergency regulation enacted by the National Marine Fisheries Service that, if left in place, would allow the NMFS regional administrator to significantly reduce the recreational red snapper season in federal waters off the Gulf coast.

In February, over the strong objections of state agency representatives from Louisiana, Texas and Florida, the Gulf of Mexico Fishery Management Council voted to implement an emergency rule that could shorten the recreational red snapper fishing season in federal waters off the Texas coast to as few as 12 days and to nine days off the Louisiana coast, down from a projected 22-day season. In 2012, the snapper season in federal waters throughout the Gulf was 46 days.

"The Louisiana Wildlife and Fisheries Commission, on behalf of recreational fishermen and those whose livelihood depends on reasonable access to red snapper stocks, has taken this action to send the message to NMFS that a nine-day

EVENT CALENDAR

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

BILOXI, MS

JUNE 5 - 9

Mississippi Gulf Coast
Billfish Classic
Fishing Tournament
www.mgcbc.com
(228) 432-0454

BRUNSWICK, GA

JUNE 21 - 22

27th Annual Two Way
Sportfishing Club's King-
fish Tournament
Fishing Tournament
www.fishska.com

CAROLINA BEACH, NC

JULY 12 - 14

East Coast Got-Em-On
Classic
Fishing Tournament
www.gotemonliveclassic.com

DELTAVILLE, VA

JUNE 5 - 6

Monk Owners Rendezvous
[groups.yahoo.com/group/
Monk36OwnersAssociation](http://groups.yahoo.com/group/Monk36OwnersAssociation)
johnwix@hotmail.com

GULFPORT, MS

JUNE 14 - 16

Mississippi Gulf Coast Big
Game Fishing Club Jeff
Alexander Memorial
Tournament
Fishing Tournament
www.mgcbgfc.com

JULY 4 - 7

Mississippi Deep Sea
Fishing Rodeo
Fishing Tournament
[www.mississippideepseaf-
ishingrodeo.com](http://www.mississippideepseafishingrodeo.com)

JACKSONVILLE, FL

JUNE 6 - 9

SKA 4th Annual Gate
Jacksonville Fishing Rodeo
Fishing Tournament
www.fishska.com

JUNE 28 - 29

Jacksonville Saltwater Classic
Fishing Tournament
www.fishska.com

MOREHEAD CITY, NC

JUNE 7 - 15

The Big Rock Blue Marlin
Tournament

Fishing Tournament
www.TheBigRock.com
director@thebigrock.com
252/247-3575

NEW BERN, NC

JULY 12 - 13

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

OCEAN ISLE BEACH, NC

JUNE 14 - 16

Jolly Mon King Classic
Fishing Tournament
www.fishska.com

ORIENTAL, NC

JUNE 6 - 9

Leukemia Cup Reatta
Sailing Regatta
www.LLS.org
252-249-4908

POMPANO BEACH, FL

JUNE 6 - 9

Mercury/SeaVee Pompano
Beach Saltwater Slam
Fishing Tournament
[www.bluewater
movements.com/
saltwater_slam/](http://www.bluewatermovements.com/saltwater_slam/)

PORT FOURCHON, LA

JUNE 13 - 15

17th Annual Kajun
Sportsman King Classic
Fishing Tournament
www.fishska.com

PORT ROYAL, SC

JUNE 28 - 30

Beaufort Water Festival
Fishing Tournament
Fishing Tournament

ST. AUGUSTINE, FL

JULY 12 - 14

Ancient City Gamefish
Association's Kingfish
Challenge
Fishing Tournament
www.fishska.com

ST. SIMONS ISLAND, GA

JUNE 13 - 15

Golden Isles Kingfish Classic
Fishing Tournament
www.fishska.com

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season for Louisiana landings is totally unreasonable and unacceptable," said Ronald "Ronny" Graham, LWFC chairman.

In contrast, because snapper stocks are doing well and growing in the Gulf, snapper fishing is allowed 365 days a year in Texas state waters and 88 days in Louisiana state waters.

While the conflict raged in the Gulf, public comments were being collected for red snapper changes in the South Atlantic Region Fishery Management Plan through May 29.

the University of Texas Longhorns were headed toward their first national football championship, "My Boyfriend's Back" was the top hit on AM radio and Texas had a new state agency called the Texas Parks and Wildlife Department.

This year, TPWD will mark its 50th anniversary using technology not even imagined in 1963. The department has set up a 50th anniversary web page at www.lifesbetteroutside.org where people can share stories and photos about their memorable moments in the Texas outdoors and inspire others to enjoy nature.



A crew takes core samples from Charleston Harbor.

Charleston Harbor Deepening Considered

The U.S. Army Corps of Engineers has taken public input on a study on the environmental impact and economic benefits of deepening Charleston Harbor beyond its current authorized depth of 45 feet. The study could cost up to \$13 million. If it proceeds, some \$300 million has been allocated toward the project, known as Charleston Harbor Post 45.

Many vessels currently using the port are restricted to entering only at high tide due to depth restrictions, according to the first phase of the study. "We have made great strides on the Post 45 feasibility study in the last year and look forward to continuing this as we go forward," said Lt. Col. Ed Chamberlayne, Charleston District commander. "We have shortened the timeline and reduced the budget for this study in our efforts to complete this process as quickly and efficiently as possible while looking for the most economically beneficial and environmentally acceptable option for the nation. We are on track to complete our final study recommendation for the Charleston Harbor by September 2015."

TPWD Marks Half Century

In the late summer of 1963, the most popular show on television was "The Beverly Hillbillies," a gallon of gas cost 29 cents,

New Marina in Fort Myers Beach

The Pink Shell Beach Resort has opened a marina in Fort Myers Beach, Fla., featuring 41 slips accommodating boats up to 100 feet in length on floating docks with full service pedestals including power, water, high-def TV and wireless internet. The new marina offers pumpout service and is staffed by a fulltime dockmaster with trained service personnel. A ships store is fully stocked with marine supplies, ice, snacks and beverages.

Visitors can enjoy full access to the pet-friendly Pink Shell Beach Resort including three pools, beach access, two restaurants, a fitness center with shower facilities, a full-service spa, a convenience store, laundry facilities, a game room, concierge service and a children's recreation program.

The resort is also home to Colgate Offshore Sailing School and Holiday Water Sports offering boat rentals. A nearby trolley stop provides easy transportation to popular destinations throughout the area.

Norfolk Sailing Center Gains Director

Nauticus, a maritime science and seaport center on the downtown Norfolk, Va., waterfront, has named Bill Bahen as director of Sail Nauticus, a community sailing center scheduled to open this summer. Bahen, founder and former director of Hudson River Community Sailing in New York City, will oversee the development of a summer sailing academy and afterschool programs on the Nauticus campus aimed at underserved youth, as well as sailing outings for adults during weekends and evenings.

"I am very pleased to join the Nauticus team and develop a program that will not only help the local community gain access to Norfolk's waterways, but, more importantly, broaden the educational horizons of its youth," said Bahen. He is originally from Salisbury, Md., and has been teaching sailing since he was a teenager.

Sail Nauticus is funded by a charitable gift of \$1.5 million from Jane Batten to support operations and programming for three years. Students will learn to sail on Harbor 20 sail-

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Captain's Cove Marina (972) 226-7100



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Cranes Mill Marina (830) 899-7718

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Crosswater Yacht Club (Opening Soon) (512) 261-5253
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boats, which can be safely maneuvered out of the active shipping lanes and into more recreational areas of the river and bay. The center also operates the schooner *Virginia*, incorporating the tall ship into its curriculum and summer camp programming.



Michael Payne

Payne to Head Camper and Nicholsons

Michael Payne has been appointed new chief executive officer of Camper & Nicholsons International, the luxury yachting firm that traces his roots back to a shipyard founded in 1782. In his previous role as chief commercial officer, Payne oversaw all aspects of the brokerage division. The

licensed captain has built a reputation as a leading broker.

"I am honoured and excited to accept such an important position within the world's most prominent yachting company," Payne said. "I look forward to working with Camper & Nicholsons to further develop their leading international presence within the industry."

With offices in Miami, Fort Lauderdale and Palm Beach, Fla., as well as eight other international yachting centers, the company specializes in the sale, purchase, charter, marketing, management and construction of luxury yachts.

SC Seeks Cobia Catch Info

The S.C. Department of Natural Resources is seeking help from anglers targeting cobia to collect DNA samples of fish caught in 2013 for ongoing research projects. These DNA samples will be used to identify hatchery released cobia and characterize the population structure of cobia captured along our coast.

Anglers in the Beaufort and Hilton Head area are encouraged to contact Greg Knothe at the Waddell Mariculture Center in Bluffton for more information at (843) 837-3795 or knotheg@dnr.sc.gov, while anglers who capture cobia from Charleston to Little River are encouraged to contact Justin Yost at the Marine Resources Research Institute in Charleston at (843) 953-2011 or yostj@dnr.sc.gov.



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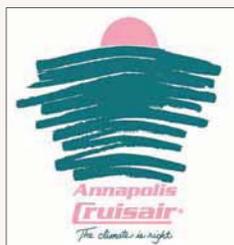
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In June 2012, more than 4,000 juvenile cobia were released in South Carolina waters, but in 2007 there was a release of 50,000 juvenile cobia in Port Royal Sound. Fish from the 2007 release made up approximately 50 percent of cobia caught in 2012, which demonstrates the positive impact of restocking and how important it is for the future of the fishery.

Norfolk Harborfest Draws Tall Ships

A Parade of Sail will enter the downtown Norfolk, Va., Harbor at noon on June 7 as part of the 37th Annual Norfolk Harborfest. Under the direction of the Virginia Pilots Association, the fleet will head down the river toward Town Point Park, entertaining thousands of spectators along the Elizabeth River. The fleet is expected to include tall ships, character vessels, power cruisers, sailing craft, antique and classic wooden boats, military vessels, tugs and more.

Harborfest runs June 6-9 and also includes arts, entertainment stages, fireworks, childrens activities and plenty of seafood. Visit www.festevents.org for details.

Georgia Marinas Add Pumpouts

The Georgia Department of Natural Resources, Coastal Resources Division has recently received a \$380,000 grant

award from the US Fish and Wildlife Service to administer the Clean Vessel Act program in coastal Georgia.

The federal Clean Vessel Act was passed in 1992 to help reduce pollution from boat sewage discharge and is administered by the U.S. Fish and Wildlife Service. CVA funds are provided annually from excise taxes on fishing equipment, motorboat and small engine fuels, import duties and interest on the fund.

"This program is a huge asset to the state of Georgia's marine industry because it allows us to promote and implement good stewardship of Georgia's coastal waterways," says Chris Ferguson, general manager of Morningstar Marinas at Golden Isles, St Simons Island, where the latest pumpout station was installed.

Grand Prix Speeds into Sarasota

The 2013 Suncoast Super Boat Grand Prix Festival speeds into Sarasota, Fla., June 29-July 7. In addition to the July 7 race, festivities include a fishing tournament, a fun run, fireworks, a parade of boats, boat displays, the Miss Super Boat Grand Prix Bikini Contest and much more. Proceeds benefit Suncoast Charities for Children.

The event has had an economic impact of over \$14.3 million and over 13,000 room nights throughout its 28-year history. ☺

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THE BEST CRUISING GROUNDS ON EARTH

BY CAP'N FATTY GOODLANDER



This is a highly subjective subject. The answers say as much about the writer as the destinations. So allow me to narrow the focus: what is the best destination for your average cruising sailor during a five- to seven-year circumnavigation? Indulge me with one more kindness: allow me to be utterly bold and non-PC. Being mealy-mouthed serves no one.

Let's start at the Panama Canal, and head westward – as any sane sailor would.

Colon is pronounced like the perfume but smells like the body part. It is the only place I've been where the cyber cafes have shotgun toting guards. While provisioning, we backed our taxi up the supermarket and still had thieves sliding over and under it to steal our can goods.

The yacht club sells your garbage to undeserving (but well-muscled) folks. It's a tough, tough town! The canal, however, is worth the hassle. It might not be as pretty as Cape Horn, but it is much more relaxing.

The Galapagos are the world's largest open-air zoo. Seals, blue-footed boobies, and iguanas are everywhere. But be careful here – there's voodoo in the air. They used to be called the Enchanted Isles because of the dense fog, strong currents and fluky winds. Check out Lonesome George's grave and see the future of this planet's animal kingdom.

The Marquesas are lofty and proud. There's a renaissance of culture taking place here: in music, art and, of course, tattooing. The Polynesians are great carvers,

boatbuilders and poets. Fatu Hiva is arguably the most beautiful harbor in the world. (The Bay of Penises, specifically.) Paul Gauguin luxuriated here – check out his house and grave on Hiva Oa. Ditto Jacques Brel, the Belgium Frank Sinatra.

The Tuamotus are only a few hundred miles downwind, and yet totally different. They are low-lying and often have huge lagoons with pearl farms everywhere. Before GPS, they were seldom visited and called the Drowned Isles. Many ships were lost here.

Tahiti is, I'm sad to say, closer to Paris than Paradise. It's expensive, industrial and crime-ridden. Be careful: while you're foot-racing the fellow who just stole the sandals out of your dinghy – a local yachtsman will 'harvest' your outboard from your stern rail.

Tonga is highly interesting, especially after a few cups of kava. Neotapatapu is our favorite, with Vava'u and Nukulofa close behind. We used to go to church with the king – all 500 pounds of him.

Yachties, at least the brave ones, often head south to New Zealand – the land of the Long White Cloud – from here. It's the one English-speaking place where I'd retire. They are mad about boats, sailing and yacht racing – and are very 'can-do' people. No whinging allowed. Picture America pre-WWII, and you've got the picture.

Our experience with Oz (Australia) is, perhaps, atypical. I hope it is. We found one of the continents we most looked

forward to visiting... a disappointment. Greed is out-of-control – we were ripped off by customs and nearly everyone in town. The merchants cheat you about as often as India. We have many dear Australian friends all around the world – perhaps all the good ones leave. It is such a nanny/police state that many times a day government planes flew over us as we moved northward along the coast... to radio-holler at us for... what? Being alive? Visiting?

If you must visit, grab a pile mooring in Brisbane. It's just outside the Botanical Gardens, and the heroin addicts will watch your dinghy. Take care in the toilets—those soap dispenser are actually needle collection devices! Don't go out on Friday nights, as the drunks like to knock you into the gutter for their enjoyment and amusement. We did, however, enjoy the bike paths in Brisbane – more miles per capita than anywhere in the world.

In addition, we enjoyed the New Territory area, especially Darwin. The Kimberlies are also awesome.

Fiji, however, is fun – especially if you're into cannibalism. The National Museum sure is. They have the shoes of the first missionary they ate.

Vanuatu is very primitive: many men still only wear a penis sheath. I'm always amazed while in Africa and the Middle East by how clean people are despite their poverty. Not so on the island of Tanna. The ticket taker at the National Park stunk so bad that I could not get within 10 meters without puking. I had to put the money on the ground – and run away while holding my nose and screaming. Putrid barely covers it!

Bali is a dream. Most of the prostitutes here are male. Their Johns are Janets: mostly overweight female school-teachers from Oz, U.S., England and, of course, Germany.

Borneo hasn't changed much since Joseph Conrad's time. The village we anchored off had seven shrunken heads. Yes, they invited us ashore for dinner; no, we did attend. (You never go if invited FOR dinner, only TO dinner!)

Micronesia is the last great cruising ground in the Pacific. Everything that was once true about French Polynesia is still true of Kosrae and Yap. Yes, it is true that many woman are traditionally not allowed to wear tops in Yap. It is also true that the sight of any women in shorts disgusts them, as they find thighs obscene to the max. Here's where the Big Money is – often so big it can't be moved. When the owner falls on hard times and he sells his Big Money to someone else, since it can't be moved, it serves as a constant reminder of his misfortune, literally.

Southeast Asia is, in our humble opinion, one of the finest cruising areas left in the world. The coast of Viet Nam is magic. Thailand is truly the Land of Smiles. Malaysia is amazing, Cambodia shocking, Laos puzzling.

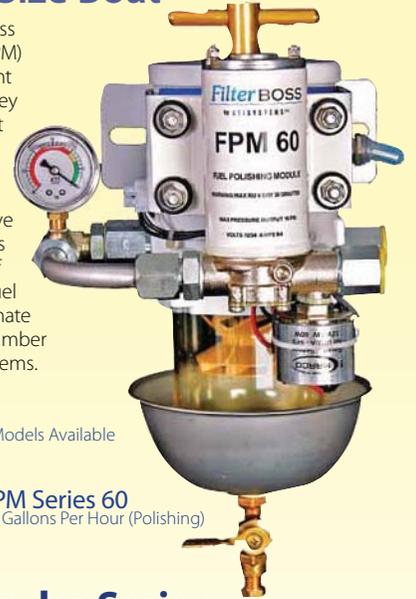
We can't wait for Burma to open up – I'm going there for a shave if nothing else. Actually, we've visited three times,

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briefly. They are fixated on 'clean' U.S. five dollar bills. It is the only place I saw children and chickens being sold in the market – as if there was little difference. (Brother and sister: the boy \$400 and the girl \$300.) The government is run by, basically, the lowest level of Mafia-type thugs. A tour of the town consists mostly of 'who killed whom, where' over the centuries. Thumb's down!

India is the place that conflicted me most. We anchored in Cochin. It taught me things I don't want to know – like it is (somehow!) difficult to outrun the legless beggars there. The first day was hot and I purchased an ice cream cone ... but couldn't finish it while people were dying a few feet away. A few months later, I had no such qualms: "Can't you people die somewhere else? Can't you see I'm eating an ice cream cone!"

Madagascar is as crazy as its lemurs – indigenous animals that seem to be the result of a cat and a monkey mating.

I cried when I left India – and I still don't know who I was crying for. Yet I met actual human angels there – people purer and better than I'll ever be. I gave more money away to (carefully evaluated) charities than I ever have... faster than I ever had... because my pennies had such an impact. Example: I attended a party at a school thanking the Rotary for a \$32 loan to have a bus tire retreaded – and then not charging interest for the two years it took the school to pay it back!

Next up is the best cruising destination left on the planet: the deserted Chagos Isles, just south of the Maldives. There's nobody ashore. Zero. Picture the Virgin Island sans inhabitants, and you are close to the utterly unbelievable beauty of this place. We stayed four months, eating fish and lobster exclusively. Yummy!

I don't recommend the Red Sea because of the Somali pirates. But we transited these dangerous waters in 2010, and had a great time in Aden (Yemen). Suakin (Sudan) in particular, was amazing. There were no roads, no electricity, no plumbing – any picture you took could have been from Biblical times. Oh, and listen to the mayor – his English isn't good but he's a nice, concerned fellow. (When he warns you of 'landmarks' he means LANDMINES!)

Madagascar is as crazy as its lemurs – indigenous animals that seem to be the result of a cat and a monkey mating. Madagascar was connected to India and Sri Lanka many eons ago, until it drifted off southward while dozing. It has been dozing every since.

Hellville, it's capitol, is aptly named. A large gang of very large young men hang around the dinghy dock to collect your traditional \$1 fee. The only problem: there's no orga-

nization. When you return to your dinghy there are always a dozen very violent, very aggressive fistfights going on around you. It is easy to get hurt in such a massive melee. My wife Carolyn was almost knocked into the water. I became angry, and, when bumped myself, uttered the words (without thinking), "mudderfockers!"

Evidently, they listen to a lot of America rap music here. The whole fighting crowd stopped in mid-swing and tried to figure out what I just called them. When they collectively came to the collusion that I did, indeed, call them what I called them ... well, they were overjoyed.

"Me mudderfocker!" the largest one said, lifting me up and down with great, appreciative joy. From then on, Carolyn and I were golden with the Boat Boys of Hellville.

Yes, the best part of travel is always unexpected.

Cape Town is too weird. White folk kept offering to help me and, when I accepted their gracious offer, sent black folk to do the actual work. What's wid dat? We never once went ashore in Durban without witnessing a violent crime. Besides, it is rough in the Agulhas current. South Africa is the only place the weather forecast regularly called for 'phenomenal waves' of 60 feet or greater. Visit here with extreme caution.

St. Helena is still obsessed with Boney, its most famous guest. I got drunk and started telling sea yarns at Anne's (the traditional sailor's bar) and was invited into a lovely little house just next door to continue. The room was a bit old fashioned. On the wall was a photograph of Joshua Slocum, doing exactly what I was doing ... on the very same couch.

The following day I rented a car. "How old is this vehicle?" I asked its driver when it pulled up.

"My father purchased it used and had it shipped to the island in 1928."

That's typical of seldom-visited St. Helena – where they still get their BBC TV News one month later, on VCR tapes.

But, hey, where else are you allowed to bounce up and down on Napoleon Bonaparte's death bed? (He must have been tiny, as his bed was about the size of a modern crib.)

What are the top five cruising destination in the world? Who knows? But I can easily tell you the top five areas where we had the most fun during the course of two leisurely circumnavigations: Borneo, Thailand/Malaysia, Chagos, Micronesia, and Madagascar.

Your mileage may vary.

But I didn't inform you – on the eve of setting off on our third circ – my very favorite destination: that's our next one.

I think it will be the best ever! And that's what keeps us going; that's what keeps us young. 

The Goodlanders are, once again, evading their bill collectors in mid-Pacific.



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LEARN LAW BEFORE ADDING GUNS ON BOARD

BY CAPT. ROBERT L. GARDANA



States are well-equipped to enforce their laws about weapons onboard.

PHOTO BY GLENN HAYES

For recreational boaters, piracy often seems as remote as Somalia – where four cruisers were killed following the hijacking of the *Quest*, a 58-foot sailing vessel. Certainly the crew of four aboard the *Joe Cool* never suspected that their minutes were numbered and tragedy – as opposed to Bimini – would be their destination as the 47-foot sportfisher slipped out of its Miami slip one sunny September afternoon.

The hijackers, with a 9mm in their duffle bag and a ruse about their girlfriends waiting for them in Bimini with their passports, convinced the crew to accept the \$4,000 charter and head out. Little did the crew know that one of their passengers was a fugitive fleeing for Cuba to escape a child molestation investigation and an Arkansas felony charge relating to a \$92,000 Wal-Mart robbery.

Miami mariners have an indelible memory of this tragedy and others. While federal laws make it a federal crime to bring a dangerous weapon aboard a vessel without previously obtaining the permission of the owner or master of the vessel, only with extreme vigilance, including the physical examination of bags and the searching of passengers, are such events “preventable.” Generally, vessel charter agreements specifically prohibit possession of firearms aboard and clearly should provide that the owner has the right of such inspections.

Now, with summer here and gun control laws making national headlines, vessel security is on the mind of boat owners and crews. But the laws surrounding protection of your vessel are confusing and change as your vessel passes from coastal waters past the demarcation line into international waters and then into a foreign port.

Federal law allows the transport of weapons in vessels if they are unloaded, rendered temporarily inoperable or are packed, cased or stored in a manner that will prevent their ready use. Under these conditions, no permit is required. As you transgress Texas, Louisiana, Alabama, Florida, Georgia, South Carolina, North Carolina and Virginia waters, while the laws are “generally similar” (with some variations and exceptions while fishing or hunting), in most states gun laws that apply to boats often follow similar rules which apply to vehicles. These states’ laws also prohibit a convicted felon from possessing a firearm under any circumstances.

But, if you are taking a firearm aboard as a concealed weapon, then you must have a concealed weapons permit.

According to Carli Segelson, Florida Fish and Wildlife Conservation Commission public information coordinator, “While Florida permits the use or possession of a firearm while engaged in fishing, camping, or hunting or going to or from lawful hunting, fishing, camping expeditions, if you

are simply pleasure boating, you may carry a concealed weapon if you have the appropriate permit.

"If you do not have a concealed weapons permit, a firearm may be on your vessel as long as it is stored in the same manner as it would be if in a vehicle (private conveyance), provided that you are not in a federal park or refuge," she added. "It is always wise to advise any law enforcement officer that you are carrying a weapon or have a weapon on your vessel."

U.S. Residents traveling with firearms are reminded to register it with U.S. Customs and Border Protection on a form 4457 prior to taking it out of the U.S. You will need to present the firearm in person to a CBP officer in order to register it. When you re-enter the U.S., a signed CF 4457 is proof that you did not acquire the firearm abroad. If you have the original receipt for a firearm purchased in the U.S., this can be used in lieu of the form to demonstrate that it is American goods returned.

Should your cruising include the Bahamas, that country's law permits firearms aboard your vessel as part of your ship's equipment, but they must be declared (including the ammunition count) and stay aboard the vessel in a secure compartment at all times. In the event your boat is boarded by customs or the Royal Bahamas Defense Force, the information on your cruising permit will be checked carefully against your actual supply and ammunition must match the number on the cruising permit.

The U.S. Department of Transportation Maritime Administration and U.S. Coast Guard have focused on improving the self-awareness and self-defense capabilities of the commercial shipping industry, and recreational boaters should consider doing so as well. The maritime industry and the International Maritime Organization have established self-defense standards for commercial vessels transiting piracy risky regions, and recreational vessel owners should also develop a self-defense plan. If you intend to carry a firearm aboard your vessel, verify the latest gun laws for your specific state and any other areas you travel. All states have this information readily available to boaters on both permitting and boating requirement websites.

If a weapon is carried, boaters should implement plans for proper permitting and securing of weapons aboard and proper training in the use of your weapons for all aboard.

If you operate a charter, you should have written permission to inspect all bags and include a boarding procedure which includes checking all passenger's thoroughly for weapons. ☞

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 (website: www.BoatLawyer.com).

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OUTBOARD EXPRESS CRUISERS

STORY AND PHOTOS
BY GLENN HAYES



At tend any boat show and you might note some pretty drastic changes within the marine industry recently. The recession that hit all aspects of the industry, ever-increasing fuel costs, and tightened environmental regulations have also pushed manufacturers to consider new technologies in order to bring in new customers and retain old ones. This has translated into some innovative products for the ever more demanding consumer.

A couple of examples: Sea Ray's 370 Venture and Pursuit's SC 365i are unlike anything previously offered – a whole new breed of express cruisers. Powered with twin outboards – that's right outboards – these vessels are traveling where cruisers before them could not go. Looking much like their inboard and outdrives brethren, these new boats offer some surprising new capabilities.

From its headquarters in Knoxville, Tenn., and plants in

Florida, Sea Ray has produced the 370 Venture powered by twin 300HP supercharged Mercury Verado four strokes. The 37-foot, 2-inch-long boat has a beam of 11 feet, 3 inches. Because of its new power supply, it boasts a tremendous amount of room both on deck and below.

The look of the boat is similar to other express cruisers with the outboards hidden beneath two sun pad covers in front of a large swim platform.

Seeing the boat on the water you would think it was no different from other Sea Rays.

Pursuit, based in Fort Pierce, Fla., fills a similar niche with its impressive SC 365i. The "i" stands for its all-new "Integrated Outboard Technology." Powered by twin 350HP Yamaha four strokes, this 41-foot, 2-inch cruiser sports a 12-foot, 6-inch beam and can run in as little as 28 inches of water with the engines up and 39 inches with them down.



Similar to the Sea Ray, the engines are hidden beneath an engine cover, giving the boat a traditional express cruiser appearance. Unlike the Sea Ray it has a larger single domed hatch. It lacks a sun pad but adds to the all-new sleek appearance that is a departure from Pursuit's other offerings.

By simply switching to outboards, these companies have opened themselves to a rapidly growing market of outboard enthusiasts. Outboards have developed into a reliable and efficient means of propulsion that meet or exceed stricter emission regulations and require less maintenance than other offerings.

Another very noticeable difference is in the extra space created by using the smaller outboard instead of inboards or outdrives. Both the 370 Venture and the SC 365i boast much larger than normal master suites with queen-size beds and seating along with large windows and ample room. One look at both master suites and you feel like you are in a much bigger vessel.

The cockpit of both vessels is also more spacious, with seating capability for 10 to 12 people in the Sea Ray and dining available for six. Larger outside bar and service counters also benefit from the additional space. Sitting or making your way through either vessel you can't help but feel you are on a boat bigger than the stated length.

Because of their clever design, these cruisers have the ability to be beached with no running gear damage. Simply trim up the motors (they can be fully raised out of the water) and the boats can rest on their own bottom. Being able to trim the motors up also allows these boats to run in shallower waters that previously were off limits. With the motors up and out of the water, docked boats can avoid corrosion and growth issues, minimizing maintenance costs.

Another obvious benefit of this choice of power is the noise (or lack of it). The already quiet outboards benefit from their soundproofed cowlings and engine covers. The result is a remarkably quiet boat even at cruising speeds. The wind and water end up making more noise than the engines, and you find yourself carrying on a conversation at normal levels and not having to raise your voice to be heard.

Because of the efficiency of the motors and the weight saving compared to other power plants, these boats burn fuel at a lower rate. Tests on both boats show that at all speeds they prove to be quite efficient and will save on fuel bills compared to other power options. The larger Yamaha engines of the Pursuit burned more than the Mercury Verados, but the performance from the extra 100HP is the trade off.

If you are in the market for an express cruiser and want to take a look at the future of this boat type, either of these innovative boats would be worth a good look. They are roomy, efficient, easy to maintain and can go places comparable boats could only dream of going. 

KAYAK FISHING TACTICS, ACCESSORIES EVOLVING

STORY AND PHOTO BY JEFF DENNIS



Jerry McBride hoists a bull red drum caught from his Hobie kayak.

Fishing from a kayak? You bet.

As the economic downturn of the past few years left some fishermen unable to afford the luxury of a traditional fishing boat, the timing was right for several kayak makers to launch a more affordable foray into the sport. Once the tourism industry learned that kayak rentals could now be expanded into fishing trips, some serious anglers started a series of kayak-only fishing tournaments. The evolution of kayak fishing continues today with more accessories for this growing demographic.

These boats eliminate variables like the need to pay for fuel, taxes and boat ramp fees. Many don't even need a trailer to transport their kayak. This expanded flexibility is limited when it comes to windy conditions, which are ill suited for kayak fishing, but anglers in the know can locate sheltered waterways to fish regardless of the weather.

Hobie has long-been associated with the water, and their Hobie Cat sailboats were once a mainstay among recre-

ational sailors. Kayak fishing took a giant leap forward when Hobie kayaks introduced their Mirage drive pedal propulsion system. Instead of using a kayak paddle for forward motion, with a blade on each end, the new system works more like a paddleboat.

Expanding on how a centerboard functions in a sailboat, Hobie created the Mirage drive to drop into a slot of the kayaks hull, giving anglers the all important option of hands free movement. Keep the paddle strapped on the side of the boat and use the built-in rudder to steer while under pedal power. An angler must remain seated and stationary for the most part while in a kayak, but there is storage room to bring all the necessary tackle along for a day of fishing.

No matter where you fish, a life vest is a must, and inflatable PFDs are perfect for kayak anglers since they offer less restrictions on movement. Simple design improvements like these PFD's are adding up to make kayak anglers comfortable for all day fishing.

Some anglers are using their boats for deepwater adventures, but kayaks are best suited to shallow waters – especially where one can get out of the kayak to wade fish.

On a recent trip to fish in Port St. Joe, Fla., we used kayaks to approach a grass flat with stealth, and then pushed the Hobie ‘stake out’ pole into the sand in order to stay properly positioned for multiple casts.

Another day we launched kayaks off the front beach. Paddling one-mile into the tranquil waters of the Gulf of Mexico we targeted offshore bottom fish species over live bottom areas in 60-feet of water. Our party of kayak anglers caught red snapper, gag grouper, false albacore, bull red drum, king mackerel, flounder and triggerfish during this delightful day of ocean angling. Of course, with limited storage room (certainly not enough for a large ice chest), kayak fishing also promotes the ethic of catch and release fishing.

A kayak offers a surprisingly stable platform for fighting a fish, and with the proper sun protection and planning, anglers can stay relatively comfortable for long periods of time. A mile off the beach is no place to exit your kayak, so keeping a weather eye will always be part of any kayak fishing plans. And surfing one’s kayak back onto the beach through the breakers provides another way to exact enjoyment from being in a kayak.

With the popularity of kayak fishing on the rise, even electronics are evolving to join the kayak fishing revolution. With the use of a small portable battery, electronic fish finders can be mounted on just about any kayak to help locate structure and fish. German company Torqeedo makes a battery-powered propeller that can fit into Hobie kayaks as an alternative to their Mirage drive system. Kayaks under power? You bet.

The need for more storage space on a kayak, plus the flexibility to be comfortable standing up, led Hobie to produce the larger Pro Angler kayak. With a wider beam, and length up to 14-feet, this kayak begins to resemble a small boat. An adjustable lounge chair positions the angler to sit up more that lean back, which provides a better angle to observe the surface of the water for bait or other signs of fish. Accessories for the Pro Angler include a livewell, electronics, leaning post and room to strap on a cooler.

It may become hard to predict what is going to be next in the evolution of kayak fishing. Figuring out what to do after bringing any fish to the kayak is always going to be just part of the fun for kayak anglers. 

Jeff Dennis is an outdoor writer and photographer who grew up on a creek in Charleston loving the saltwater. He contributes regularly to All At Sea Southeast. Read his blog at www.LowcountryOutdoors.com

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CAST NET TIME

BY CAPT. JUDY HELMEY

Inshore Action

Inshore fishermen get to go into the spotted sea trout, red fish, flounder, sheepshead, black drum, shark, Spanish mackerel and cobia "watch and catch mode!" This would be the month to bring out the cast net and catch your own bait.

Inshore fisherman can leave the dock without bait, because peanut menhaden, finger mullet, mud minnows and shrimp are plentiful. All of these baits will work under traditional adjustable floats or popping corks, Carolina style rigs, or fished "just plain naked!"

For fishermen who want to use artificial lures, pick up an assortment of different colors of Strike King soft jerk baits. One favorite is baby bass, which is 3XZT00-55. These bait work rigged weedless on a 3/0 worm hooks or threaded on to 1/8 ounce red, black or white jig heads. Cast them out, let them fall, and normally these lures never make it to the bottom before "strikes happen!"

Offshore Action

The month of June is what offshore fishermen have been waiting for. Just about all fish that you can catch in the ocean will have arrived.

This 2013 catching season so far has not let us down, with fishermen catching lots of cobia around buoys, artificial reefs and Savannah Snapper banks. Best baits for cobia are eels under beefed up adjustable floats or Carolina style rigs. Believe it or not, live prawn shrimp and menhaden (pogies) are other favorite baits.

Grouper, vermilion and black bass catching seasons are open. As far as baits for grouper I suggest live fish on the bottom such as cigar minnow, Spanish sardines, or sand perch. When targeting the larger vermilion snapper, I suggest the liveliest cigar minnows, Boston mackerel or Spanish sardines that you can catch. To catch bait you will need to bring along more than one set of Sabiki gold hook rigs, which works great dropped over wrecks located at the artificial reefs.

For topwater offshore fishing, it's Spanish mackerel time. All you need is a small 0 or 00 Clark spoon to get this catching job done. The king mackerel bite will get hot and heavy. Best artificial baits are the ever-popular Drone spoon pulled at around seven knots or live bait on thin wire made stinger hook rigs.

This is also just about the time for catching blue water fish at the Savannah Snapper bank: tuna, dolphin, billfish and Wahoo!



Capt. Matt Williams Inshore specialist with Miss Judy Charters, Chris Waters her son Will and Oliver Howell

SAILBOAT RIGGING TUNING

BY ANDY SCHELL
PHOTO BY MARIA KARLSSON



A well-tuned rig.

Last month we started looking at sailboat rigging, namely how to inspect it to ensure that you enjoy your days on the water worry-free. Once sure that the rig is sound, you can focus on making it perform, and that's where we pick up this month – the rig tune.

A complete rig tune involves a static tune at the dock, and a dynamic tune under sail. The static tune ensures everything is straight and true, while the dynamic tune sets it all up while the boat is under load. Always grease and mark turnbuckle threads before adjusting them (to lubricate and establish a starting point).

At the dock, de-tune the athwartships shrouds – slacken upper shrouds more than the lowers. If the yacht has a backstay adjuster, ease it off completely.

Ensure that the mast is standing true by running a metal measuring tape up the sail track with a spare sail slide – from the masthead, measure down to the port and starboard chainplates. If the measurements aren't equal, carefully adjust the upper shrouds to tilt the mast to port or starboard.

By hand, take up the shrouds symmetrically, uppers first. Sight up the mast track after each adjustment to ensure the

mast remains 'in column,' without any bends. It's amazing how accurate your eyes are in this case – trust them. A bend to port at the spreaders, for example, requires more tension on the starboard lower shroud, less on the port.

With large wrenches, carefully tighten the turnbuckles (again, symmetrically, uppers first) to the working shroud tensions. Uppers should be tightest – lowers and intermediates slightly less so. Always use the same arm when checking tension – touch is sensitive enough to notice an imbalance. An over-tensioned rig can indeed bend a fiberglass hull, so be conservative.

For the dynamic tune, sail close-hauled in a moderate breeze (12-18 kts). The leeward shrouds should be loose but not slack. Snug them up by hand (count your turns), then tack and do the same on the other side. The mast should remain in column throughout – new bends are best resolved back at the dock. Backstay tension determines headstay tension – the jib luff should not have more than 12-18 inches of 'deflection' off centerline (most furlers will not furl smoothly if there is any more).

Secure each turnbuckle with new cotter pins, and re-check the rig each time you sail.



ALOHA EXPRESS: INNOVATING SUP TRANSPORT

BY GLENN HAYES
PHOTOS BY CHANDLER WILLIAMS, MODUS PHOTOGRAPHY



Tom Pace has spent a lifetime on the water enjoying all kinds of watercraft. With all of that experience – combined with friends who also had a tremendous amount of time on the water – he was able to develop a custom support vessel for his passion: Stand Up Paddleboarding. The Aloha Express is the first of its kind purpose-built SUP chaser.

Launching his first boat at eight years old, he has sailed and motored on every conceivable vessel and even enjoyed being a professional windsurfer for a period of time. “Sail, power, one hull, two or three, I didn’t care I just like being on the water,” Tom says.

After moving back to his childhood home, Pensacola, Fla., from Hawaii he took up his passion for SUP and realized that to get to some of the places he wanted to visit on his he needed a better way to get there than struggling “uphill against wind and current.” In Pensacola – as in many places – some prime waters for paddlers are difficult to get to because of a lack of roads by land and contrary wind and currents via water. A transport vessel that could get the boards to these prime locations would allow for some spectacular paddling trips.

An innovator who realized that no matter what boat you owned there was always some kind of modification that could be done to improve things, he decided that he would build a project boat to address all of the issues related to



transporting SUPs over the water. He soon realized this would be tougher than it might seem.

Originally he tested his father’s 45-foot Grand Banks East Bay with a five-foot swim platform. He discovered that transporting SUPs was a difficult and uncomfortable task. With boards tied to railings or other locations, gel coat and boards would get chipped and damaged with exposed skegs cutting shins. Launching even from such a large swim platform could be problematic. There had to be a better way, and he was determined to find it.

Partnering with longtime friend Mike Bredesen, owner of Flat Island Boatworks in Pensacola, they went about building the perfect SUP support vessel. Mike also had a background in board sports and was a perfect partner in



designing this custom craft. After considering everything from landing craft and commercial oil support vessels to pontoons and deck boats, they determined that a hull Bredesen used for an all-electric concept boat he had built would be the best option.

As the design evolved, they strengthened the hull and change the shape towards the middle and rear of the pontoons. There were many "what now?" points, Tom says, and the help of a talented local naval architect named Bill Preston proved invaluable. With Preston's guidance and the knowledge, input and build know-how of Bredesen, many a meeting over fish sandwiches and cold beer produced a unique, innovative design.

The end product is the Aloha Express, a 30-foot power catamaran with a 13-foot beam powered by twin four-stroke 60 hp outboards. It is able to achieve an easy 20-22 knot cruising speed while sipping fuel at 3 to 4.8 mpg and a range of about 230 miles.

Unlike on a traditional catamaran, hinged cross members allow the whole vessel to flex in rough or choppy seas. The result is an exceptionally smooth and comfortable ride with no jarring.

A center cockpit area has a custom console and seating for up to eight people comfortably out of the sun. Forward and aft of the cockpit area are large trampoline areas that allow for easy boarding and launching of the paddleboards. Pad-

dlers can lower their boards from a custom three-piece top (also designed to flex) that can accommodate up to eight 14-foot boards. The boards just slide down from the top over the edge of the trampoline and into the water. With the trampolines being at waist height, the paddlers can just sit on the edge and get on or off their boards easily. If they are coming back to the boat they can just sit on the trampoline, pull their board up by the leash and slide it up on to the storage rack.

There are plenty of luxuries as well. Enclosed cabin space in both hulls that can be entered via hinged canopies resembling something from a fighter jet. The whole boat is smooth finished, with simulated low maintenance teak decking and designed for comfort "with no toe knocks."

Twin fresh water showers and other amenities add comfort. Gutters along the top outer edge of the two hulls allow water and condensation to run back and exit at the transom, eliminating the black streaks commonly found on hulls after water and condensation runoff over time.

Plans are in the works to bring this design to production. It is not only usable as a SUP transport vessel, but also provides a stable inshore fishing platform. It would work well as a regatta committee boat or other support vessel.

It seems Tom and his friends have developed not only the ideal SUP transport vessel that can get them to pristine and little paddled waters, but also a boat that will be popular for many uses.

IT TAKES A VILLAGE

BY GLENN HAYES

Kevin Hutchinson previously worked in the medical field creating patient care coordination software, allowing hospitals, labs, physicians, insurance companies and health plans to share information about a patient in order to provide the best care possible in the most efficient manner possible.

As a boater, Hutchinson saw the correlation between a patient in the traditional sense and a boat – both require care and information from multiple sources. Taking what he had learned from the medical technology world, he and his experienced team created My-Villages, mobile technology designed to take the headache out of modern vessel ownership and maintenance.

Today's vessels can be made up of a series of highly complicated and complex systems, and keeping up with the maintenance needed to keep them all running smoothly can be daunting. The owner/operator needs to know when service is required and who is best suited to perform it. Just keeping all the paperwork updated and filed for multiple systems can be a major chore. Technology has added to these burdens, but it can also provide the answer to many of these issues.

In April, CEO Hutchinson moved My-Villages from Alexandria, Va., to Hobe Sound, Fla., to be closer to the largest U.S. boating market and major marine industry hub. "With the number of Florida-based marine businesses joining us in the past few months, it made sense to be closer to our partners," Hutchinson said.

My-Villages enables marine industry collaboration in a way not seen before. By joining its village, a boater can access a wealth of maintenance information. Boaters also can connect with other consumers, industry professionals, service companies and product manufacturers, bringing essential information to their fingertips.

Any individual or business can sign up to My-Villages' free service and create a personal or business profile. Like a social network site, after creating a profile you can join or form public or private "communities" depending on what information you would like to share or obtain.

Registered users have access to all forms of online media including audio, video, photos and text. Users can reference a database of more than 20,000 manufacturer maintenance guidelines and manuals for more than 12,000 major marine products. Maintenance tips and repair guidelines are easily found, or users can ask advice from fellow villagers.

Users can also research accessories and learn more about the boating life in general. The idea is for villagers to "connect, communicate and collaborate."

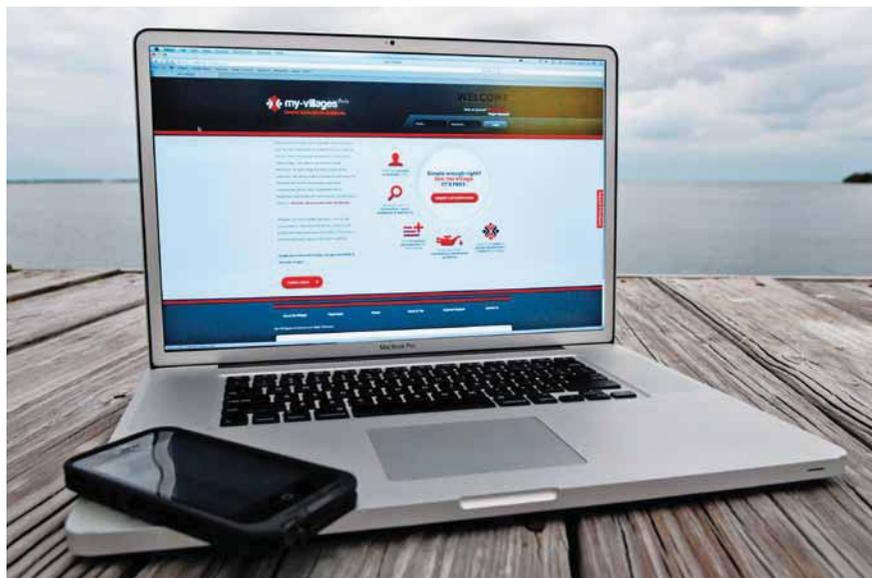
There is also a paid premium service that opens the door to stress-free maintenance. When you sign up for a premium account, My-Villages sends out one of its certified enrollment specialists to take a full, detailed inventory of all the equipment you have aboard. This information is then fed into its database along with any existing service records you have to create a complete and thorough vessel data-

base. With this database in place, the member can easily set up services and automated notifications when service is due on each of the systems and components.

The owner can schedule all services from his or her tablet or phone and seamlessly access all records.

Companies performing the service know exactly what equipment is on board, when it was last serviced, and what parts are needed to complete the service. Everyone involved has access to all related manuals and documents. It all becomes effortless, saving time and money.

To experience this new concept, register at www.My-Villages.com. 



YORKTOWN NEEDS CLEANUP WORK

PHOTO BY ROB LUCEY



The *USS Yorktown* is berthed behind Charleston Harbor Resort and Marina at Patriots Point.

The aircraft carrier *USS Yorktown* needs more than \$4 million in cleanup work, according to a study released by the Patriots Point Development Authority which manages the ship as the centerpiece of Patriots Point Naval and Maritime Museum on Charleston Harbor. The report from The Shaw Group outlines the environmental conditions present aboard the vessel, which in April marked 70 years since its launch.

The report found that the carrier poses no environmental or health hazards to the public or to Charleston Harbor, but the vessel will need to be cleaned extensively prior to initiating major structural repairs, such as replacing steel plates.

The Shaw Group accessed and surveyed 428 vessel tanks/compartments aboard the ship, as well as other non-structural tanks and systems. Following the six-week survey, consultants found that 129 tanks contain petroleum residues totaling approximately 160,000 gallons of petroleum and 1.6 million gallons of impacted waters, and all radiological devices are low-level, posing no immediate risk.

"This is a great first step toward the long-term restoration of the *USS Yorktown*," said Patriots Point Executive Director Mac Burdette. "We're glad to be able to report that

The Shaw Group has found that none of the materials we're talking about are in a location that could be harmful to our visitors. If we use due diligence as we begin our restoration work, there is no risk to our employees and no imminent threat to the environment."

Burdette said there have been discussions with the state's senators regarding possible funding from the Navy to assist with the work.

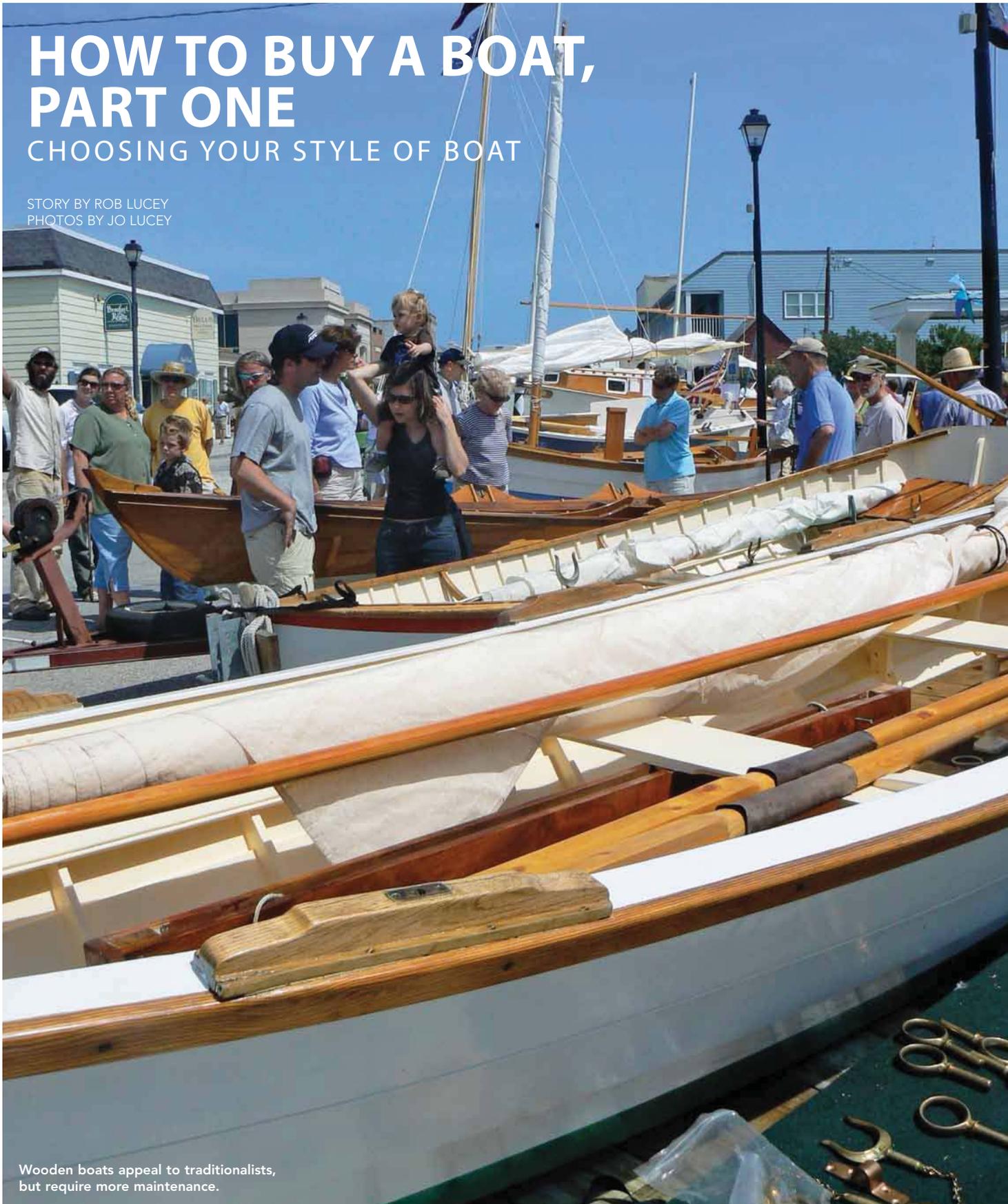
The *USS Yorktown* was the 10th aircraft carrier to serve in the U.S. Navy. Under construction as *Bon Homme Richard*, it was renamed in honor of the *Yorktown* sunk at the epic Battle of Midway in June 1942. Built in less than 17 months at Newport News, Va., it was commissioned on April 15, 1943, and participated significantly in the Pacific Offensive that began in late 1943 and ended with the defeat of Japan in 1945. IT served in Vietnam and recovered the Apollo 8 astronauts and capsule before being decommissioned in 1970.

"There are many war ships that came out of the 'mothball fleet' to become museums during the 1970s," Burdette added, noting that many of these museums are now facing similar challenges as related to the removal or mitigation of contaminants. 

HOW TO BUY A BOAT, PART ONE

CHOOSING YOUR STYLE OF BOAT

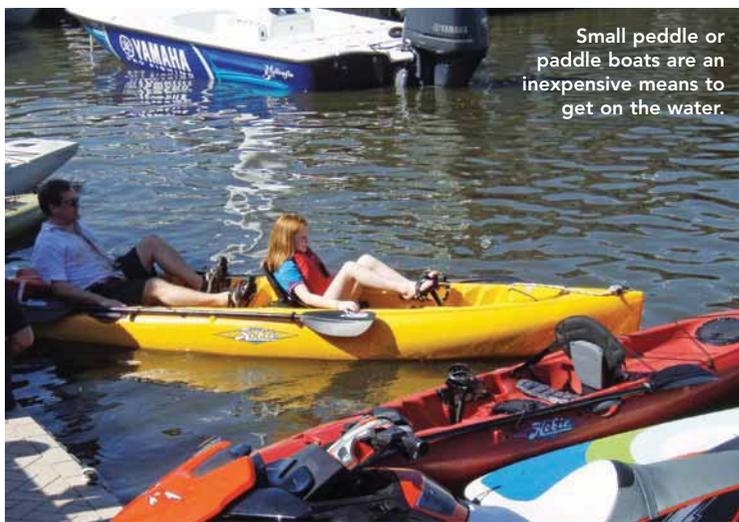
STORY BY ROB LUCEY
PHOTOS BY JO LUCEY



Wooden boats appeal to traditionalists, but require more maintenance.

If you've picked up this magazine, chances are you own a boat. But there are a number of non-boaters among our readership who we'll call "boat curious." These are people who are thinking about getting a boat but have yet to take the plunge. For them, we present this series on "How to Buy a Boat." (If you're a boater who numbers some "boat curious" types among your friends, perhaps you could slip them copies of this and subsequent issues.)

Future installments will address topics such as the best places to find your perfect boat, financing, insurance, maintenance and other operation expenses, boater education, and outfitting your vessel. But for this issue we'll look at the first crucial step: picking the right type of boat for you.



Small peddle or paddle boats are an inexpensive means to get on the water.

Asking Questions

Boats are like clothing – for some situations, a pair of cut-off shorts is ideal. In other cases, a tuxedo or formal gown is required. If all you want to do is dip a line into your favorite fishing hole, there's no need to buy a superyacht (a luxury vessel measuring more than 150 feet long – the latest record being the newly launched 590-foot Azzam). But you wouldn't try crossing any significant body of water in a dinghy (an open rowing, outboard-powered or sailing boat measuring under 12 feet, most often used to get to and from larger vessels anchored offshore).

You need to consider what you hope to do in your boat and where you hope to do it.

Most boaters love to share their passion for the water, so it shouldn't be hard to wrangle invitations to go out on their next fishing, sailing or waterskiing trip.

Are you a fisherman who wants to get closer to your prey than you can from the shore or a pier? Then a fishing boat might be in order, but which kind? Do you want to go offshore in search of big game fish, or explore small coves and creeks? If you're more of an inshore sportsman, are your local waters shallow flats or fast flowing rivers? Do you prefer quick outings for a few hours or longer, possibly overnight trips?

There are boats designed for each situation – and more versatile craft suitable for many situations.



Azzam is the world's largest yacht, measuring 590 feet – a bit more than most boaters require.

IMAGE COURTESY OF LÜRHSSEN YACHTS.

How to Buy a Boat, Part One



Boat shows provide a great way to see a wide variety of vessels.



Perhaps you're more into watersports. Do you have a need for speed? There is a range of racing boats from tiny, one-man outboard boats to huge offshore craft that have a lot in common with rockets. Or you might just want a high performance boat for quickly zipping from the dock to your favorite cove to drop the hook for a lunch on the water.

Do you like the idea of towing lots of toys behind your boat? Considerations such as how many people you'll have on board and whether or not you'd like a cabin to duck into can influence your choice in this category, which can range from inboard vessels to jet boats.

For a more casual day on the water, many enjoy the stability and comfort of a pontoon boat, but they aren't ideal for rougher, large bodies of water.

Would you like the ability to trailer your boat to distant bodies of water, or just keep it at a dock or marina?

Maybe you dream of leaving land behind and living on a houseboat. If you'd like to go longer distances, cruising from port to port, a cabin cruiser or trawler might fit the bill.

Or you might want to feel the magic of taming the wind, harnessing a breeze to propel yourself across the water in a sailboat. Again, the choices are immense: One hull, or two, or three? An open boat, or a cabin? How many crew do you expect to have onboard, or do you anticipate single-handing your boat? Are you interested in racing, cruising,

daytrips, or some blend of activities? Do you want auxiliary power, or just the sails? Trailerable or not?

If all those ropes and sails seem like too much bother, you could always try rowing or paddling as your means of propulsion. Canoes, kayaks, rowboats and even paddleboards provide pleasant means of getting onto the water and getting a bit of exercise at the same time.

Finding Answers

But how could you know the answer to all of these questions if you're new to boating?

Your best bet is to gain some education and experience in order to ascertain what kind of boating you enjoy.

Ask friends, family members or neighbors who have boats what they recommend. Most boaters love to share their passion for the water, so it shouldn't be hard to wrangle invitations to go out on their next fishing, sailing or waterskiing trip.

If you don't know many boaters, a great option is to join a boating organization. Many yacht clubs accept non-boating members, and their members who do have boats are frequently recruiting crewmembers to help out during weekend races (known as regattas in sailing circles).

If you're starting completely from square one, a boater education class is an excellent way to learn the basics. The U.S. Power Squadrons (www.usps.org) and U.S. Coast Guard



Auxiliary (www.cgaux.org) are two organizations dedicated to boater safety through education. You can take their introductory courses online, but you'll want to take a class with your nearest local chapter (known as a Squadron in USPS or a Flotilla in the Auxiliary). Remember – you want to meet boaters in order to gain some on-water experience. After the introductory class (which is usually good for a discount on your insurance once you do get your boat), consider joining either organization and taking additional advanced classes.

It's important to do the research first to gather as many facts as possible to make the right decision for their needs

There are also boating schools available, specializing in sailing, fishing, captains' licensing and more. Usually these schools have small fleets available for rent to students after completing classes – another great way to gain time on the water before committing to your own boat. (Watch for more on boater education in a future installment of this series).

Boat clubs and charters are another option for gaining experience on a range of boat types. They usually require some instruction before you can take a boat out without a skipper.

Useful Tools

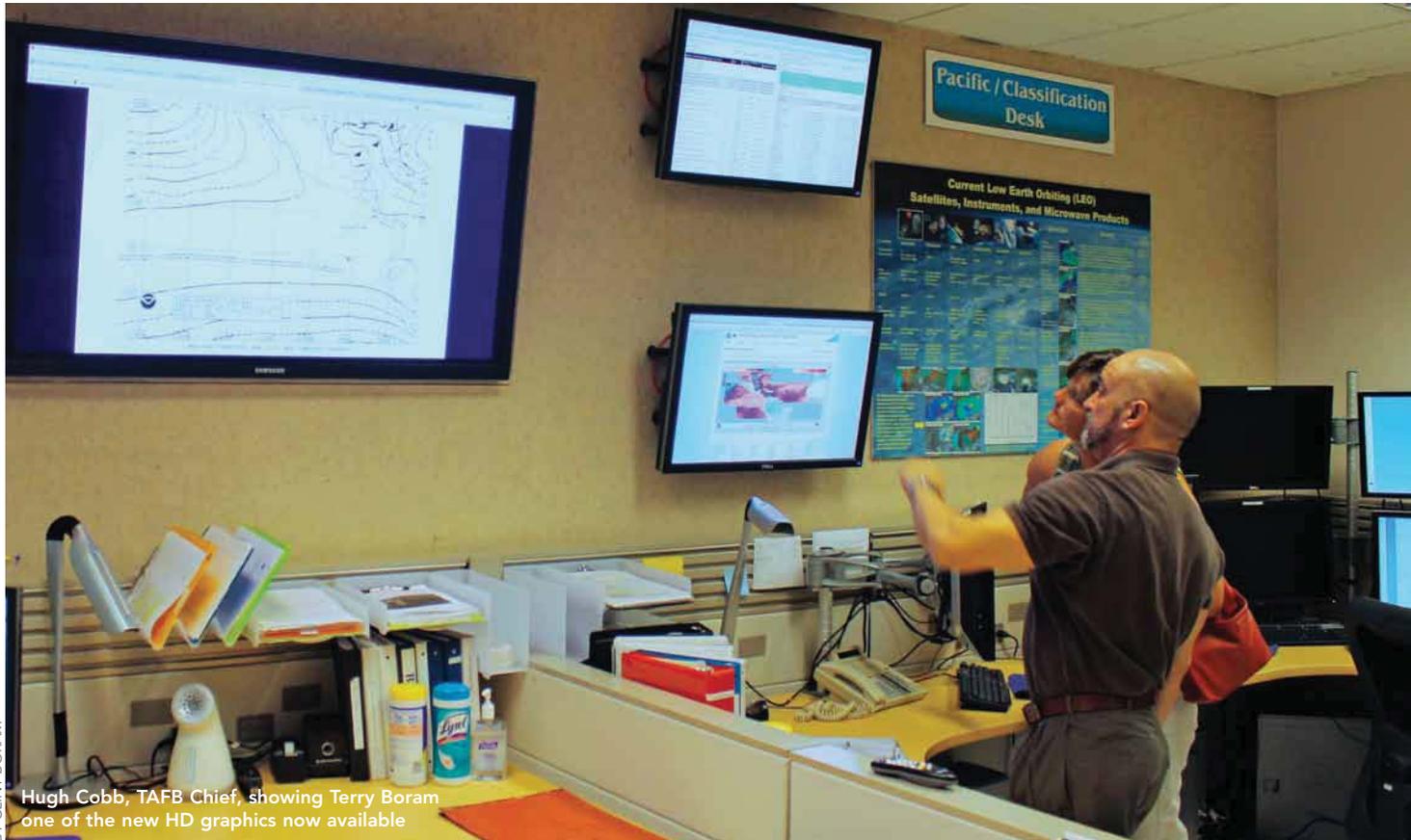
Once you've gained some experience and education, it's time to narrow down your options. You should be able to begin answering some of those initial questions to determine the type of boat you might like. Another tool to help with the process is provided by the National Marine Manufacturers Association through its Discover Boating program, launched to help introduce non-boaters to the boating lifestyle. The www.discoverboating.com website features a "Find Your Boat" section including a boat selector tool to help zero in on the best fit for your style of boating.

"First-time boat buyers may run into common misconceptions," said Carl Blackwell, vice president of Discover Boating, "so it's important to do the research first to gather as many facts as possible to make the right decision for their needs – Discover Boating helps them do just that."

There are literally hundreds – probably thousands – of readily available models of boats in all sizes and price ranges. Once you've narrowed down the type of boat you want, it's time to start shopping. You could skim the classifieds in the back of this magazine, search the web, wander through local marinas, and visit dozens of dealers and boat brokers, but the quickest way to see a wide variety of boat types up close is to visit your next boat show. We'll pick up with some key tips on the boat shopping process next issue. 

HIGH DEF GRIDDED MARINE FORECASTS MAKE DEBUT

BY TERRY BORAM

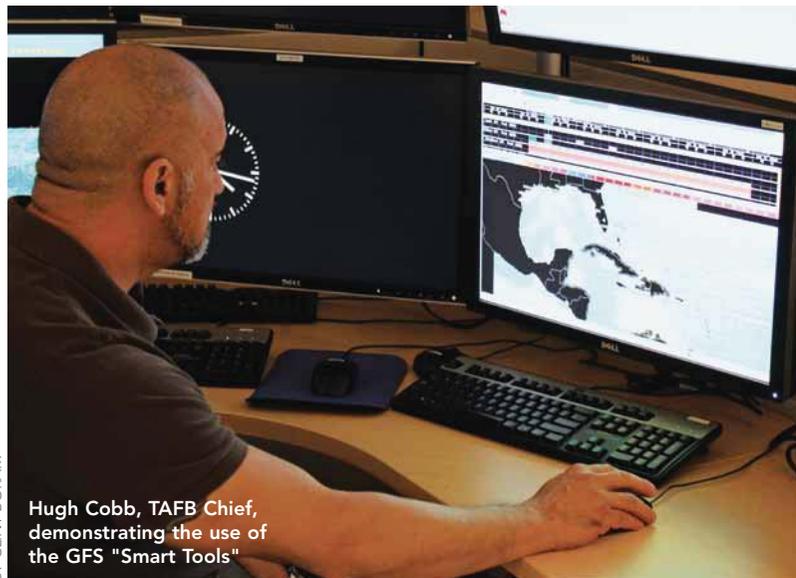


Hugh Cobb, TAFB Chief, showing Terry Boram one of the new HD graphics now available

Mariners navigating the offshore waters in the Gulf of Mexico, Caribbean Sea and portions of the tropical and subtropical North Atlantic Ocean have long relied on the Tropical Analysis and Forecast Branch for weather analyses, forecasts and warnings. Over the past four years, TAFB has launched a grassroots effort to configure the Advanced Weather Interactive Processing System (AWIPS) Graphical Forecast Editor (GFE), currently used by local National Weather Service Forecast offices, for their offshore waters forecasting (OFF).

TAFB Branch Chief Hugh Cobb recently discussed the experimental gridded marine forecasts, as well as a revision to the Mariners 1-2-3 Rule.

TAFB, a branch of the National Oceanic and Atmospheric Administration's National Hurricane Center, has an offshore area of responsibility of 14 million square nautical miles – the largest marine areas of responsibility in the world. Until



Hugh Cobb, TAFB Chief, demonstrating the use of the GFS "Smart Tools"

recently, TAFB had been producing more than 100 products a day using antiquated forecasting procedures. The forecasters' diverse customer base of pleasure craft owners, fishermen, commercial operators and oil companies relied on these products to keep them out of harm's way.

The lengthy text forecasts and the low-resolution, 24-hour legacy wind/wave charts displaying fronts, troughs and pressure centers were often confusing and unable to resolve considerable variations in conditions between diverse geographical areas such as east versus west of the Bahama Bank.

Cobb explained that, as part of the transition to the production of gridded marine forecasts in GFE, TAFB's territory was divided into 32 zones allowing forecasters greater ability to monitor local weather patterns and provide end users with forecasts for specific areas of interest.

Once the GFE software was initialized, forecasters could load model outputs to grids at high spatial and temporal resolutions. Now, surface wind speed/direction, surface wind gusts, significant wave height, and marine hazards are available at a spatial resolution of 10 kilometers, with the initial temporal resolution of six hours out to 144 hours or six days.

Forecasters are using the GFE "Smart Tools" to adjust model output, allowing improvement in local geographical and topographical effects, as well as softening forecast differences between neighboring zones and offices.

"Forecasters are able to manually make adjustments to model data based on their expertise, local knowledge and marine effects," Cobb explained. With the latest forecast displayed on the GFE, he highlighted a few aspects of the new software's potential.

Beginning with the official saved forecast, forecasters can now blend two or three global models to produce an ensemble forecast. For example, if over the last six hours the UKMET forecast model proved more consistent with actual observations, the forecaster can then blend that model with the original forecast, giving it a higher weighed value. Using a brush tool, they are also able to "soften" hard edges in the forecast parameters, providing a better transition between higher and lower winds, wind gusts or seas.

As Cobb demonstrated more of the tools the GFE had to offer, he stated, "The Smart Tools allow for science to better be incorporated into the forecasting process."

Another new feature that mariners will see this hurricane season is a revision to the Mariners 1-2-3 Rule, or Danger Rule. This rule assumes an average forecast track error of 100-200-300 nm at 24-48-72 hours, respectively, creating a large avoidance area for mariners. Cobb said that this "over-warned" cone was forcing many of their legacy customers, such as freighters, to divert over large areas, cost-

DOWNLOAD FORECASTS

The TAFB experimental gridded forecasts are available in the National Digital Forecast Database (NDFD). Mariners can access them via: Gridded Binary Version 2 (GRIB2) files via Hypertext Transfer Protocol (HTTP) and File Transfer Protocol (FTP).

Extensible Markup Language (XML) via Simple Object Access Protocol (SOAP).

Graphics via web browser: www.nhc.noaa.gov/marine/grids.php



ing them lost time and revenue.

The new calculation for the experimental Tropical Cyclone Danger Graphic includes historical track and intensity errors, whether the alternative track crosses over land or water, the size of the cyclone at the start and the typical changes it could make as it strengthens and moves forward.

The result is the probability of actually experiencing certain wind speeds. The new avoidance swath will display a 5 percent, 34-knot wind speed probability, representing low to medium risk, denoted within a dashed line and a 50 percent 34-knot wind speed probability denoted with a solid line representing a high risk of tropical force winds.

"Educating our current and new customers is key in the success of this program," Cobb emphasized.

Comments and feedback are highly encouraged. For more information or to provide feedback, go to: www.nhc.noaa.gov/marine/grids.php.

Terry Boram simply enjoys being around the water. Whether it's sailing with her husband on their 34-foot trimaran, kayaking, SUP or walking the beach, she always finds something fun to write about.

FOOLISHLY STAYING ABOARD

BY BILL HEZLEP

The start of hurricane season reminds me of one of the stupider things we have done during our years on the water – one of the stupidest things any cruiser can do. Back in 1994, when we still thought we knew what we were doing, we stayed on board our floating home for a brush with hurricane Gordon. It was definitely one of those “You Will Not Repeat This” experiences.

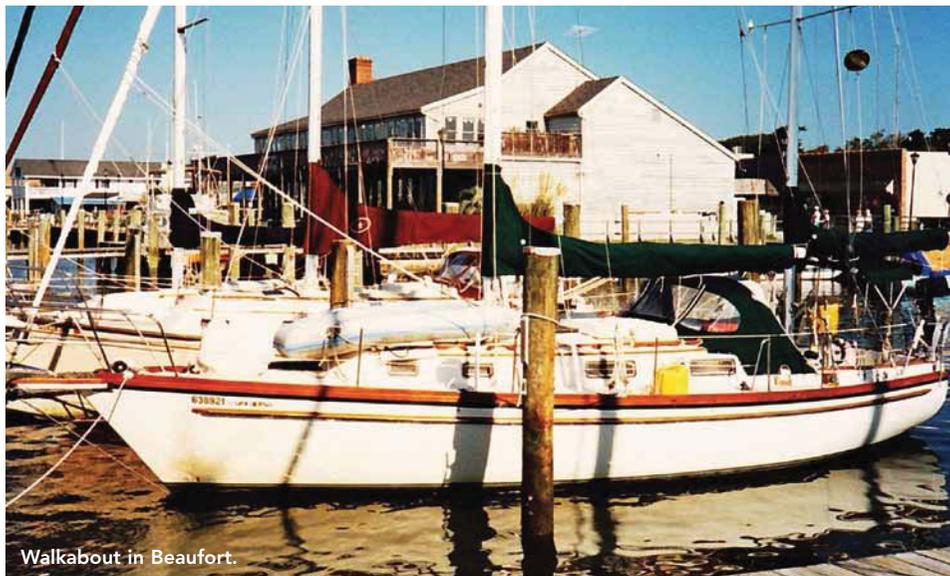
The morning of Nov. 16, we moved from Oriental down to the historic Beaufort Docks. Tropical Storm Gordon was churning around down south, but the weather guessers predicted it would track north offshore. Coastal North Carolina might get a few days of windy weather and Beaufort seemed like a good place to wait it out.

Our slip was inside behind the face dock and at high tide we had a wonderful view of Taylor Creek, Carrot Island, Radio Island, Fort Macon, and the Morehead City Channel. At night, way off to the east, we could see the lighthouse on Cape Lookout. Today the Beaufort Docks have high-quality floating docks, but in 1994 the docks were mostly fixed and, in the section we were in, fairly tall. *Walkabout*, our Mariner 36 ketch, was a low-sided boat. At high tide our deck amidships was a foot or two below the finger pier. At low tide, four or five feet further down, our deck was five or six feet below the finger pier and getting on and off the boat was a struggle. The Taylor Creek current running through the docks was fierce – much worse than any we had experienced on the Chesapeake.

Despite the high docks, Beaufort lived up to our imaginations: we visited the N.C. Maritime Museum, bought books and charts at Scuttlebutt, and collected wooden nickels at the Dockhouse Restaurant. The wooden nickels were good for a half-price beer at a later date.

The marina and the anchorage in Taylor Creek were full of cruising boats, many of them large well-equipped vessels, their crews were waiting for good sailing weather before heading offshore. I felt like a novice cruiser.

The last marine weather forecast for the 16th was a lit-



Walkabout in Beaufort.

tle ominous. Gordon was over Florida, northwest of Lake Okeechobee, still moving northeast with peak wind gusts of 50 mph, but Gordon’s minimum central pressure had dropped from 999 to 995 millibars. It was getting stronger. All day on the 17th, report by report, Gordon gained strength. At 1 p.m., approximately 220 miles southeast of Cape Lookout, Gordon turned to the north. Peak winds strengthened to 85 mph making Gordon a category one hurricane.

We spent the rest of the day preparing *Walkabout* for what NOAA and everyone on the docks thought might be a close pass. We stripped off all four sails, the dodger and the bimini, bagged them and put them below. We deflated the dinghy, bagged it and put it below. All fenders, jerry jugs, etc. were put below. I dug out every dock line we had and put them on the boat. Then I added our old jib sheets. Everyone on the dock was doing the same thing with a remarkable amount of cooperation. If someone needed help, help arrived. The dockmaster and his assistants worked tirelessly to ensure that everyone was well tied up.

At some point, the Forbes family’s motor yacht, *Highlander*, tied up on the face dock in front of us. I looked up and there it was, with the crew doing the same things we were doing. I remember thinking that the large yacht would provide a good wind break for us and our neighbors.

What I did not think about, and to this day I don’t know why, was just leaving. As late as 1 p.m., when Gordon became a hurricane, we could have run inland, through Core Sound and the Adams Creek Canal, to somewhere that might have been safer. But we didn’t and, as far as I remember, none of

the boats on the Beaufort Docks or out in Taylor Creek left. We could also have prepared the boat, packed some clothes and our critical papers, and gone to a motel or a B&B several blocks from the water. We didn't do that either, and neither did any of our neighbors on the dock. We all stayed on our boats and waited for whatever was coming.

By 7 p.m., Gordon was 140 miles southeast of Cape Lookout and all of the boats on the dock were as secure as possible. Rain bands were coming through, the wind was building, and large seas were starting to come up the channel, hitting Carrot Island and Radio Island and surging into Taylor Creek. The governor of North Carolina ordered a partial evacuation, mostly of the Outer Banks. The Coast Guard locked down the Morehead City-Beaufort bridges.

Boats on Taylor Creek and the Beaufort Docks were where they were going to stay for whatever was coming. Except for streetlights and a very few lighted windows, Beaufort was dark. The stores and restaurants along Front Street were vacant, windows taped and boarded, sand bags piled in front of the doors. There was little to do but wait, worry, and monitor the VHF.

I found myself hanging onto the bow rail, in chest-deep water, my feet just touching the dock.

At 1 a.m. on the 18th, Gordon was approximately 105 miles east-southeast of Cape Lookout and moving west-northwest. It looked as though the area was now ground zero for a morning landfall. The wind at Cape Lookout was gusting to 70 mph and the noise from the wind, the dock lines, the water around the boat and the big seas hitting Carrot Island and Radio Island (we could hear them) was incredible.

I went on deck several times to check our lines. Once I tried to climb onto the dock over the bowsprit to adjust a too-short line that I could not adjust from on board. I found myself hanging onto the bow rail, in chest-deep water, my feet just touching the dock. I was able to get back aboard, but if I had let go of the boat I would have had a problem.

At high tide the day before, our deck had been below the dock and I am six feet tall; I don't know if it was high tide when I tried to climb onto the dock or not, but the water was way up. I cut the offending line and I have never again used a too-short dock line. I have also tried not to run any line from the boat to a dock that could not be adjusted from both ends.

My overactive imagination invented another thing for me to worry about: the *Highlander*, that great big motor yacht in front of us. I started thinking about the force of the wind and current on that yacht, and the resultant strain on the dock. Mental images of the dock collapsing and *Walkabout*

being squashed under the *Highlander*, with us inside, floated around in my mind.

Sunrise on the 18th was the worst. Gordon, still a category one hurricane with winds of 80 mph, was centered just 60 miles from Cape Lookout. Then Gordon began to turn to the southwest and weaken. By 1 p.m., Gordon was 90 miles south of Cape Lookout, had been downgraded to a tropical storm, and was headed south for a third rendezvous with Florida. That was just fine with us. Not that I had anything against Florida; we were hoping to get there too, eventually.

None of the boats on the dock suffered any significant damage. The water rose high enough to cross the dockside parking lots and reach the sidewalk on the far side of Front Street, but there was no real flooding.

A few boats that had been left anchored or on inadequate moorings dragged, several lost their sails, and two were up on the beach on Carrot Island. But the beached boats were floated with minimal effort.

For us Gordon was history: a few interesting notes in the log and a copy of NOAA Chart 11009 with the storms track plotted on it.

Time cruises by, people age and hurricanes keep coming. Last fall we drove our current boat, a Nauset downeast type, from Hyannis, Mass., (Cape Cod) to Florida and in late October as we were chugging south through Albemarle and Pamlico Sounds, it began to look as though Hurricane Sandy might be thinking about visiting North Carolina. This time we stopped at the New Bern Grand Marina in New Bern, N.C., 30 miles up the Neuse River from Oriental and the ICW. The clean, well-run marina features strong floating docks immediately adjacent to a Double Tree by Hilton Resort Hotel. We prepared the boat for storm conditions and settled in to enjoy the fine old colonial town of New Bern while we waited on Sandy.

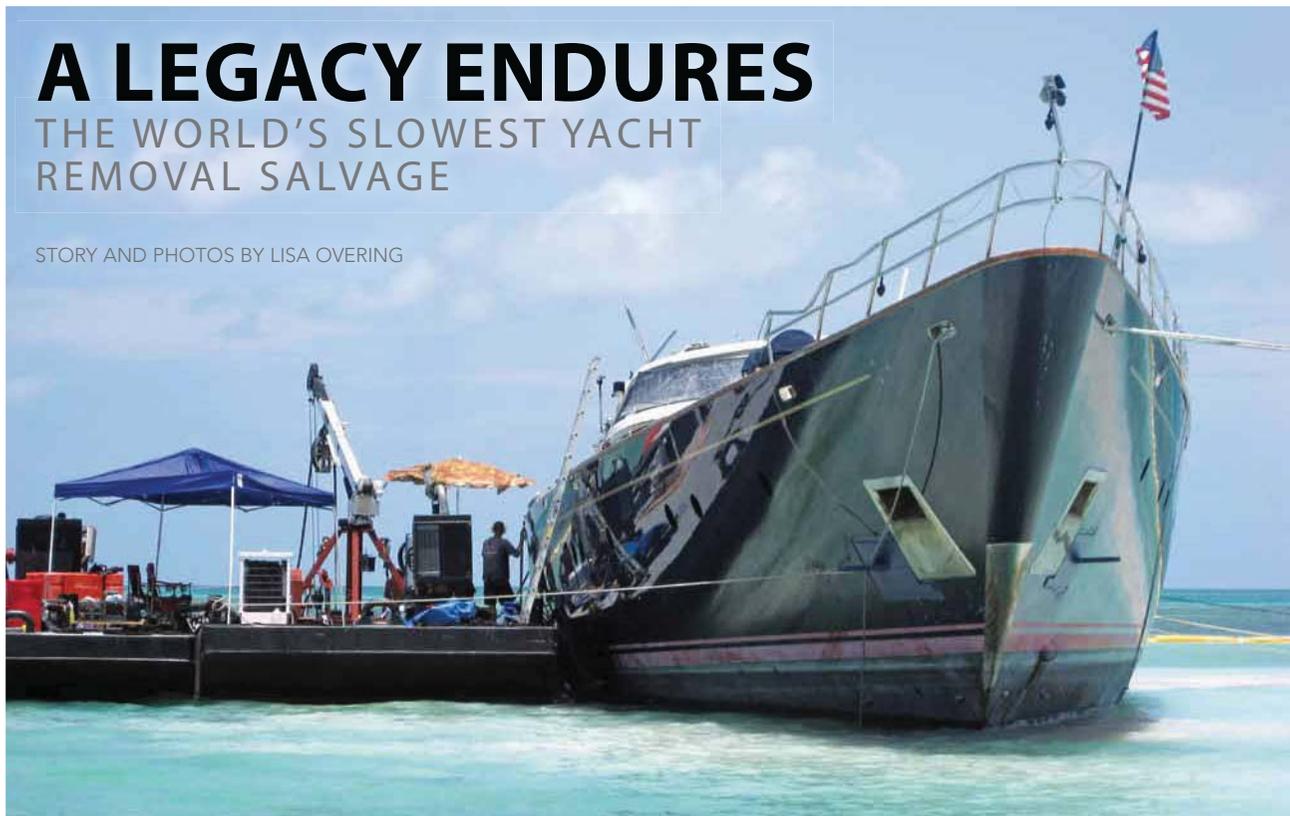
We waited on board. The forecast called for Sandy to make a close pass on the outer banks, but to continue north and possibly re-curve out to sea. This time, if the forecast was wrong and Sandy strengthened and came ashore in southern North Carolina and it looked like things were going to get rough ... well ... this time we were fully prepared to grab the computer, our papers, some clothes, kiss the boat good-bye and march 50 yards to the check-in desk at the Double Tree to get a room. Preferably a fourth floor room on the lee side. It annoys me when the windows blow out. 

Partially excerpted from chapter 4 of "Into the Land of Coconut Dreams: A Travel Log, A Sea Story and a Passage in Time; Mostly True" by Bill Hezlep. Available from Amazon in print and e-book editions.

A LEGACY ENDURES

THE WORLD'S SLOWEST YACHT REMOVAL SALVAGE

STORY AND PHOTOS BY LISA OVERING



How *S/Y Legacy* wound up stuck in the tidal flats in the Florida Keys National Wildlife Sanctuary is a gripping tale that never seems to end. Since Hurricane Wilma tossed the 158-foot Perini Navi vessel into the federally protected marine preserve near Key West in 2005, owner Peter Halmos has spent millions of his own money to free his shipwrecked superyacht from the seaweed. Eight years later, *Legacy* sits very near where she was once, seemingly, hopelessly stuck as Halmos appeals his case against the insurance company over the boat's agreed value policy.

Why did it take two-and-a-half years to drag a hurricane-ravaged megayacht back out the 5,000-foot track to the channel that Wilma blew it into, only to have it remain a mile from whence it came for more than another year? Even the fictitious, half-wit Gilligan and the Professor could have rigged a coconut-conch contraption to rock the boat more quickly.

While Halmos searched for the Spanish galleon *Atocha's* trove of gold bullion, *Legacy* became caught in a toe-curling hurricane that nearly killed him and his crew and actually planted his yacht with her keel stuck in mere inches of seagrass and substrate. Inches might as well have been a mile.

This bizarre, but true, tale has had every strange turn imaginable. Halmos' odyssey is the harrowing tale of a boat owner who just wouldn't quit in spite of catastrophic nautical inconvenience. Halmos battled heroically to free his shipwreck from inches of sacred seagrass. Yet the heralded floatation

on Feb. 24, 2008, passed with all the fanfare of a damp cornflake. On her 851st day of captivity, *Legacy* left her entrenchment in Key West's Calda Channel, unnoticed, while Byrd Salvage literally shifted critical mass, pulling her to freedom.

An Act of God

The yacht's rigging collapsed during Wilma, crashing starboard onto the bridge. The yacht had 400 feet of line on the two main anchors and a midship anchor that allowed *Legacy* to swing 360 degrees with the winds. Then she lost holding. Halmos later discovered that the top and bottom parts of both main anchors had inexplicably separated – despite being American Bureau of Shipping classed with their annual survey completed only months earlier.

"The anchors didn't drag, they split in two," Halmos says, displaying the chains and what's left of the anchors. "Both anchors came apart in the same place."

As *Legacy* was dragged out to sea, the waves grew to 25 feet. Incoming water forced the crew to shut down power. Halmos wasn't sure if they would sink from the water coming in, flip or fall apart, but the steel hull held. This nightmare lasted hours until the yacht was dragged over the tidal flats, hitting ground with tremendous impact followed by shudders. The fallen rigging was a godsend, the weight slowed *Legacy's* progress to sea just long enough for the hurricane to pass. Then the winds turned and blew the yacht into the

safe, shallow waters of the Sanctuary.

When she finally stilled, the yacht was completely upright. In the morning's 60-knot winds, unable to see land or the sea bottom, Halmos taped a hammer onto a PVC pole and lowered it into the water to check the depth. The hammer fell off and stuck upright.

"That's when I knew we would make it," Halmos says. "The act of god wasn't Wilma. *Legacy* was gently placed upright and everybody's safe. To be in the sand and sitting upright, there is no explanation for that."

Halmos, 70, is a non-attorney partner in a Washington, D.C.-based law firm. He dons a T-shirt and shorts, barefoot with a broad brimmed hat sheltering him from the Keys' harsh rays. He applies sunblock constantly, especially lip balm. It's bright white and outlines his lips with a Ronald McDonald caricature likeness. His eccentricities include his individual crusade to right the world's wrongs.

That sounds like suave rhetoric for being litigious, but Halmos put depth behind his convictions, grabbing an old, worn copy of Aesop's Fables, the moral ditties written by a freed, Greek slave in 600 B.C. As he thumbed its weathered pages, I could tell he'd read the book over and again.

"When you violate one person's rights, you risk violating everyone's rights," Halmos says. "People understood this 3,000 years ago. A slave had no rights, but everyone's rights are worth fighting for, for everyone, not just yourself. Unfairness and injustice is probably the cause of most every human adverse conduct."

"People go along with unfairness," he continues, "because it's in best their interests. If I can't satisfy my interests on my own merits without being unfair to anyone, I deserve to have my interest dissatisfied. What if it happened to you? It's not something to turn your back on."

The Removal

A custom-made pump developed by Byrd Salvage sliced an 11-foot hole underneath the yacht. Dragging the boat out was the third plan approved by the Natural Resource Damage Assessment and Restoration Division after tedious negotiation with the National Oceanic and Atmospheric Administration to reduce environmental impact and liability.

"The pump's high-pressure water jets combined with its remote-controlled movement surgically 'cut' the seabed rather than sucking with brute force. Think laparoscopy as compared to a hatchet," says Halmos.

Two 80-ton rated pull cables from Byrd Salvage's *Helen B* barge led her to free water. Byrd's prototype submersion pump excavated and deposited sand/mud substrate in the trench directly aft of the yacht as she was pulled. A hose connected to the pump's dome routed the substrate to a 'parking' area. When *Legacy* was removed, the substrate

New Release

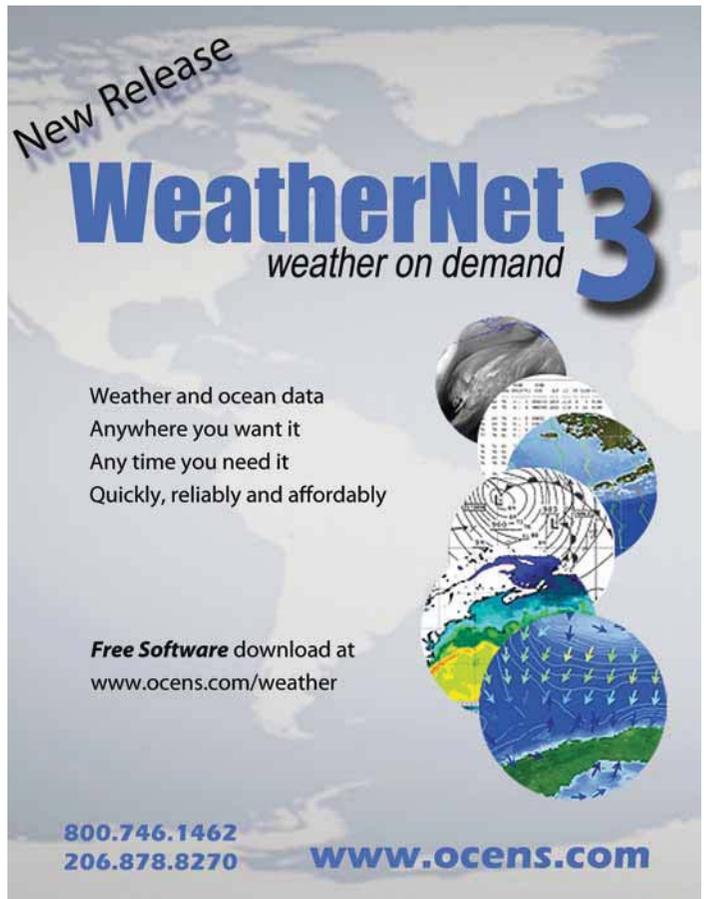
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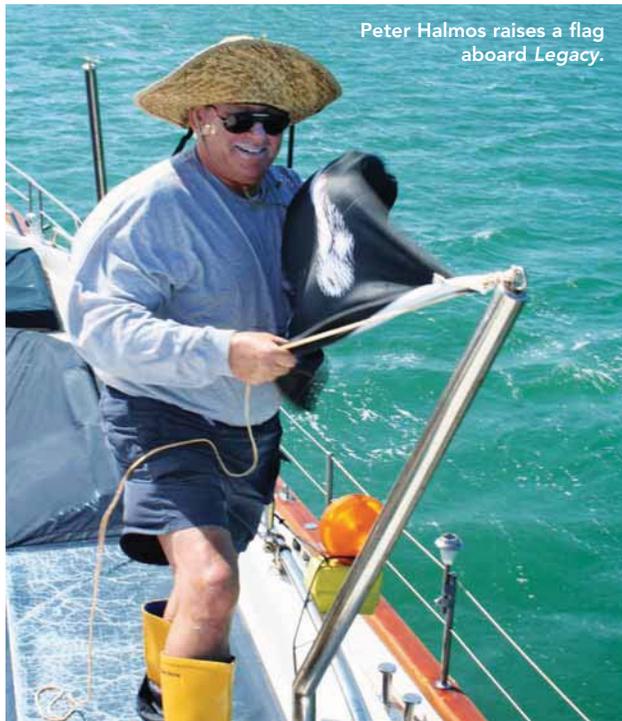
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was pumped back, refilling the hole in leapfrog fashion. Miles of turbidity curtains skirted the operation so sediment wasn't distributed over the seagrass. Halmos fronted the removal costs, which ran about \$1.5 million per month.

For six months, *Legacy* was dragged for one mile into the Gulf of Mexico's open waters to the entrance of the Northwest Channel, then into Man O' War Channel. Basically, she made a huge loop two miles from where she started.

Freed?

While the vessel may be free from the mud, she is now entangled in legal wrangling with the insurance company.

Halmos sued Insurance of North America for not paying all his claims and lost. He appealed, requested a jury trial and lost. At press time, Halmos filed a request to rehear with the 11th Circuit Court and says the last step is the U.S. Supreme Court. As he bangs out e-mails to his army of lawyers, Halmos lives on his beloved and partially refurbished boat, which is once again habitable.

"The more I spend on *Legacy*, the bigger the problem," Halmos says. "On one hand, the insurance company wants to cut their exposure and not pay another cent on *Legacy*, and they also want to argue that they own her. It's diabolical. That's why she's still sitting there. I can't move her."

The insurance company initially indicated that *Legacy* was a total loss, Halmos says, but later included a clause in a renewal policy that reserved their right to argue an agreed value policy, which essentially means that if the insurance company pays the \$16 million policy limit on the boat – a vessel in which

the insurance company once said it had no further financial interest in – the insurance company is legally allowed to take possession of the vessel that is considered a total loss.

"The insurance company knew in October 2005 that the cost of repair was over \$16 million (the value of the policy) and that she was a total loss. I said, 'Give me a check, but they didn't.' Three years later, they admit what they knew three years earlier," Halmos growls.

Halmos says the insurance company earned \$4 million in interest during the three years they avoided paying Halmos' \$16 million policy, one that he had tried to increase the value on prior to Hurricane Wilma due to warranty work, a third set of sails, and other work that increased her value. The yacht originally cost \$14 million.

Representatives from ACE Insurance Company, a Swiss holding company headquartered in Bermuda that is the parent company of INA, did not immediately return calls.

Halmos' latest set of appeals for a jury trial is his sixth such request after enduring a bench trial by the magistrate who became both fact-finder and mediator. Halmos' appeal claims his lawsuit was never filed in admiralty court but still wound up there. He also argues the vessel's agreed value policy and what actually constitutes the bitter end of a salvage operation.

In the bench trial, INA counterclaimed and prevailed that the vessel's insurance policy coverage was invalid in the first place after already paying Halmos several million in removal costs.

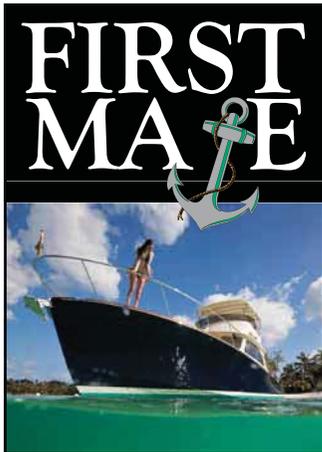
The magistrate said Halmos committed fraud by failing to disclose an aged list warranty claims sent to Perini Navi that were benign to the issue of seaworthiness (i.e. paint blistering/fairing problems allegedly resulting from the manufacturer not following the specifications). These gripes to the manufacturer, according to the magistrate, purport *Legacy* to be unseaworthy – in spite of the vessel having been thoroughly inspected by the insurance company surveyor who then raised her coverage by \$2 million before Wilma.

In addition, INA proved successful in its counterclaim to not pay salvage costs once *Legacy* was movable via tow, in spite of the fact that damage to her downed keel, collapsed rigging and three year deterioration in the mud rendered her inoperable under her own power to really get out of harm's way and avoid hitting submerged pipelines in a protected area.

Halmos has two tips for boat owners filing an insurance claim. He says the insurance company only keeps a certain amount of coverage and then reinsures with another company who's calling all the shots – a company with which you have no contract.

"The first thing is to assume you're going to get screwed," Halmos says. "Don't believe their [insurance company's] crap. That 'we're here to help you and are on your side' is all bull."

The second thing is to hire a lawyer right away. 



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GULF COAST BILLFISH CLASSIC

BY TODD KUHN

PHOTO BY ALARIC LAMBERT



2012 winner *Burdie Time* heads offshore.

Some of the world's top anglers and research scientists will converge for the 15th annual Gulf Coast Billfish Classic June 3-9 at the Golden Nugget in Biloxi, Miss. Founded in 1997, the tournament is considered the premier billfishing event in the Gulf of Mexico.

Anglers are drawn by the promise of great fishing, as well as historically large payouts. In 2012, the total purse topped \$1.1 million for best in class blue marlin (there is also a catch-and-release billfish division), wahoo, tuna and dolphin.

For 2013, swordfish have been added, providing a potpourri of angling opportunities. During the tournament's tenure, prize money has exceeded the \$10 million mark with several new Ford vehicles awarded for anglers setting new state records.

Tournament Marketing Director Robbie Carter reports the tournament pulls an influx of \$5 million into the local economy. "The Gulf Coast Billfish Classic brings some 20,000 spectators and visitors to the area and draws an average of 5,000 spectators to each day's weigh-in," Carter said.

Area Attractions Hurricane Katrina decimated the tournament's Point Cadet Marina (biloxi.ms.us/pr/ports/index.asp) in 2005. This year marks the first since completion of the marina's rebuild and restoration. The facility boasts slips capable of accommodating vessels up to 100 ft. Services include both gas and diesel service, electrical hook-ups, and new support facilities

The Golden Nugget Casino (goldennugget.com) is the tournament headquarters and has a tournament support staff of nearly 40 on-site to ensure the event runs smoothly.

The Mississippi Gulf Coast area offers fishermen and spectators spectacular attractions, in addition to what is arguably the best combined inshore and offshore fishery in the world. Casino nightlife, five star golf, and natural and historical museums abound.

Fisheries Research The billfish classic has garnered the attention of top-tier marine biology researchers, led by Jim Franks, senior fisheries biologist at the University of Southern Mississippi's Gulf Coast Research Laboratory. The tournament offers graduate researchers and undergraduate students a platform from which to collect samples from freshly harvested fish. Franks' teams have collected and processed vast quantities of scientific data over the tournament's 15-year history, enabling researchers to learn about the various species hauled to the docks during the tournament.

"The Classic has given us a unique opportunity to collect biological samples over the years," Franks said. "We focus on tuna, billfish, wahoo and dolphin – evaluating their age class, reproductive patterns (spawning) and other environmental factors." Tissue samples and otoliths (ear bones) are used to determine a fish's age while fin clippings are collected for DNA testing.

For 2013, a new three-year yellowfin tuna initiative will begin. According to Franks, the Gulf Coast Research Laboratory will be collaborating with several marine groups, including researchers from National Oceanic and Atmospheric Administration, Texas A&M University and the Louisiana Department of Wildlife and Fisheries.

Registration The Gulf Coast Billfish Classic is open to any vessel with an entry fee of \$5,000 per boat with a captain, mate and four anglers. Additional anglers are welcomed with a fee of \$500 per angler. Optional entry fees can be made for any of the five divisions (marlin, wahoo, dolphin, swordfish and tuna). Additional entry fees in these divisions range from \$500 to \$10,000. A "Crew Division" is also available at \$500, which pays out at a 50/30/20 split for the heaviest fish weighed-in.

For more information, contact Tournament Director Bobby Carter at bobby@mgcbc.com or visit mgcbc.com.



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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
Manteo	NC	Shallowbag Bay Marina www.shallowbagbaymarina.com	252-305-8726	6-7'	65'	72	•	30/50 Amp		•	•	•	•	•	•	•	16	•
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
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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 Regency 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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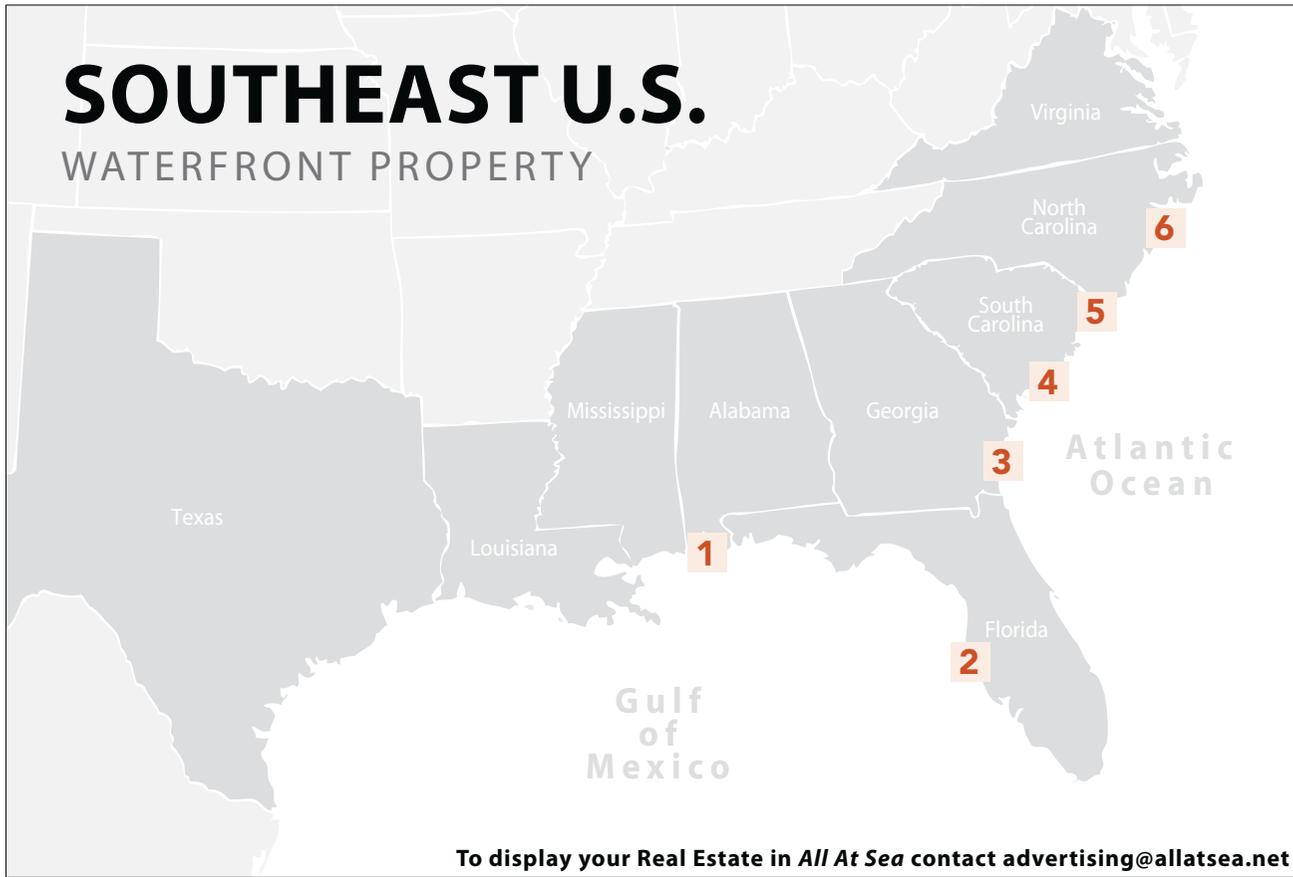
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Chesapeake	VA	Atlantic Yacht Basin, Inc.	800-992-2489	12'	120'	25'	no limit	30/50/100 Amp	24x7	60 ton travelift, 300 ton railway		•	•	•	•	•	•
Deltaville	VA	Deltaville Yachting Center www.dycboat.com	804-776-9898	10'	70'	19.6'	no limit	30/50 Amp	8-4:30 M-F/ 9-4:30 S	50 ton travelift	•	•	•	•	•	•	•
Wanchese	NC	Blackwell's Boatyard	252-473-1803	6'	70'	20'	no limit	30/50 Amp	7-3:30 M-F 7-12 S	70 tons		•	•	•			•
Washington	NC	Cap't Sam's Boatyard	252-975-2046	8'	44'	14.2'	no limit	30 Amp	7-5 M-F Sa-Su by app't.	24 ton travelift	•	•	•	•			•
Washington	NC	McCotter's Marina & Boatyard	252-975-2174	6'	60'	14'	no limit	30/50 Amp	8-5:30 x7	15 tons	•	•	•	•			•
Bayboro	NC	Hurricane Boatyard	252-745-3369	8'	70'	21.5'	no limit	30/50 Amp	8-5 M-F	50 ton travelift	•	•	•	•	•	•	•
Oriental	NC	Deaton Yacht Service	252-249-1180	5'	50'	18'	no limit	30/50 Amp	8-5 M-F/ 8-12 S	35 ton travelift	•	•	•	•			•
Minnesott Beach	NC	Wayfarers Cove Marina & Boatyard	252-249-0200	6'	50'	18.5'	no limit	30/50 Amp	8-4 M-F	60 tons	•	•	•	•			•
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10'	130'	30'	no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	•	•	•	•	•	•	•
Beaufort	NC	Beaufort Marine Center	252-728-7358	10'	130'	30'	no limit	30/50/100 Amp	8-4:30 M-F	50/75/200 ton travelift	•	•	•	•	•	•	•
Beaufort	NC	Moores Marine Yacht Center	252-504-7060	10'	130'	30'	no limit	30/50/100 Amp	8-4 M-F	50/75/200 ton travelift		•	•	•	•	•	•
Brunswick	GA	Two-Way Boat Yard	912-265-6944	7'		16.5'	no limit	30 Amp	8-4:30 M-F	30 ton travelift	•		•	•	•		
Amelia Island	FL	Amelia Island Yacht Basin	904-277-4615	11'	100'	19'	no limit	30/50 Amp	8-6 x7	36 tons							
Stuart	FL	Apex Marine	772-692-7577	8'	65'	19'	no limit	30/50 Amp	7-3:30 M-F	65 tons			•	•	•		
Fort Lauderdale	FL	Apex Marine	954-759-7212	9'	90'	22'	no limit	30/50/100 Amp	7-4 M-F	92 tons			•	•	•	•	
Mobile	AL	Dog River Marina	251-471-5449	8'	85'	22.5'	75'	30/50/100 Amp 3 phase	24x7	70 ton travelift		•	•	•	•	•	
Kemah	TX	South Texas Yacht Services	281-334-7245	7'		16'	no limit	30 Amp	7:30-4 M-F 8-12 S	37.5 ton travelift		•	•	•			•

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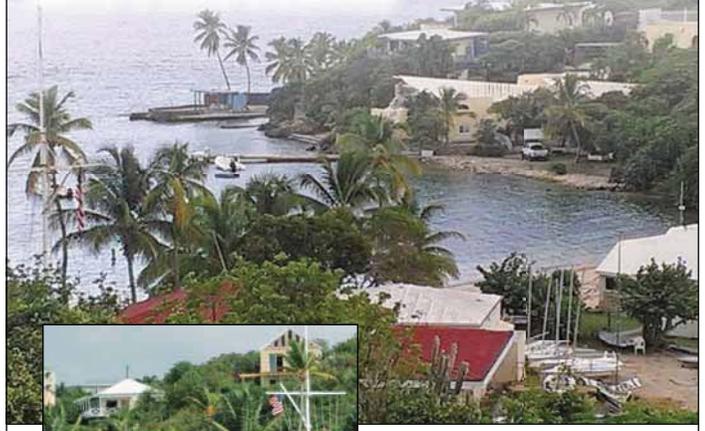
A two bedroom private home on two acres, 50 feet above the spectacular Caribbean Sea, with more than 500 feet of water front; private beach on the west end and adjoins beautiful Honeymoon Beach on the east.

Zoned W.1. Great building or investment opportunity and income earner.

Offered by owner \$1,995,000

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3
St. Simons Island, GA. Fully furnished 2BR/2BA, 1200 sf condo. One of the few oceanfront condos in the St. Simons village. Open floor plan, tile in living spaces, carpet in bedrooms, large balcony off of master bedroom and living area. All kitchen appliances and washer and dryer included. Gated entrance and parking area, right beside the Village pier with views of Jekyll Island, Sydney Lanier Bridge and St. Simons Sound. Pool located in complex for residents and guests. Great storage space. \$537,500.

BRAD DAVIS, Realtor, Sea Palms Coastal Realty Inc
Cell: 912-536-9753 | Office: 912-638-6660
bradsellssi@gmail.com | www.bradsellsssihomes.com



4
Kiawah Island, SC. A Frank Lloyd Wright-inspired 4 Bedroom, 5 Bath, 2 half-baths residence with 6712 sf along the Atlantic barrier island 21 miles south of Charleston. Three floors unfold a Wright influenced design including a great room with 30 foot lofted ceiling and brick hearth, the master suite incorporates the entire third floor, a media room, sunroom, private office space and outdoor living spaces include a screened porch and covered decks. Gorgeous Atlantic Ocean views by the beautiful and secluded dipping pool or hot tub. Conde Nast Traveler Readers' Choice Awards, 2012. \$8,950,000

Kiawah Island Real Estate
800-277-7008 | KiawahIsland.com



5
Myrtle Beach, SC. Contemporary masterpiece provides stunning panoramic views of the blue Atlantic. This nearly 5,900 HSF home boasts 4 bedrooms, 4 full baths and 2 half baths. The airy living and dining room features cathedral ceilings with recessed lighting and a full wall of sliding glass and large windows that open upon a large patio overlooking the beautiful dunes and crashing waves. This home of your dreams awaits your viewing. Featured on Carolina Real Estate TV. Watch interview and virtual tour at youtube.com/watch?v=VWH2cn8pQD8. \$2,770,500

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6
Oriental, NC. A contemporary waterfront showplace near deep-water Pierce Creek. This gorgeous 3 BR/2.5 BA home offers spectacular views of the Neuse River and Pamlico Sound with 6-foot depths at your private pier. Relaxed living with no detail overlooked. The open floor plan and light-filled interior make this the perfect home for entertaining. Cozy "Carolina Room" and living area with stylish double-sided gas log fireplace. Spacious master suite, separate laundry room, oversized garage with work bench and loft. Includes abundant storage and a professionally landscaped yard. The Pride of the Sailing Capitol! \$579,500

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Out Island 59,990



2005 Beneteau 50'
Cyclades 224,999



2006 Caliber 40'
LRC 299,000



1980 Bristol 40'
59,499



1974 58' Boothbay
Explorer 239,000



2000 37' Great Harbor
299,999



2007 Beneteau 46'
249,999

56 ft	1981	Hatteras	56 Motor Yacht	USD 389,000
56 ft	1971	Matthews	56 (Fibreglass Hull)	USD 249,000
53 ft	1998	Carver	530 Voyager Pilothouse	USD 299,500
47 ft	1985	Custom	Trawler	USD 49,500
46 ft	1999	Sea Ray	460 Sundancer	USD 220,000
46 ft	1986	Bertram	46 Convertible	USD 140,000
43 ft	1996	Carver	430 Cockpit Motor Yacht	USD 149,900
42 ft	1979	Grand Bank	42 Classic	USD 99,500
39 ft	2000	Silverton	392 Motor Yacht	USD 117,000
39 ft	1998	Mainship	350-390 Trawler (TWIN 170s)	USD 119,500
39 ft	1984	Rough Water	37 sportscruiser	USD 65,000
38 ft	1987	Carver	38 Aft Cabin	USD 59,000
37 ft	2000	Great Harbour	37	USD 299,999
36 ft	2007	Grady-White	360 Express	USD 264,999
36 ft	2005	Meridian	368 Motoryacht	USD 215,000
36 ft	1987	Carver	36 Aft Cabin	USD 34,900
35 ft	1997	Carver	350 Mariner	USD 79,900
35 ft	1993	Carver	350	USD 64,900
34 ft	1991	Luhrs	Flybridge Sedan	USD 32,900
34 ft	1982	Mainship	Sedan	USD 49,999
31 ft	2005	Formula	31 PC	USD 97,999
30 ft	2013	New Cutwater	30	USD 279,937
28 ft	2013	New Cutwater	28 (In Stock)	USD 169,937
28 ft	2001	Boston Whaler	285 Conquest.	USD 59,900
28 ft	2000	Sea Ray	280 Sun Sport	USD 40,000
28 ft	1998	Apreamare	7.5m	USD 90,000
28 ft	1996	Carver	280	USD 29,999
26 ft	2013	Cutwater	26	USD 139,939
26 ft	2007	Twin Vee	Pilot House	USD 49,900
25 ft	2009	Ranger Tug	R25	USD 114,995
23 ft	2003	Aluminum	Chamber	USD 29,999
58 ft	1973	Alden	Boothbay Explorer	USD 239,000
52 ft	2005	Beneteau	523 (owners version)	USD 365,000
50 ft	2006	Beneteau	Cyclades 50	USD 224,999
47 ft	2008	Catalina	470 #158	USD 349,000
47 ft	2000	Catalina	470	USD 219,990
47 ft	2000	Catalina	470	USD 249,999
47 ft	1981	CT (Ta Chaio)	47 Center Cockpit	USD 134,999
47 ft	1978	Perry	47 center cockpit	USD 134,500
46 ft	2007	Beneteau	46	USD 249,999
46 ft	1980	Morgan	46	USD 59,000
44 ft	2013	Catalina	445	USD 287,866
44 ft	1992	Beneteau Oceanis	440	USD 149,500
43 ft	1983	Mason	43	USD 96,999
43 ft	1980	Endeavour	43	USD 84,500
43 ft	1977	Nautor Swan MS	43 Staysail Ketch	USD 110,000
42 ft	2006	Beneteau	423	USD 179,999
42 ft	2003	Hunter	420	USD 164,900
42 ft	1983	Vagabond	42 Center Cockpit	USD 159,999
42 ft	1977	Whitby	42 Center cockpit (refit 2011)	USD 149,999
42 ft	1975	Irwin Ketch		USD 35,000
41 ft	2005	Hunter	41	USD 185,000
41 ft	2004	Hunter	41	USD 169,000
41 ft	1998	Hunter	410	USD 110,000
41 ft	1986	Hans Christian	41T	USD 174,900
41 ft	1982	Morgan	Out Island 416	USD 59,990
40 ft	2006	Caliber	40 LRC SEries	USD 299,000
40 ft	2005	Jeanneau	Odyssey 40.3	USD 169,000
40 ft	2001	Caliber	40	USD 203,900
40 ft	2001	Pacific Seacraft	Crealock 40	USD 299,999
40 ft	2000	C&C 121		USD 149,999
40 ft	1998	Catalina	400	USD 129,999
40 ft	1983	Passport	40	USD 124,900
40 ft	1980	Bristol	40 (2012 survey)	USD 59,499
39 ft	2005	Beneteau	393	USD 144,999
39 ft	1976	Allied	Mistress	USD 42,900
38 ft	2013	Catalina	385	USD 212,750
38 ft	1998	Fountaine Pajot	Athena	USD 175,000
38 ft	1980	Ericson		USD 55,000
38 ft	1980	Morgan	382	USD 49,990
37 ft	2005	Beneteau	373	USD 129,900
37 ft	2004	Island Packet	370	USD 275,000
37 ft	1996	Hunter	376	USD 75,000
37 ft	1985	Beneteau	First 375	USD 47,900
36 ft	2000	Beneteau	361	USD 79,500
36 ft	2004	Hunter	36	USD 108,900
36 ft	1999	Catalina	36 MkII	USD 89,000
36 ft	1995	Catalina	36	USD 77,900
35 ft	2013	Catalina	355 LYS Texas Edition	USD 179,750
35 ft	1999	One Design	ID35	USD 59,999
34 ft	2001	Catalina	34 MkII	USD 99,900
34 ft	1989	Catalina	34	USD 55,000
33 ft	2001	Beneteau	331	USD 86,900
33 ft	1989	Hunter	33.5	USD 55,900
33 ft	1985	Hobie	33	USD 19,499
33 ft	1984	Endeavour	33	USD 22,500
33 ft	1975	Ranger		USD 19,900
32 ft	2007	Catalina	320	USD 102,800
32 ft	2000	Catalina	320	USD 69,000
32 ft	1995	Catalina	320	USD 54,999
32 ft	1983	Beneteau	First 32	USD 17,500
31 ft	2013	Catalina	315	USD 123,795
31 ft	2001	Catalina	310	USD 64,900
31 ft	1997	Hunter	310	USD 49,999
31 ft	1986	O'Day	31	USD 31,000
31 ft	1997	Hunter	310	USD 47,990
30 ft	1998	Catalina	30 Mk III	USD 54,900
30 ft	1988	Catalina	30	USD 29,900
30 ft	1983	Bristol	29.9	USD 26,500
27 ft	1988	Pearson	27	USD 15,599
25 ft	1984	Cape Dory	25D	USD 79,999
24 ft	1990	Pacific Seacraft	Dana 24	USD 54,950



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Major Price Reduction!!
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Generator! \$44,900
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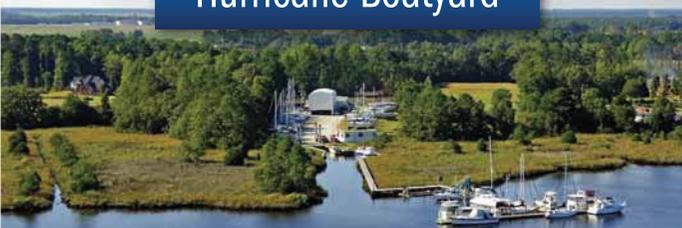
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FLORIDA CITATIONS ISSUED DURING TEST

BY GLENN HAYES

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Drones like this one could be used to enforce marine regulations in the future.

When you are on the water without another soul in sight, you may feel like you're alone in your maritime world. But look up. Unmanned Aircraft Systems – popularly known as drones – may be watching your every move from above.

According to a report issued by the Florida Fish and Wildlife Conservation Commission, a Puma AE drone that is capable of capturing both video and still images and can be launched and recovered from vessels was being tested in the Dry Tortugas recently. The intended use for the drone, according to the National Oceanic and Atmospheric Administration, was to “map corals, locate turtles and track migrating birds.” While the testing was ongoing from aboard the NOAA Florida Keys National Marine Sanctuaries vessel *Peter Gladding*, it became evident to the officers aboard that this equipment would also work well as a law enforcement tool.

By the end of the six days test, two federal citations were issued. The first was for a dive operation conducted within the Tortugas North Ecological Reserve without obtaining the required permits, and the second citation was issued to a sailing vessel “actively fishing illegally within the Tortugas South Ecological Reserve.”

There were rumors floating around many chat rooms that citations had been issued for “fillet and release” actions where undersized fish were caught and filleted on board, but these proved to be untrue.

The citations that were issued may be the first and last of their kind, at least in Florida. Florida Senate Bill 92 (passed



Watch for drones among the sea birds flying over the Dry Tortugas.

PHOTO BY ROB LUCEY

unanimously, 117-0, and awaiting the governor's signature in late April) would restrict the use of drones for law enforcement. The new legislation would require that a warrant be obtained before collecting evidence, and it would restrict the drone use to “prevention of imminent danger to life” including kidnapping and missing children and “serious damage to property.” There is an exemption in the legislation for terrorist attack.

So next time you're out on the water and think that you're alone, look up – you may have company.



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