

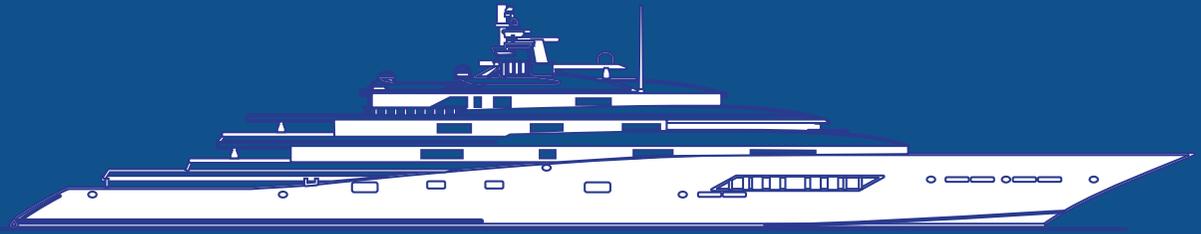
# ALL AT SEA

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How to **BUY A BOAT**





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*and yes, even here*

# HAPPY BIRTHDAY TO THE USA

**M**y wife grew up in Norfolk County on England's east coast and on several occasions visited the city of Portsmouth, home of the *HMS Victory* and National Museum of the Royal Navy. So she was particularly interested in the area's history as we cruised up the ICW to visit the Virginia towns at the mouth of Chesapeake Bay.

The first two were Norfolk and Portsmouth, Va., both bearing many similarities to their seafaring namesakes in the mother country. We anchored in the Elizabeth River between them and spent a couple of days exploring their waterfront attractions, including the Hampton Roads Naval Museum and Naval Shipyard Museum. We learned about the local efforts to build and maintain the navy fleet, and then stepped aboard the battleship *USS Wisconsin*.

On our way across Hampton Roads, we lost count of how many massive ships were moored along the Naval Yard docks. On the opposite shore, we explored yet another boater-friendly town with a long, storied past. At the Hampton History Museum we learned about John Rolfe, the explorer best known for introducing tobacco cultivation to the colony and for marrying Pocahontas, the Powhatan princess. Rolfe, it turns out, had been born in Heacham, a village just 10 miles from where my wife was born.

Norfolk, Portsmouth and Hampton all welcomed passing cruisers with free dinghy docks, ample anchorages and top-notch marinas. The local museums and historic markers wove tales of the Colonial Era and the ensuing Revolution when British loyalists and rebellious colonists faced off along these very shores. Being immersed in and surrounded by all of that history made it the perfect place to enjoy our country's biggest annual celebration of history – Independence Day.

Our trip coincided with the July 4th holiday, so we secured a prime anchorage off Hospital Point and, by show time, found ourselves surrounded by every variety of craft small and large. The fireworks lit up the sky and reflected off the surrounding waters for double the sparkling spectacle. You know you have a front row seat when the occasional ashes fall into the water around you. If you're looking for a place to watch the fireworks this year, we'll let you know where to find a great show in your area (see page 28).

We also look at several of the boatbuilders in our region (page 30). They don't all build vessels as big as the Naval behemoths in Norfolk but, when combined, boat manufacturing does play a major role in our region's economy. According to National Marine Manufacturers Association estimates, 83 percent of powerboats sold in the United States



The view over the water between Norfolk and Portsmouth, Va.

were made in the U.S.A. The NMMA pegs the total annual impact of the U.S. recreational boating industry at \$72 billion, and five of the Top 10 states for new sales and services are in the Southeast (Florida, \$1.47 billion; Texas, \$982 million; Louisiana, \$447 million; North Carolina, \$403 million and Alabama at \$333 million).

That means we spend a lot on our boats. Fortunately, a huge number the boats we use are made right here in the Southeast. The NMMA says 97.4 percent of boat manufacturers are small businesses. That means most of the money spent on boats circulates right back into the local economy. When you buy a boat made in this region, your dollars support the folks who design, build and outfit the craft to the delivery person, dealers and dockhands. When you think about it, buying a boat is kind of patriotic. If you have a friend in need of a patriotic boost, you might pass them Part II of our "How to Buy a Boat" series (page 26).

Thanks for reading, and we'll see you on the water. 🚤

**Rob Lucey,**  
**Editor**  
[rob@allatsea.net](mailto:rob@allatsea.net)



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THE SOUTHEAST STATES' WATERFRONT MAGAZINE



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COVER SHOT: Spectators enjoy the annual Rockville Regatta near Charleston, S.C. Watch for a preview in our August issue. | Photo by Jeff Dennis

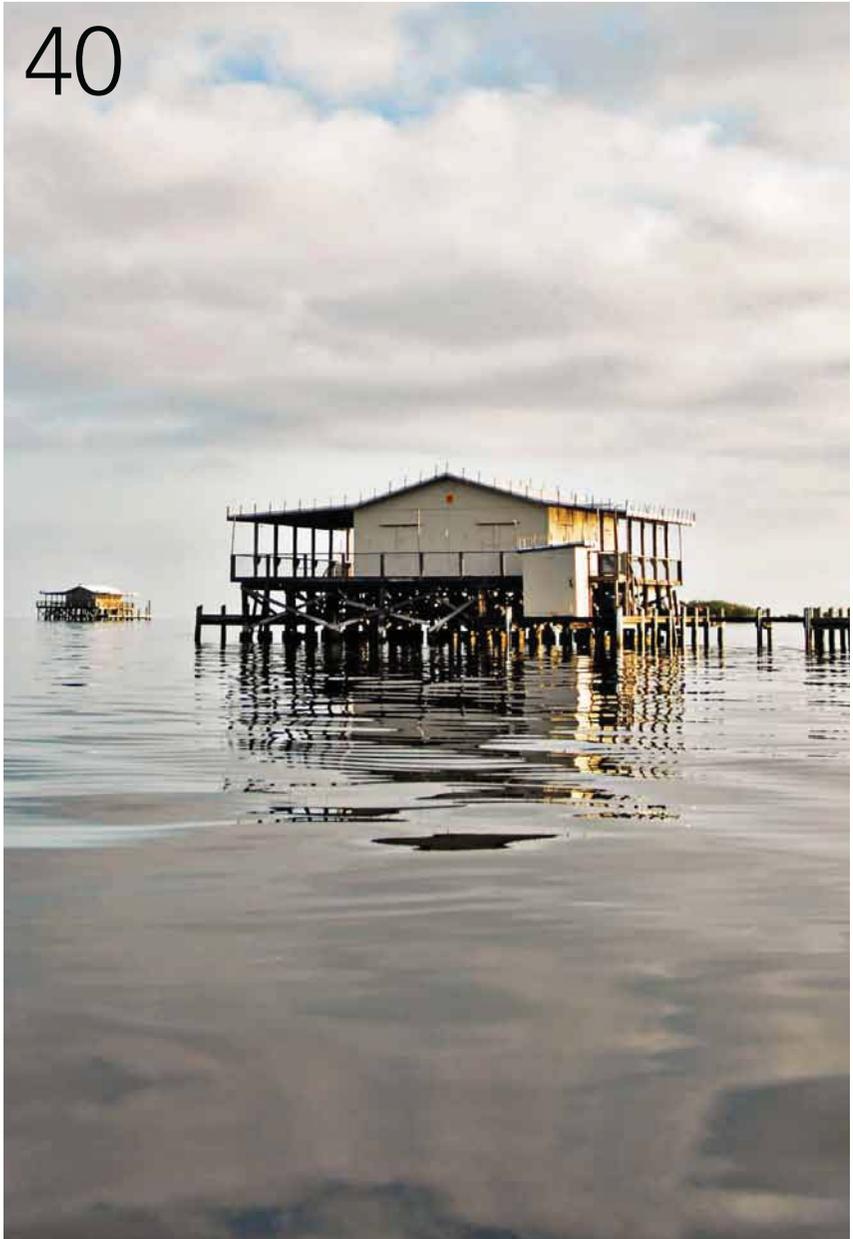
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# ALL AT SEA SOUTHEAST

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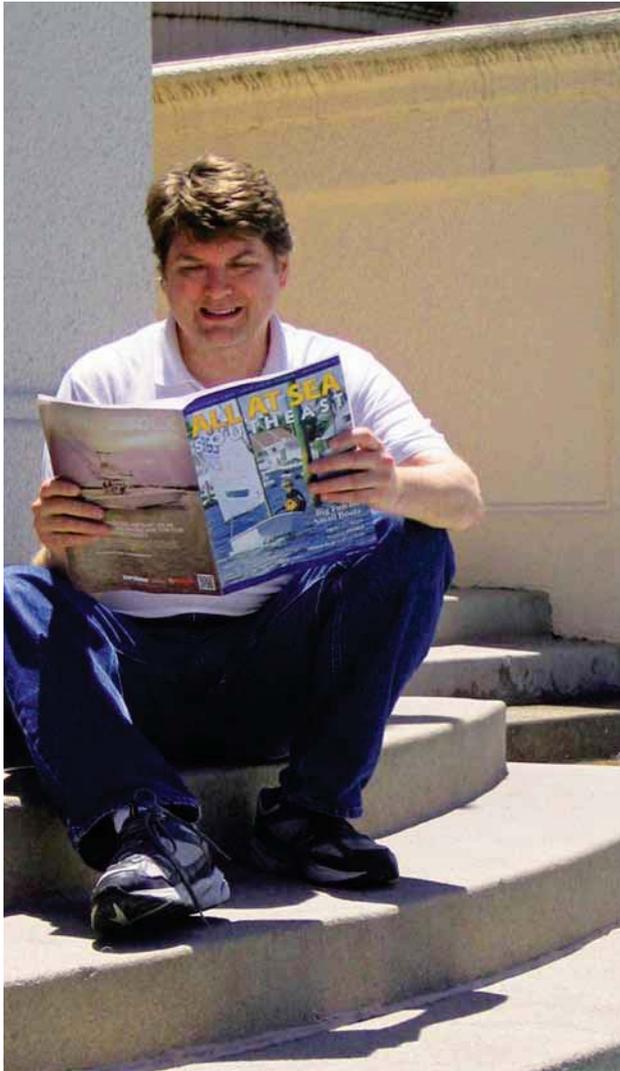
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# WHERE IN THE WORLD?

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



Rick Lucey of San Francisco, Calif., reads a recent copy of *All At Sea Southeast* that found its way to the West Coast.

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

## SOUTHEAST U.S. EVENTS & INTERESTS

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Gulf  
of  
Mexico



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Remembering  
the First Crossing



# SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION



PHOTO COURTESY OF CHASIN A DREAM PHOTOGRAPHY

Freedom Waters Foundation provides fishing experiences for children with special needs, disabilities or life-threatening illnesses.

## Freedom Waters Seeks Vessels

Freedom Waters Foundation is a non-profit organization that provides boating and marine related activities for children with disabilities, special needs and life threatening illnesses. Now in its seventh year, FWF seeks mariners to provide host vessels for events in Naples and Fort Lauderdale, Fla., during the summer and fall. FWF arranges the entire trip and provides lunch, water and volunteers on-board. If you don't want to drive your own boat, a captain will be provided for the three-hour afternoon cruise. Share the therapeutic effects of being on the water with a child battling cancer, as the fresh air and gentle waves wash away their day-to-day concerns. See [FreedomWatersFoundation.org](http://FreedomWatersFoundation.org) to get involved.

## Watching NC Anglers

Recreational anglers who fish in the waters of Carteret County, N.C., this summer, may be asked to help state fisheries

managers learn more about what they catch. Staff with the N.C. Division of Marine Fisheries' Observer Program will be out in division-owned boats to watch people fish so that they can document catches of fish, fishing practices, effort and any interactions with protected species.

Observers will identify themselves to anglers, explain the project, ask the angler a few questions about their fishing practices, and observe them fishing from a safe distance. The division's Observer Program is designed to collect at-sea information about commercial and recreational catch and bycatch for use in fisheries management decisions, stock assessments, development of fishery management plans and the conservation of protected species.

The program has observed commercial fisheries for years, but just began observing recreational fisheries in 2010. Recreational observations may continue into the fall. For more information, contact Protected Species Biologist Jacob Boyd at (252)808-8088 or [Jacob.Boyd@ncdenr.gov](mailto:Jacob.Boyd@ncdenr.gov).

## EVENT CALENDAR

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

### CAROLINA BEACH, NC

**JULY 12 - 14**

East Coast Got-Em-On  
Classic  
Fishing Tournament  
[www.gotemonlive.com](http://www.gotemonlive.com)

### DELTAVILLE, VA

**JULY 12 - 14**

Leukemia Cup Regatta  
Sailing Regatta  
[www.LLS.org](http://www.LLS.org)  
Stingray Point Marina

### GULFPORT, MS

**JULY 4 - 7**

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

**JULY 17 - 21**

Mississippi Gulf Coast  
Big Game Fishing Club  
Ladies Tournament  
Fishing Tournament  
[www.mgcbgfc.com](http://www.mgcbgfc.com)

### JACKSONVILLE, FL

**JULY 15 - 20**

33rd Annual Greater  
Jacksonville Kingfish  
Tournament  
Fishing Tournament  
[www.kingfishtournament.com](http://www.kingfishtournament.com)

### MOBILE, AL

**JULY 19 - 21**

80th Annual Alabama  
Deep Sea Rodeo  
Fishing Tournament  
[www.adsfr.com](http://www.adsfr.com)

### MOREHEAD CITY, NC

**JULY 26 - 27**

Raleigh Salt Water  
Sportfishing Club 29th  
Annual KMT  
Fishing Tournament  
[www.rswsc.org](http://www.rswsc.org)

### NEW BERN, NC

**JULY 12 - 13**

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

### NORTH PALM BEACH, FL

**JULY 12 - 13**

Sailfish Marina Big Dog &  
Fat Cat KDW Shootout  
Fishing Tournament  
[www.bigdogfatcat.org](http://www.bigdogfatcat.org)

### ORIENTAL, NC

**JULY 6**

Croaker Fest Regatta  
Sailing Regatta  
[www.OrientalDinghyClub.com](http://www.OrientalDinghyClub.com)  
Opti and Sunfish

**JULY 26**

Oriental Inshore Slam  
Fishing Tournament  
[www.OrientalRotary.org](http://www.OrientalRotary.org)  
[marineinsurance@embarqmail.com](mailto:marineinsurance@embarqmail.com)  
252-249-0400

**JULY 27 - 28**

21st Annual Tarpon Tourn.  
Fishing Tournament  
[www.OrientalRotary.org](http://www.OrientalRotary.org)  
[marineinsurance@embarqmail.com](mailto:marineinsurance@embarqmail.com)  
252-249-0400

**AUGUST 3 - 4**

Dragon's Breath Regatta  
Sailing Regatta  
[www.OrientalDinghyClub.com](http://www.OrientalDinghyClub.com)

**AUGUST 9 - 10**

Oriental Dragon Boat Festival  
Dragon Boat Races  
[www.OrientalDragonBoat.com](http://www.OrientalDragonBoat.com)  
[info@orientaldragonboat.com](mailto:info@orientaldragonboat.com)

### PASS CHRISTIAN, MS

**AUGUST 3 - 4**

Leukemia Cup Regatta  
Sailing Regatta  
[www.LLS.org](http://www.LLS.org)  
Pass Christian Yacht Club

### POMPANO BEACH, FL

**AUGUST 1 - 4**

The Mercury/SeaVee  
Pompano Beach  
Saltwater Showdown  
Fishing Tournament  
[www.bluewatermovements.com/saltwater\\_showdown/](http://www.bluewatermovements.com/saltwater_showdown/)

### ST. AUGUSTINE, FL

**JULY 12 - 14**

Ancient City Gamefish  
Association's Kingfish  
Challenge  
Fishing Tournament  
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PHOTO BY JACKSON BERGER

Justin Riney begins his voyage at Big Lagoon State Park in Pensacola.

## Paddleboarding Around Florida

Mother Ocean, an advocacy group founded to raise awareness of oceanic change, has launched Expedition Florida 500 (XF 500) – a one-year circumnavigation of the state of Florida on a stand up paddleboard. Mother Ocean founder and CEO Justin Riney will lead a rotating cast of SUP paddlers exploring the coastline, waterways and aquatic ecosystem.

With 365 days on the water, paddlers have time to free dive Spanish shipwrecks, chase hurricane swells in the Atlantic, spearfish in the Dry Tortugas, and visit local beachside towns. The second half of the journey turns inland, exploring the lakes, estuaries and marshland that comprises Florida's freshwater ecosystem while living off the land.

Celebrity paddlers and team riders will join the adventure along the way. Check out [www.motheocean.org](http://www.motheocean.org) for details on how to support the effort.

## Charleston Tops College Nationals

College of Charleston's sailing team won the national title in the ICSA/Gill Co-ed Dinghy National Championship in May, co-hosted on Tampa Bay by the University of South Florida, St. Petersburg, Eckerd College and the St. Petersburg Yacht Club. College of Charleston led the charge all three days of the event, which featured 18 races in both A and B divisions.

"It was crucial to stay safe today and sail fast and conservative," said Greg Fisher, sailing director for Charleston, adding that the teams' plan was to be careful and let other teams make mistakes. Although Charleston finished the regatta 20 points ahead of second place Georgetown University, Fisher praised the depth of competition and sportsmanship of all of the sailors in the fleet.

Due to the strong winds, the defending championship Georgetown team ended up sailing people who had never sailed together before to get the proper weight and strength combinations in the boats. "If the winds had been lighter, maybe it would have been different. It would have been nice to have back-to-back wins," Callahan says, "But I am really happy with how the event went."

Other teams from the southeast included Virginia's Old Dominion University in ninth place, St. Mary's College of Maryland in 10th place, the U.S. Naval Academy in 11th, the University of South Florida in 13th and the University of Virginia in 17th.

## Mississippi Rounds Up Fish

This family friendly Mississippi Deep Sea Fishing Rodeo based at Gulfport Harbor includes carnival rides, a kids fishing tourney, a raffle for a 15-foot Carolina Skiff, and cash and prizes in 30 categories for saltwater and freshwater fish. Records for tuna, shark and flounder have been broken during the 65-year history of the tournament, which attracts about 50,000 people.

## Louisiana, Mississippi in Levee Dispute

Louisiana officials are discussing plans to close off the Lake Pontchartrain basin with a 24-foot barrier levee to protect the north shore of St. Tammy Parish. According to The Sea Coast Echo, the county board of supervisors in Hancock County, Miss., filed a written objection to Louisiana's \$76 million study for new levee construction, as the new Louisiana levees could possibly "drown" South Mississippi, according to Steve Seymour, board supervisor for Hancock County.

After Hurricane Katrina, both soggy states embarked on coastal restoration plans to limit future storm damage. Louisiana's plan focused on levees and weirs while Mississippi's plan focused on non-structural ideas, like island and ecosystem restoration.

The U.S. Army Corp of Engineers admitted the possibility of negative impacts to south Mississippi in its technical report on Louisiana's Coastal Restoration Plan in 2009. Louisiana's plan for a wall of levees could render Mississippi's plan of non-structural measures ineffective. If new levees were built in Louisiana, elevation criteria for flood insurance coverage could also increase for Mississippi residents.



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It's bay scallop time in Florida.

PHOTO BY CINDY KLIMEK



### Recreational Scallop Season Opens

This year's open harvest for bay scallops along Florida's Gulf Coast is July 1-Sept. 24. Found in clean, unpolluted water, the mollusks creates a summertime tourist boom for sleepy towns like Port St. Joe, Fla., where they can be found nestled in turtle grass in two to four feet of water.

Aboard a vessel, scallopers may possess no more than 10 gallons of whole bay scallops in the shell, or 1/2 gallon of bay scallop meat, at any time. Recreational harvesters on foot are limited to two gallons of whole bay scallops in the shell, or one pint of bay scallop meat, per day. Bay scallops may be harvested only by hand or with a dip net and may

not be harvested for commercial purposes. A Florida salt-water fishing license is required.

### Miami Grand Prix Cancelled

Super Boat International canceled the 2013 Miami Super Boat Grand Prix previously scheduled for July 17-19, possibly marking the end of the speed boat event's 22-year run. "We have run in Miami for a long time and they have always proved to be exciting races. However, with so many restrictions along the Atlantic Coast with the local municipalities and Fish and Wildlife Agency, it is hard to meet on common ground," commented John Carbonell, president of SBI. "In addition, many teams have skipped the Miami race in the past, due to the typically rough sea conditions. So with the combination of those concerns, it made sense to eliminate Miami from the 2013 schedule."

### Georgetown CG Gets New Boat

Coast Guard Station Georgetown hosted a ceremony in May to mark the arrival of its new Response Boat Medium. The 45-foot vessel is designed to replace the 1970s era 41-foot Utility Boat previously assigned to the station. The delivery is the second of five boats that will be delivered this year to



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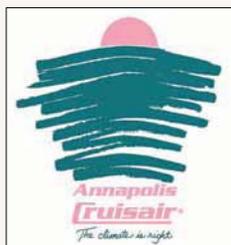
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Coast Guard Sector Charleston and assigned to four small boat stations throughout South Carolina and Georgia.

The 45-foot RB-M is one of the Coast Guard's newest boats and is equipped with an advanced electrical system, water jet propulsion and integrated electronics that allow greater control from the pilothouse. Its increased capability will enable the Coast Guard to respond to missions more effectively within the region.



### Recreational Fatalities Hit Record Low

The U.S. Coast Guard released its 2012 Recreational Boating Statistics in May revealing that boating fatalities fell to 651 last year, the lowest number of boating fatalities on record. The total was down 14.1 percent from 758 deaths in 2011. Injuries decreased from 3,081 to 3,000, a 2.6 percent reduction, and the total reported recreational boating accidents decreased from 4,588 to 4,515, a 1.6 percent decrease. The fatality rate for 2012 of 5.4 deaths per 100,000

registered recreational vessels was down from 6.2 deaths per 100,000 registered recreational vessels. Property damage totaled approximately \$38 million.

"We're very pleased that casualties are lower, and thank our partners for their hard work over the past year," said Capt. Paul Thomas, director of Inspections and Compliance at U.S. Coast Guard Headquarters. "We will continue to stress the importance of life jacket wear, boating education courses and sober boating."

Alcohol use was the leading contributing factor in fatal boating accidents – named as the leading factor in 1.7 percent of the deaths. Operator inattention, operator inexperience, improper lookout, machinery failure and excessive speed ranked as the top five primary contributing factors in accidents.

Almost 71 percent of all fatal boating accident victims drowned, with 84 percent of those victims not reported as wearing a life jacket. Only 14 percent of deaths occurred on vessels where the operator had received boating safety instruction. The most common types of vessels involved in reported accidents were open motorboats, personal watercraft and cabin motorboats.

The Coast Guard reminds all boaters to boat responsibly while on the water: wear a life jacket, take a boating safety course, get a free vessel safety check and avoid alcohol consumption.



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# PELICAN REST MARINA – GATEWAY TO GALVESTON

STORY AND PHOTOS BY ROB LUCEY



Palapas are part of the theme at Pelican Rest.

**G**alveston Island's Offatts Bayou has long been a popular anchorage for weekenders from Clear Lake area marinas and cruisers passing along the nearby Intracoastal Waterway. Now those who want amenities beyond just a nice place drop their hook have another option.

Pelican Rest Marina opened in 2011 and added a fuel dock last year. In May, work began on Phase 2, which will expand the number of docks available.

"Phase 1 was built for larger boats," said General Manager Bryce Fisher. "Phase 2 will accommodate smaller boats of 40 to 50 feet."

When complete, the marina will boast floating docks for up to 130 vessels. An eventual third phase will expand the marina's capacity further. Slips are available for short- or long-term lease with unoccupied slips available for transients. Amenities includes wi-fi, full water and electric hook-ups, laundry, land and water shuttles, vessel concierge service, small boat rental and on-site security.

With depths up to 22 feet and the ability to accommodate 200-foot vessels, Pelican Rest could open Texas up as a megayacht destination. (The largest visitor so far is the 174-foot motor yacht JR Navigator, which has called the marina home for several months.)

The complex is built on a village concept featuring extensive tropical landscaping, a pool, shoreside and floating dockside palapas, individual storage bodegas, and an upscale restaurant opening this summer. Number 13 will fea-

ture prime steaks, line-caught Gulf seafood and an extensive bar. The final piece of Phase 2 will be the construction of 18 high-end condos.

The property encompasses the recently upgraded Smitz's Bait Camp, a longtime fixture on the shoreline that now serves several sportfishing vessels already based in the marina. Pelican Rest houses the offices of the Houston Big Game Fishing Club and is a certified International Game Fish Association Weigh Station, as well as an official Coastal Conservation Association instant entry and weigh-in location.

Galati Yacht Sales also calls the marina home with its floating offices and new yachts including Viking, Tiara, Cruisers, Princess and Maritimo, as well as used vessels.

Galveston businessman Harry "Buddy" Schultz, a principal of Schultz Partners Ltd. which owns the marina, has become active in the Marina Association of Texas and has supported the Galveston Bay Foundation's Clean Water Partnership project. He's gone so far as to hang oyster bags off the marina's piers as part of a reef re-seeding project.

Pelican Rest Marina's community involvement extends to hosting special needs and children's charity events and promoting the sport of fishing to a younger generation.

Schultz has billed the property the "Gateway to Galveston." When complete, it will help define the entrance to Galveston Island – both for cars arriving via the adjacent Gulf Freeway and for boaters looking for a great stop while cruising the ICW.





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## PARTNERS





# SPEED RACER...NOT!

BY CAP'N FATTY GOODLANDER



The Goodlanders aboard *Wild Card* that time the sails were accidentally trimmed properly.

**O**n the eve of departure for my third circumnavigation, I have a curious confession to make: I am not a very good sailor. Please don't think I'm being modest or that I am misinformed. I am not. International experts agree. My performance under sail is best described as "flotsam."

For instance, I was once at the helm of one of Dennis Conner's IACC boats (Stars and Stripes) with some of the finest skippers in the world (Peter Holmberg and John Cutler, among others) when a famous America's Cup racer sauntered up to me and said, "You're amazing, Fatty! You've only had the helm for a few moments and our boat speed is down, leeway up, and we're hobby-horsing like an Outhouse 41! Our transom is squatting, too. You've even managed to confuse the jib telltales – which isn't an easy thing to do. And as far as your windward helming, well, you have all the skills of a lighthouse keeper. You couldn't point

upwind if you had twice the number of fingers. And the only way you could make us go slower is if you run us aground. Other than that, you're okay."

I've learned to live with such comments. Honestly, I have little respect for yacht racers. If they love their sport so much, why rush to get it over with?

I don't have a knotmeter aboard my vessel. Too depressing. I've been passed by jellyfish. Sandbars silt in faster than I can sail to windward. On long passages I have to factor in continental drift – that's how long I'm out there.

My wife and I just spent a couple of seasons in the Med. I hoped it would be different there. Alas, it was not. Most of the French sailors dragged faster than I sailed.

That's right: sadly, my anchor gear has little effect on our boat speed.

Frankly, I don't like stink potters any more than I do yacht racers. It is embarrassing –while sailing along at my per-

sonal hull-speed – to have powerboats keep swinging up alongside and saying, “Gee, I didn’t even know it was shallow here! Toss me a line, Skipper, I’ll tow you off!”

I attempt to discourage them by shooting them the seagull.

“It’s the bird, Fatty, the BIRD!” explains my exasperated wife Carolyn.

The fact is, sailing is complicated. There’s a ‘true’ wind and ‘apparent’ wind – which seems readily apparent to everyone but me. I only have one boat – why do I need two winds?

I try. I do. I really do. But I get all muddled up when the helm is in my sweaty little palms.

“You’re high!” scolded my wife recently as we beat up to Sint Maarten from the Virgins.

“Am not!” I snapped back. “Yesterday I was, sure. Blot-toed! But today ... just ‘happy’ is all!”

She frowned, and decided to ignore my fluttering jib trim. To get her mind off the luffing, she sensuously bent over to pick up the jib sheets to coil.

### **The only thing my history teaches me is that I learn little from history.**

“Pinching!” she cried again, unable to take it anymore.

I looked down at her. “Don’t tempt me!” I said. “I’m sailing!”

She stood back up and whirled at me. “Fall off!” she screamed.

“I’m not that high,” I shot back, glancing nervously as the water passing by the leeward side. “Besides, that’s why I’m wearing my safety harness!”

There are times when we – like Cool Hand Luke – experience a “failure to communicate.”

Now you’d think that after 53 years of living aboard and a total ocean mileage in the six figures, that I’d learn. But the only thing my history teaches me is that I learn little from history.

On my first circumnavigation, I averaged 128 miles per day overall – this on a sleek S&S-design capable of a 200-mile day. Immediately after that circumnavigation I purchased new whisker poles, sails, etc, and managed to eke out an average of 124 miles per day on my second.

Damn!

I seldom sail on other people’s boats because I don’t want them to know. Even so, I hear murmurs of ‘Cap’n Drogue! Mister Sea Anchor! Hard Aground Harry!’ wherever I sail.

Sometimes I sort of fib about my passages. I know that, normally, ocean sailors use the time-unit of a day (24 hours) to report their performance. So what? It’s a free country! I

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prefer using weeks. Thus, occasionally, some confusion results when I meet the skipper of Mari Cha bragging that he crossed the Pond in 10 days.

"We took seven," I say smugly, and would happily admit they were weeks IF he asked. I hate modern speed instruments. I prefer the Kenyon units like I had on my old ketch Carlotta. The first thing I did while sailing along at four knots was take a little screwdriver to that tiny adjusting screw on its back and bump our boat speed up to 6-plus. Yes!

Part of the problem is that most of the time I've spent around spinnakers was spinnaker flying. I mean I and my peeps were flying, not the boat! Spinnaker flying is an art. All you have to do is leave your brain on deck (and have your chiropractor standing by). I mean, not everyone wants to ride a motorcycle if they desire some broken bones. Hint: If want to bring your brewski and keep your teeth while spinnaker flying, bring your Heinie in a plastic bottle! Oh, those were wild days of spinnaker flying and water-ballooning back in the '60s. Once, while spin-flying, my vessel dragged into a prestigious resort. I'm alive today only because the wildly flogging spinnaker tossed me into the resort's swimming pool. (Yes, this took awhile to figure out – especially while sinking like a stone in the fresh water. "Where's my boat? Where's my boat?")

**I hope my new boat is faster than my old one. She should be, as her transom almost has more sail area than our previous mainsail.**

Actually, I think it was an irate husband who tossed me into that pool, but '68 is kinda fuzzy, know what I mean?

Yes, sailing keeps changing. I never heard of a "roll tack" when I was young, but once a sailor has experienced middle-age spread, flopping a roll or two of tummy fat onto the high side before pushing away the tiller is faster!

And you can't win. I refused to wear sun block until my entire epidermis turned into an open sore, and now the eco-freaks inform me sun block is killing our reefs. (I doubt this is true, but a National Park ranger – with a straight-face – recently told me so on St. John, USVI.)

I'm willing to accept that, for whatever reason, I sail as slow as a half-tide rock. Still, I manage to eke out some fun on the race course. For example, I won a huge silver trophy at the Coconut Grove Yacht Club's Columbus Day race by repeatedly anchoring. (Yeah, I'm fast/fast/fast with my ground tackle!) I kid you not. The wind dropped and the current was pushing everyone away from the finish, and most of 'em were so fixated on sail trim that they failed to notice their slow-but-sure drift.

You should have heard my smug and smirky accep-

ance speech as I picked up my silver. It lasted far longer than the race!

I thought that perhaps it was the warm water, that maybe warm water was a tad stickier than cold. Naw. I sailed up to Alaska and was passed by a coastal glacier.

I try to look on the bright side. With my helming skills, I sure don't need a speedometer. A daily calendar duct-taped to the cockpit wall works just fine. I tried everything: giant orange flames on my topsides, racing stripes, a new carbon-fiber boat hook – nothing makes my boat go faster.

This makes convoying difficult. I have to be very creative with my excuses, especially in the Red Sea. "Barnacles," I shout into my VHF while begging the rest of the fleet to slow down and give the pirates a sporting chance. "Barnacles! And my wife might have forgotten to hoist all the anchors we had down ... or mischievously deployed our sea-anchor. Who knows? Perhaps we picked up a lobster pot on an exposed keel bolt? A school of reluctant remoras? An amorous octopus?"

I should not speak in absolutes, saying stuff like "I have never sailed fast!" Occasionally, I do. I have sudden, unexpected bursts of speed. While docking, for example.

Not all racers disdain me. A few will admit to knowing me. Take Andy Schell, former editor of this very publication. He'll admit to knowing me, right after hastily noting, "but I didn't teach him how to sail!"

Even my wife isn't immune to joking at my expense. I recently heard her whispering to her sailing girlfriends in Panama, "He's slow mentally, he's slow to earn a living, he's slow under sail – everywhere but under the sheets!"

Ouch!

I hope my new boat is faster than my old one. She should be, as her transom almost has more sail area than our previous mainsail. This is first vessel I've ever owned which needed reef points in the topsides. Running up the companionway ladder, my ears pop.

We have ports low in the hull so we can see under the cloud cover. I had to buy a wristwatch (Casio Sea Pathfinder) with a compass, barometer and altimeter! I wear a safety harness not to prevent falling overboard, but rather so I don't die on impact with Mother Ocean.

But my wife Carolyn isn't so sure our new vessel is a speed demon. Every time I'm sailing along at what we call "Fat Speed" she comes on deck, smiles, and says, "Boy, she heaves-to beautifully!"



---

*Cap'n Fatty and Carolyn are currently crawling towards the Pacific, still attempting to parse the difference between apparent and true wind.*

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# SEE FISH? CATCH FISH!

BY CAPT. JUDY HELMEY



Shane Hogan is holding the tail and Capt. Judy Helmey (pink tank top) of Miss Judy Charters is holding the head of this shark, which was caught while using a live black sea bass. As far as where did Shane hook up this fish? Right behind that shrimp boat!

**Call July "If you can see the fish you can catch them month!"** For those inshore fishermen who just want to catch fish I suggest purchasing or catching some live shrimp. This is the number one bait that all fish like. Your chances for hooking up when baiting up with live shrimp are very good!

When it comes to fishing with live shrimp there are several good presentations:

- The traditional adjustable float, which comes in all sizes from super large to mini.
- The ever popular popping cork, which when popped makes a sound just like a fleeing live shrimp. The only downside to using this float is that your leader length restricts the depth of water you can fish. The leader shouldn't be longer than four feet and can't be shorter than 12 inches. I suggest using this float when fishing in depths from 2- 6 feet of water.

- Then there is "fishing naked!" Most fishermen want to do this, because the weather is so hot. No I am not talking about taking your clothes off! When fishing naked all you do is tie on a short leader to your main line and then tie on a small Kahle hook. Then I suggest placing the hook under the shrimp's horn located on top of the head and let the shrimp make way its own way. It's a known fact that shrimp go where they feel safe and it's also a known fact that larger fish have already figured the shrimp's game of hide and seek out.

## Offshore Options

Our beachfronts and artificial reefs are holding some pretty interesting top water catching opportunities! Top water fish such as Spanish/king mackerel, barracuda, little tunny, jack crevalle and cobia have arrived.

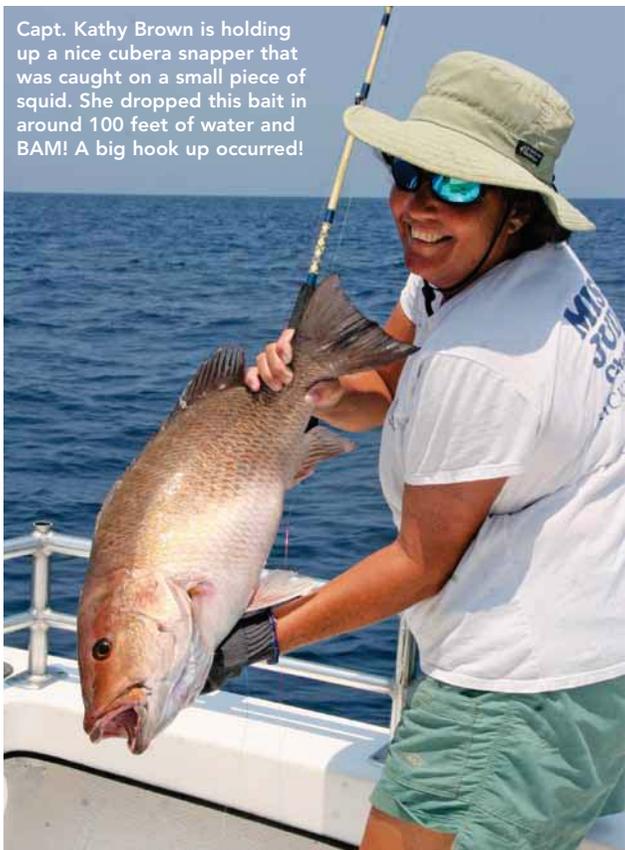
All fish will hit anything from a small trolled lure to a

spoon being pulled slowly behind your boat. Another way to get one of these fish's biting attention is to cast right into the school of fish.

The best thing I can suggest is that you "match the hatch!" This means that you match the size of bait you use to the bait that the fish you are targeting are feeding on. For instance, let's start with Spanish mackerel, little tunny and jack crevalle. Their favorite meal is glass minnows and juvenile squid. Small silver spoons sizes "0 and 00" made by Clark are the best to use. Now don't get me wrong – there are lots of different kinds of spoons on the tackle shelves, but the Clark spoon with the red ball is proven by fish many times over.

When targeting the larger fish such as king mackerel and barracuda, I suggest using a large spoon. The best spoon for this job is a 3 1/2 inch Drone.

When targeting cobia, which is the fish that looks like a shark or a large catfish in the water, I suggest using a 6- to 8-inch diving plug or some sort of a jig with hair tipped with some sort of a plastic eel/worm type. If you happen to have some live bait in your live well, anything from shrimp to small fish works like a charm on the old cobia! It's this fish's delight to look it over before sucking it down! The secret to unlocking or, better yet, "lock this bite" is to provide time to eat!



Capt. Kathy Brown is holding up a nice cubera snapper that was caught on a small piece of squid. She dropped this bait in around 100 feet of water and BAM! A big hook up occurred!

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# PIRATES COVE BILLFISH TOURNAMENT MARKS 30TH YEAR

BY JEFF DENNIS

**M**anteo, N.C., brings to mind boat builders like Bayliss, Spencer and B&B. But a tradition of offshore fishing for blue marlin also exists at the Pirate's Cove Marina. The 30th annual competition will decide which boat wins bragging rights – and a hefty check – by weighing-in the heaviest blue marlin during the Pirates Cove Billfish Tournament.

“On Sunday, Aug. 11, we hold a tournament just for our lady anglers,” said tournament director Jim Tobin. “With most of the sportfishing boats already in port, we will have a high rate of participation, since the ladies share a love for the bluewater.

“This is known as the Alice Kelly event, and it raises funds to support the Outer Banks Cancer Support Group,”

Competitors prepare to leave the docks on day one of the 2012 tournament.



Tobin added. "This group was founded by Alice Kelly before her passing, helping patients fight cancer with proper treatment, even if they lack health insurance. The Pirates Cove event raises funds for charity too, and we are closing in on the \$1 million figure donated to charities."

The tourney allows anglers to choose three out of four days to fish between Aug. 13-16. Pirates Cove is one of the

original tourneys in the N.C. Governor's Cup Series, and one of eight series dates in 2013. In 2008 the Pirates Cove tourney saw the state record blue marlin caught by angler Trey Irvine and weighed in at 1,028 pounds. It is still the talk of the docks to this day.

Last year, 61 boats fished Pirates Cove for a purse that was right at \$500K. "We expect the number of boats to increase in 2013, and our all-time high for participation was 127 boats," Tobin said. "This is a release tourney for all billfish species except blue marlin, and our tournament rules stipulate that the fish has to weigh 400-pounds or better to qualify, and have a minimum length of 110 inches."

One distinction of the Pirates Cove Marina is the 10,000-square foot enclosed pavilion that serves as the headquarters for each event of the week. Beginning with a Captain's Meeting there will be a dinner and live entertainment each evening. The public may purchase tickets and join in the fun at the Bacardi Bar, or take part in the Release Marine fighting chair competition.

### **Last year, 61 boats fished Pirates Cove for a purse that was right at \$500K.**

"We are proud to be a sponsor, and this fighting chair competition helps to get kids involved in the spirit of offshore fishing," said Marian Tucker with Release Marine. "We also tend to see those who are young at heart wanting to battle it out with friends during this time of fellowship, after a day of competitive fishing."

In addition to the marina, Pirates Cove includes a resort offering rental units for visiting anglers. Legal fishing hours each day 8:30 a.m.-3 p.m., and all anglers must be registered prior to fishing. Any fish caught by a non-registered angler will be disqualified.

Billfish that are released will be assigned points with 210 points for a blue marlin, and 70 points for a white marlin, sailfish or spearfish. A billfish release is achieved when the mate or member of the crew touches the leader and it is reported to a committee boat.

Pirates Cove will also award prizes for first, second and third places in meatfish categories for heaviest wahoo, tuna and dolphin. For more information visit [www.FishPiratesCove.com](http://www.FishPiratesCove.com). 

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

# UNDERSTANDING YOUR NEW BOAT WARRANTY

BY CAPT. ROBERT GARDANA



PHOTO BY ROB LUCEY

Make sure you receive all of your paperwork with a new boat, including any separate warranties on the engines.

**F**or many new boat owners, it is only after encountering problems that they read through the “paperwork” which came with their boat. The better course would be to become familiar with a number of practical warranty issues before you purchase – such as if the dealer will repair the hull in the event of a “manufacturing defect” or if it must be shipped to the manufacturer’s plant.

It is important to determine what level of “warranty work” the dealer is equipped to provide on components and engines, or if you need to go directly to the manufacturer for warranty repairs.

Unlike some cars, which may have a “bumper to bumper” four- or five-year warranty, virtually all boat manufacturers – despite having assembled the boat – warranty only the hull for “X” number of years. The engines and other components are warranted by their respective manufacturers, and the warranty duration may range from 12 months to a few years.

Many purchasers do not realize that the boat dealer and the manufacturer are completely separate entities. Thankfully, for most basic repairs, many dealers recognize that the buying public is their stock in trade and will have in place the facilities and authorization to conduct warranty repairs on the spot. So, when you are in the market for a new boat,

it is as equally important to “shop” for a boat dealer that will have the personnel and facilities to conduct those repairs which are capable of being done locally. Equally true, many boat manufacturers assist their dealers in trying to get to the bottom of customer complaints.

Some structural defects will require the vessel to be returned to the factory, so it is important to understand that you are likely looking at boats which that dealer has purchased under a dealership agreement. While the dealer is the “seller” in the transaction, it is highly likely that the dealership has excluded “implied warranties” on your new purchase and the only warranties which your new boat hull and its components will have are “manufacturer’s warranties.”

Legally, because they are separate and distinct entities, a buyer must give reasonable (written) notice to both the dealer and the manufacturer of any manufacturer’s defects or possibly be barred from any remedy. Some courts take this requirement very seriously. In one vehicle warranty case, the buyer’s claim was barred because he failed to inspect the vehicle for “four to five days” and failed to notify the seller of an alleged breach for three weeks. While this may be the extreme, it is important to notify both the dealer and manufacturer of any serious issues as soon as practical.

Most courts treat the notice requirement as a “condition precedent” to making a breach of warranty claim. But, in another case, the court held that the buyer gave proper notice of a dry rot condition, when he complained three days after delivery about a fuel leak and discovered the dry rot six months later.

Usually, buyers complain to the dealer on the assumption that notifying the dealer is “acceptable notice” to everyone concerned. Some manufacturers prefer this initially. If the warranty document located in the “boat paperwork” says this is the procedure to follow, there should be no “notice” issue. But, as a new boat owner, you must check your “boat papers,” as some manufacturers defend on the “lack of notice” and the courts are split on whether “notice” to the selling dealer is sufficient.

Where serious problems arise, “notice” to the boat or engine or component manufacturer, as well as the dealer, is the better rule even though some courts have held that “buyers need only notify their immediate sellers.”

Once notified of the problem, in most instances, the manufacturer (depending upon the wording of the warranty) may agree to limit the remedy to “repair or replacement of non-conforming goods or parts,” and most boat manufacturers prefer this remedy over compensating the buyer. Typically, the manufacturer has an arrangement with the dealer whereby the dealer is paid an agreed-upon rate to provide warranty service for the manufacturer’s boats.

The Uniform Commercial Code provides that a remedy of this nature is “optional unless the remedy is expressly agreed to be exclusive, in which case it is the sole remedy,” and then buyer may elect to sue for damages. But specific language is necessary for a repair or replacement remedy to be exclusive, such as manufacturer’s express warranty is to “fix without charge any part which proves defective in normal use,” and further states that “this is the only warranty made by manufacturer applicable to this vessel.”

In rare cases, where “repair or replacement remedy” is not exclusive, then the buyer can choose between having the boat repaired (or even replaced depending on the magnitude of the defect), or keeping the boat and collecting buyer’s damages.

**If a seller fails or refuses to effect repairs when required by the terms of a warranty, the warranty can be found to have “failed of its essential purpose.”**

Assuming the repair or replacement remedy is exclusive, the next issue is usually whether the remedy addresses the problem. If a seller fails or refuses to effect repairs when required by the terms of a warranty, the warranty can be found to have “failed of its essential purpose.” As one boat case put it, “the buyer ... is not bound to permit the seller to tinker with the article indefinitely in the hope that it may ultimately be made to comply with the warranty.”

After a certain number of tries, the manufacturer must give up trying to repair the boat. However, unlike the lemon law for a vehicle, the number of required attempts is not fixed under most states laws, but is determined on a case by case basis taking into consideration many factors.

Lastly, very much like a ship’s log, the new boat owner should keep a log of all repairs and/or attempts and other factual data which may become significant (as evidence) in a case for breach of warranty and should always insist that copies of the service order be provided. Also, it is ever so important that you register all warranties which your “boat papers” come with and make sure the dealer provides warranty information for all major components, the engine(s) and the hull. Safe boating! 

---

*BoatLawyer™ Capt. Robert L. Gardana is a licensed U.S.C.G. Master and Maritime Attorney with more than 30 years experience. He may be reached at Gardanalaw@gmail.com (www.BoatLaywer.com).*

## HOW TO BUY A BOAT, PART TWO DEALERS, BROKERS OR NONE

STORY AND PHOTOS BY ROB LUCEY



A broker will crawl over a boat with you, pointing out any features or shortcomings.

**S**o you've decided to buy a boat. If you read last month's installment of this series, you realize there is a daunting number of decisions to be made before you choose the best boat for you. When you find yourself in irons with no clear course forward in the process, it could be time to consult with a professional.

### New Boat Dealers

If you are shopping for a new boat, the process is similar to buying a new car. You will want to visit several boat dealers to compare what they have to offer. The dealers should show you the various lines they represent, extolling the advantages each has to offer. (If you're looking for a particular company's boats, your best bet is to visit the company's website or contact it to find the nearest dealer representing the company's products.)

As mentioned last issue, boat shows provide a convenient opportunity to "kick the fenders" on the offerings of numerous boat dealers all in one location. Most exhibitors also offer "boat show discounts." As with an automobile dealer, negotiating is the norm. During a down market, dealers are more willing to offer bargains to help move inventory or pass on incentives from the manufacturers.

Unless you experience love at first sight, your best bet is to

narrow down the selection to a few boat models that interest you and will meet your needs, then go home and research them. Most of the larger brands of boats have active owner groups with websites providing forums to answer any questions you might have before making a big commitment.

### Used Boat Dealers

As with car dealers, boat dealers often take in used boat inventory as trade-ins or through other acquisitions. Sometimes the dealer will refurbish these boats before posting a for sale sign on them. Also like the auto industry, some will even offer warranty programs for the pre-owned boats they sell.

### Boat Brokers

While dealers may have some used boats on their lot, if buying a secondhand vessel is your primary objective, your best bet may be to work with a boat broker. Brokers are more like a real estate agent than car dealer. They sell used boats on behalf of boat owners and also help prospective buyers (like you) find boats to meet their needs. (Definitions can get blurred when brokers decide to carry a line or two of new boats, making them dealer/brokers.)

Buyer brokers develop a working relationship with clients, learn what customers are looking for, provide guid-

ance and help them track down the perfect vessel. Just as a realtor might take you house hunting by driving you to various homes in a city, the broker will be your guide as you hit the marinas, walking you through various boats and helping to interpret the details in listing sheets.

The main thing you gain by working with a broker is their knowledge. They also have access to listings of all of the available boats on the market – but these days, so does anybody with access to the Internet.

You also gain their insight on local market prices, so that you are able to make a suitable offer when you do find your dreamboat. And, like a realtor, they negotiate on your behalf. Somebody who can say, “let me check with my client and get back to you” can insulate you from a seller’s pressure tactics and add leverage to the purchase process.

Brokers also guide their clients through the paperwork required for transferring ownership. They may help buyers locate financing, facilitate sea trials and haul-outs for inspections, check for liens on boats, and provide valuable insights on how best to address any problems encountered along the way.

## Certified Pros

Finding the right broker can be crucial step in finding the right boat. How do you find that perfect broker for your personal boat buying quest?

You want a broker who knows boats – especially the type of boat you are interested in. If you’re into sport fishing, find a broker who knows fishing boats, preferably one who has done some serious fishing. If you’re looking for a megayacht, there are brokers who specialize in that niche. If you want to be a cruiser but aren’t sure about choosing a trawler or sailing yacht, there are knowledgeable brokers – often former cruisers themselves – who can guide you through the decision process. You should be able to get a good idea about

what kind of boats a brokerage company specializes in simply by glancing at their advertisements or website.

If you have friends who have bought boats through brokers, you should ask about their experience. Local boatyards and other marine service providers may also have recommendations.

Or you can search for certified local brokers through professional organizations like the Yacht Brokers Association of America ([www.ybaa.org](http://www.ybaa.org)). Other more localized groups in our region include the Florida Yacht Brokers Association ([www.fyba.org](http://www.fyba.org)) and the Gulf Coast Yacht Brokers Association ([gcyba.com](http://gcyba.com)). All of these groups maintain directories of their members on their websites.

The associations set professional standards, provide training and administer tests before certifying members. Professional certification is not required for brokers, but they do need to adhere to ethical standards, particularly during the price negotiation process. Certification can provide reassurance that your broker is meeting the necessary standards.

Brokers build their careers by forming relationships with customers who will call them again when it’s time to sell their boat or buy their next boat. If you find a professional who’s in the business for the long haul, it’s in their best interests to do a good job for you.

## Going Bare Boat

These days, empowered by the Internet, some people decide to shop the market without a broker. Buyers can explore not just the local market, but also the state, national and international boat markets with a few clicks on the keyboard.

While this may be tempting, first time buyers in particular should probably stick with professional help. Boat brokers are paid a percentage of the sales price by the seller, so it doesn’t directly cost a buyer anything to use a broker. If a broker is both the listing and selling broker, he or she gets the entire commission. If not, the two brokers split the commission. (Obviously, the first instance should raise some alarms regarding how to ensure the broker can fairly represent both your needs and the seller’s during negotiations.)

One instance in which a broker may not be helpful is if you find your dreamboat and it is “for sale by owner.” Without a listing broker, the seller would be under no obligation to pay the commission, so your broker would be unlikely to show you that boat unless you pay the commission.

Another instance when a broker might be unnecessary is if you were buying a boat from a friend or family member and already know all you need to know about the boat and its value.

Whether you go it alone, or find your boat with the help of a dealer or broker, once you find your boat, the next professional you’ll want to work with is a marine surveyor. We’ll pick up with that next month.



Dealers should be able to answer any question about the boat brands they represent.

# FIREWORKS LIGHT UP THE WATER

BY TERRY BORAM

COURTESY OF PATRIOTS POINT NAVAL & MARITIME MUSEUM



Fireworks explode over the USS Yorktown and vessels anchored off Patriots Point in Charleston Harbor.

On July 4, 1777, Philadelphia marked the first anniversary of the signing of the Declaration of Independence with a huge celebration. It began with military vessels firing their cannons followed by an elaborate state dinner with music and toasts to the nation. The celebration ended with ringing of bells and fireworks. A newspaper described the “grand exhibition of fireworks, which began and concluded with thirteen rockets on the commons, and the city was beautifully illuminated.” By 1870, when Congress officially declared the day a holiday, this mid-summer celebration had grown into the greatest community event of the year.

Firework displays have also grown from 10- to 15-minute bursts of color into elaborate, choreographed, musical productions up to an hour. As a kid, my family would pile in a car and drive to the highest point in town to see as many fireworks as possible. These days, instead of finding that great spot on land, we anchor our boat so we have fireworks launching all around us. The boom echoing on the water followed by the burst of color in the sky reflected onto the wa-

ter is something everyone should experience at least once.

From among the hundreds of waterfront displays in the Southeast, the following events should provide great opportunities to experience the “fireworks-in-the-round” effect. All events listed below are scheduled for July 4 beginning at 9 or 9:30 p.m. Check event websites for more information.

## Virginia

At the mouth of the ICW is the Hampton Roads Region. Home of the world’s largest naval station, there is no shortage of patriotic fireworks displays. Town Point Park in downtown Norfolk is hosting the 31st Annual AT&T Fourth of July Great American Picnic and Fireworks ([festevents.org/](http://festevents.org/)). For a direct view of the display anchor at Hospital Point. Plan on getting there early since this area fills up quickly. Pinner Point, on the north side of the Midtown Tunnel is another good option if Hospital Point is too congested.

To see displays from Newport News, Norfolk and Virginia Beach consider anchoring in the Hampton Flats.

## North Carolina

Across the sound from Kitty Hawk, site of the historic first flight, is Roanoke Island, home to many of the top sport and recreation boat builders in the country. On the north side of the island is Roanoke Island Festival Park where patriotic music will fill the air at 8 followed by fireworks over the sound. ([roanokeisland.com/](http://roanokeisland.com/))

Shallowbag Bay is directly in front of the park and offers the best view of the fireworks. Make sure you check your charts since the water depth is somewhat shallow. Staying out in Roanoke Sound to view the fireworks is also an option. For another overnight anchorage check out Northwest Point or Reeds Point on the north side of the island.

## South Carolina

In the middle of Charleston Harbor is Fort Sumter where the first shots were fired initiating the Civil War. If you anchor off this historical island on July 4th you will be treated to two spectacular displays. On the east side of the Cooper River Bridge is Patriots Point, home to the USS Yorktown. After a day-long party at the site, fireworks will be launched off the flight deck for all to see. ([www.patriotspoint.org](http://www.patriotspoint.org)) Further up the Cooper River is the North Charleston Festival at Riverfront Park which boasts the largest fireworks show in the state. ([www.northcharleston.org/visitors/events/4thofJuly.aspx](http://www.northcharleston.org/visitors/events/4thofJuly.aspx))

## Georgia

While Savannah's River Street is a popular destination for most major holidays, for the Fourth of July head further south to what is known as the Golden Isles Region of Georgia. St. Simons Island, Brunswick, Jekyll Island and Sea Island will all have displays lighting the sky.

Head up the river to tour historic Brunswick and grab a free slice of watermelon before watching the fireworks from your boat anchored in the harbor. To view all three shows anchor inside the ranges near Jekyll Island off the Brunswick River. There are strong currents and large tidal changes in this area, so check your cruising guides for better overnight anchorages. ([www.goldenisles.com/festivals-events/4th-of-july-celebrations](http://www.goldenisles.com/festivals-events/4th-of-july-celebrations))

## Florida

No matter where you are in Florida, a fireworks display over a body of water is less than an hour away. For boaters, Miami is the place to be for 360 degrees of fireworks. The boating party is at the sandbar on Key Biscayne. There you will be able to enjoy Coconut Grove's display from Peacock Park, Miami's from Bayfront Park, Key Biscayne and South Miami. Local knowledge: for the best chance to see all the

displays, anchor further off the shore of Key Biscayne so you can see the Miami skyline.

## Alabama

Mobile Bay is aglow from shore to shore on July 4th. However, finding a place to view all the displays is next to impossible. Dauphine Island, a barrier islands three miles south of the mouth of Mobile Bay is a popular destination for boaters. The fireworks display goes off from the Isle Dauphine Country Club on the south side of the island. Anchor on the north side for your best protections and viewing. ([townofdauphinisland.org](http://townofdauphinisland.org))

## Mississippi

Deer Island in the Mississippi Sound near Biloxi is the place to be to view two magnificent fireworks displays. In the northwest sky you can see the display from the the Biloxi Small Craft Harbor, then in the northeast sky is the show from Ocean Spring's Fort Maurepas Park. If the night is really clear boaters can also see Gulfport's annual display due west of Biloxi. For a well-protected spot for overnight, tuck into Davis Bayou. ([www.gulfcoast.org/](http://www.gulfcoast.org/))

## Louisiana

It seems New Orleans motto is "Go Big or Go Home." The 23rd Annual Go Fourth on the River celebration is ranked as the "fifth must see fireworks display in the U.S." by American pyrotechnic Association, boasting not one but two barges dueling for everyone's attention while meticulously choreographed to music broadcast over several local radio stations.

While watching from your own boat is not an option in New Orleans I left this must see on the list because the fireworks light up the Mississippi River for all to see. Locals say the best viewing location is to pull up a seat on the levee at Algiers Point across the river from New Orleans. ([www.go4thontheriver.com/](http://www.go4thontheriver.com/))

## Texas

The fireworks show at the 36th Big Bang Celebration in Corpus Christi begins with a choreographed display like no other. The Harbor Bridge, which commercial vessels pass under entering the Port of Corpus Christi, was renovated in 2011 to include an LED lighting system. The color lights dancing across the bridge is a true spectacle. Once the 15-minute show ends, fireworks begin launching from the USS Lexington over Corpus Christi Bay.

You can see the show from virtually any location on Corpus Christi Bay. For an overnight anchorage try Ingleside Cove on the northeast of the bay or Shamrock Cove directly across the bay from the action. ([www.cctexas.com/](http://www.cctexas.com/)) 



## SPECTACULAR SE BOATBUILDERS

**T**he boatbuilding tradition in the Southeast can be traced to the Colonial era when European settlers took advantage of the virgin old growth lumber along the coast. (Or trace it further back to the dugout canoes paddled by the original natives of this coast.) In more recent decades, the Southeast has been at the forefront of developments in the modern watercraft we all enjoy.

In October of last year we launched a series profiling the boatbuilders of our region. We've since covered powercraft such as Everglades, Yellowfin, Betram and the Aloha Ex-

press. We've covered some of the biggest names in sailing, including Pacific Seacraft and Beneteau – which is also making great inroads in the power market. And we've looked at smaller boatyards like Lucas.

It didn't take long to realize that it would take decades to cover every worthy boat builder in our region – there are easily dozens if not hundreds. So to push the effort along, we've gathered several together in a collection. Perhaps you'll discover your next dreamboat being built just down the coast. Enjoy!



# LOUISIANA'S EPIC WAKEBOATS FINDS NICHE

BUILDER OFFERS TECHNOLOGY  
AT VALUE PRICE

BY TODD KUHN

Epic Wakeboats has been building wake boats for nearly 12-years. In 2011, they decided to move their manufacturing facility from Southern California to Vivian, La. Now, Epic is filling a niche in the bay boat market with their new 22' 6" Epic 22SC.

"California's unfriendly business environment drove us to look elsewhere for a plant location," says company co-owner Gary Smith. "The South was a natural choice. There's a great labor force here and the work ethic is second to none."

Smith admits they weren't looking to get into the bay boat market initially. After seeing what was available, however, they pondered a move.

"Bay boats were available in white, white or white, with dated hull technology from the early 1960s. We saw an opportunity to offer our advanced tow-boat technology and creative freshness to a stagnant market – and folks have responded," Smith says. "We sold our allotted inventory for 2013 by April 1."

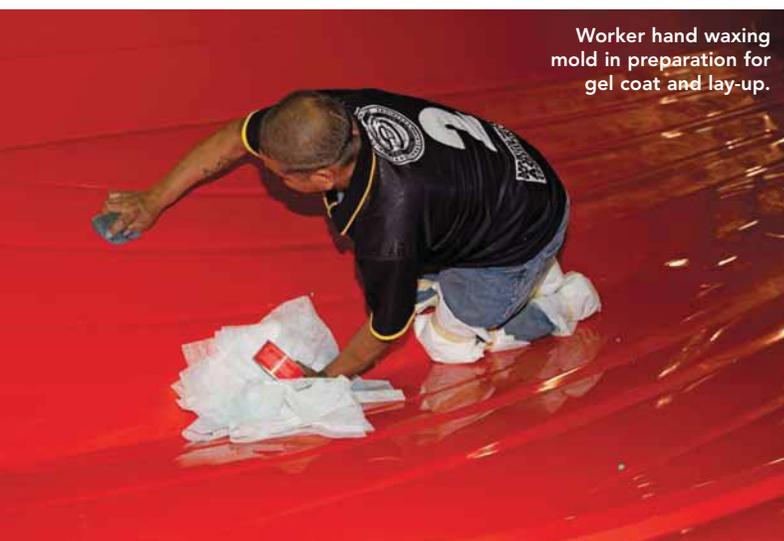
## TECHNOLOGY DRIVES BRAND

Epic has been building resin-infused wake boats since their inception, so their expertise in the intricate process is extensive. Unlike traditional hand-laid fiberglass hulls, which are laid wet, the Epic 22SC resin-infused hull is laid up dry, with layers bonded via a proprietary agent.

Various laminates are used during the hull build-up, depending on the geographical location in the layout, structural and weight requirement. The 22SC is different than the handful of other resin-infused hulls currently on the market. Unlike traditional bi-axial laminates, a honeycomb matrix laminate and tri-axial fiberglass matt are used to encourage superior resin migration when placed under suction.

Once laid, the hull, deck and lids are sealed airtight in polyethylene and pulled under negative pressure, pulling the resin throughout the once-dry matrix then condensing and compacting structural materials into a solid core. Excess resin is suctioned off, leaving little waste resin (and weight) behind. The result of this specialized resin-infusion process is optimal laminate-to-resin ratios yielding high-strength coefficients and an uber-durable vessel.

The economy-of-construction is demonstrated in a dry



Worker hand waxing  
mold in preparation for  
gel coat and lay-up.



Honeycomb matrix laminate close-up after resin-infusion.



Each hull has vertical striping to display resin-infused hull.

## Resin-Infusing Environmentally Friendly

Beyond the economy of manufacture, a secondary benefit to resin-infused molding is the minimization of the evaporation, or sublimation, of volatile organic compounds into the atmosphere. Through encapsulation of the resin and subsequent fumes during application, the aromatic hydrocarbons are contained and cured. Resin-infusing has been estimated to reduce VOC emissions by as much as 90 percent over conventional boat building techniques.

weight tally of just under 1,800 pounds; representing a weight savings of up to 600 pounds over comparably sized bay boats.

### POPULARITY SOARS

Keith King, owner of Mississippi's Ocean Marine Group, an upscale boating conglomerate, was one of the first dealers to join the Epic distribution team. "The Epic 22SC caught our eye with its uniquely aggressive hull design," King says. "It's a radical departure from typical bay boats; it's designed, oddly enough, for both speed and a very dry ride. An additional benefit is the boat is an extremely stable fishing platform with its wide beam."

After looking into the brand further, King discovered the exceptional value the Epic brand offered. "On the Gulf Coast, bay boats are very, very popular – they're also very, very expensive. The Epic offers our customers top-shelf features and some of the best quality-of-construction in the boating industry, all at entry-level pricing." King continues, "Once folks see the boat in person and the exhaustive laundry list of features, they're shocked at the bottom line. We've sold every one we've gotten our hands in a matter of days."

Epic District Sales Manager Jim Hill, a boat manufacturer's representative for 35-plus, says he's never witnessed such fervor over an introductory product. "These are down

times economically, yet the Epic factory is backordered on their 2013s. The plant has hired a consultant to come in and help streamline manufacturing and get more boats built. The level of amenities on these boats is unparalleled compared to any other bay boat at any price – bar none."

### HIGH PRICE-TO-PERFORMANCE

Where performance is concerned, the Epic 22SC shines. Powered by a 150 hp outboard, the lightweight fisher achieves an astounding 50 mph. As one might imagine, fuel consumption is maximized due to the light hull weight. For those searching for raw, unadulterated performance, however, the 22SC is rated for a 250. Rigged as such, the boat reportedly registers a blistering top end in the mid to high 60s (depending on options and rigging).

Consumer pricing is ultra-competitive too. Package pricing for the Epic 22SC, 150 hp four-stroke and aluminum tandem axle trailer falls right around \$32K. At this price-point, the 22SC is \$15K-\$20K less than comparable rigs. 

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*Todd Kuhn is considered a leading expert on inshore light tackle techniques – opting for fly-fishing and spinning equipment. The Gulfport, Miss., resident was awarded a doctorate in Environmental Engineering in 1996.*

# SCION DUSTY RYBOVICH LIVES HIS DESTINY

STORY BY LISA OVERING

Rybovich vessels, renowned for the quality of their ride and classic features with an overall low profile, sleek sheer lines and classic window features, are unmistakable in a marina.

The confusing aspect of admiring Rybovichs underway is wondering whether the custom mahogany masterpiece that's gripping your attention is a new boat from 2009 or an exceptionally well-maintained vessel built over 50 years ago. Among the latter are vessels that captain of industry waited for years to acquire, paying \$500,000 for a dream-boat that be cherished like a fine diamond or classic car.

Maintaining that Rybovich legacy of signature concepts in sportfishing – the broken sheer to transom doors, tuna towers, fighting chairs and aluminum outriggers – is always at the forefront of Dusty Rybovich's mind.

As the first member of his designing family to actually have the formal education of a naval architecture and engineering degree from WEBB Institute, a prestigious naval architecture and marine engineering school in Glencove, N.Y., Dusty reflects on the serendipity of maintaining his family's 100-year reputation of designing yachts.

"I want to design something that will endure the test of time," Dusty Rybovich says. He's the latest generation designing custom, cold molded mahogany sportfishing boats in the classic style that Rybovich customers have expected for decades.

Dusty's father, Mike Rybovich, established Michael Rybovich and Sons Boatworks in 2011 in Palm Beach Gardens at the site of the old E & H Boatworks. Mike's father was Emil, who with his brothers, John and Tommy, built on the service and mahogany vessel design company that their parents formed, making their family name synonymous with sportfishing.

Mike's new company has two vessels currently under construction. Hull No. 1 is a 64-foot walkaround with an express style. It just had a composite superstructure installed to save weight.

"It is unique and a cool project," says Dusty. "Composite material, for us, is a new production technique. Another new concept for Rybovich is the pod propulsion for the 86-footer than is hull No. 2. We just laid the keel for this classic sportfish."

Dusty says two more letters of intent have been signed for hulls three and four and, while they're not done deals yet, the tradition of wealthy fishermen reserving their spot in some Rybovich production line looks like it may continue for another century.

"We're on a six-month rotation to complete a hull and flip it to start a new one. We can work on two new boats at the same time while doing other service and refurbishing projects."

Dusty is enjoying working with his dad, Mike, and his

Preparing to attach the deck to the latest hull.



PHOTO COURTESY OF MICHAEL RYBOVICH & SONS



COURTESY OF MICHAEL RYBOVICH & SONS

Dusty Rybovich and his father Mike Rybovich check the bow of a hull.

brother, Alex, who is on the service side of the business.

"Initially, I was nervous to see if we would see eye to eye," says Dusty. "We disagree on a lot of little things, but are in sync with the big picture."

The big picture is building custom, one-off mahogany hulls, in the tradition of Miss Chevy II, which revolutionized the industry when Rybovich and Sons splashed it in 1947. This legendary 34-footer is considered the first true sportfisher. Providing steady, meticulous maintenance work in the yard is also a Rybovich heritage, and why Ernest Hemingway chose the old Rybovich & Sons to service his beloved Pilar in 1934.

"It's hard for people who don't have their name up on the building or on their shirt to understand the uncompromising part," says Mike Rybovich. "Protecting that name and making sure that any product associated with that name will be absolutely uncompromised is essential. Custom is custom; everything else is not. I'm not sure that semi-custom really exists."

Time will tell if Dusty inherited his father's ability to build the boats that he sees in his mind's eye. The way he runs his hands over the lines of the hull is special, and he sees three-dimensionally, like his brain is a CAD system. He can look at a boat and see there's too much dead rise, which will produce too much white water in the wake.

Both Dusty and Mike spend a lot of time fishing. Their hobby subliminally reinforces what their boats are built to do.

"We forget," Mike says. "We load three or four heads, four staterooms and then air condition it all. Everything you have at home

you have on the boat, but we forget it is a fishing platform. This is the primary reason that we build them – to go out there and catch fish. The best policy is to pay attention, listen and observe. You'll develop some good ideas consistently."

With their last name and his family company back, both the legacy and destiny of Rybovich sport fishing boats are in sync again. Dusty Rybovich is not going to let go of the privilege that's his ambition, his soul, his DNA.

"We don't tend to follow trends except our own, except perhaps the trend of boats getting bigger over time," Dusty says. "It is great to finally be in the driver's seat and contribute to the boats I have admired all my life." 

## CALYPSO CLASSIC

BY GLENN HAYES

Boaters often fall in love with the lines, the look and even the ride of certain boats. Few, however, like a boat so much that they decide to start building and modifying them in order to market them to others with similar tastes.

Steven Parks saw a boat that didn't quite look like anything he had seen before and fell in love with its lines and practicality. It was a perfect craft for his kind of boating. The result of his interest turned passion is the Calypso Classic.

Steve Parks grew up on Clearwater Beach and always en-

joyed being around. He admired the versatility of Panga boats found in Central and South America. He was impressed by the upswept bow and comfortable ride through rough seas, but longed for something more refined – a craft that was at home in the shallows of Florida's West Coast but could take on breakers when weather worsened or winds picked up; a boat that could be beached on the pristine beaches of his hometown but also provide a safe, comfortable ride for his family. He longed for a boat that could be trailored easily with an engine that sipped ever-pricier fuel.

He chanced across a neighbor's new boat that looked similar to a Panga, but the refined lines and lap strake hull really caught his eye. He discovered this refined "island



skiff" design hailed from the owner's homeland, Trinidad. These light craft have a long history of being used for fishing and transportation. The prominent upswept bow helps cut through the surf and the virtually flat hull from amidships back to the transom allow for easy beaching. Originally handmade with wooden lap strake hulls, they are now also made of composites and remain popular on the island. Parks had found the hull that answered all his needs.

After arranging a meeting in Miami, Parks struck a deal with one of the prominent builders in Trinidad. With a handshake, he began producing the Calypso Classic in the United States, saying "it was an honor to build" his version of the craft. Parks imported four hulls to work on. He widened the beam and created a mild tumblehome transom to better suit his vision before casting a mold. Made of all new composites, the new solid hulls can be fitted and adorned at will.

Parks retained the classic lap strake look, despite it being a thoroughly modern craft. He is constantly asked how old the boat is and if it was a restoration.

The Calypso Classic is 22' 10" long, has a beam of 6' 8" and draws 8-10 inches of water. Weighing in at less than 2,000 lbs., there is no need for a large motor to push it around. Available as either an inboard powered by a single diesel Yanmar or an

outboard, the Calypso Classic can comfortably cruise at 32 mph while burning less than three gallons per hour.

A four-cylinder vehicle can haul the lightweight boat when it's loaded on the custom Magic Tilt aluminum welded trailer, making hauling this boat both easy and inexpensive.

"We are not trying to build a production boat," he says. "We build low volume, full custom, hand-built boats and we are building the highest quality boat that we can."

Every option is available, from hull and deck colors to teak cockpit soles and as much or as little wood trim as the buyer wants. For a full classic look, select all bronze hardware and a bronze helm wheel. Seating is fully customizable along with cushions, bimini tops and spray hoods (not that there is much spray with the prominent upswept bow).

Parks has even built this classic-looking craft with fittings to allow for safe passage and enjoyment of kids with special needs. He also now offers a custom 16 foot boat with similar lines, along with a fully customizable traditional dinghy design.

It appears Parks has succeeded in building his perfect craft. Their design is generations old and they have proved themselves time and again. Now they do it with just a little more panache.



The unique design of the Calypso Classic allows for a smooth dry ride in all kinds of conditions.

PHOTO BY GLENN HAYES

## JARRETT BAY BOATWORKS:

CUSTOM BOATS WITH A PASSION FOR FISHING

BY HELEN AITKEN



BY HELEN AITKEN

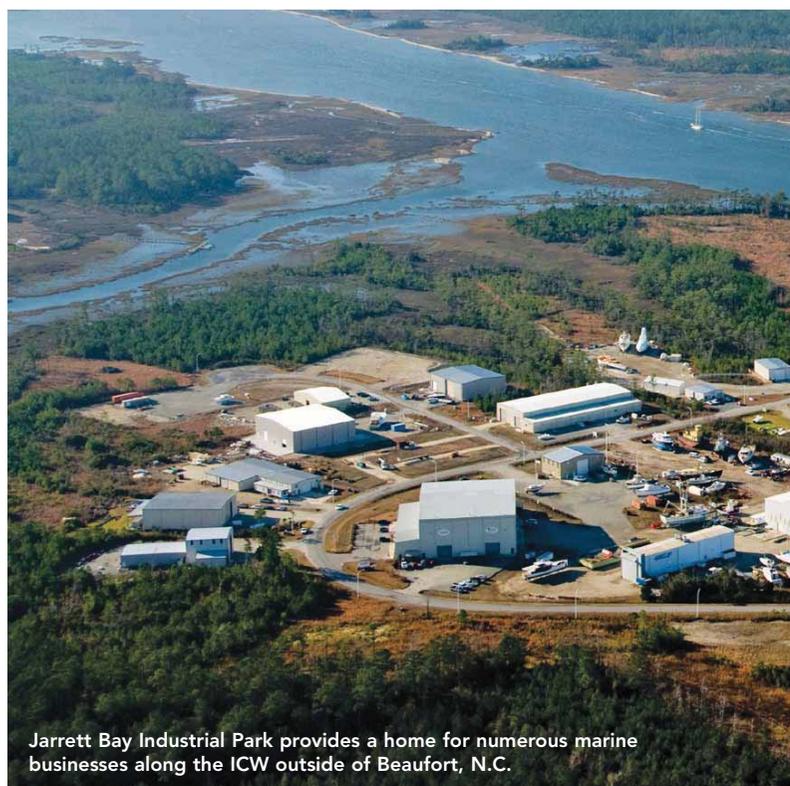
The newly launched Jarrett Bay 77' Blank Check awaits sea trials.

Jarrett Bay Industrial Park evokes an overpowering feeling of awe with its gigantic yachts, service craft and other vessels balanced upright on dry land. At the heart of the complex is Jarrett Bay Boatworks with enormous buildings and covered areas to create and service boats of all sizes.

The main office is located on Sensation Weigh, a nod to Sensation, the first 53' charter fishing boat that Randy Ramsey built. It all started in a shed in Williston, N.C., along Jarrett Bay with the help and advice of master boat builders like Myron Harris, Omie Tillett, Buddy Canady, Ray Davis and others. After that first success, orders for custom boats propelled Jarrett Bay into existence.

"We can trace our roots to some of the earliest North Carolina boat builders," Ramsey says. "I am proud to say we still carry on a tradition that started many decades ago and, while we strive to improve every day, we are true to that tradition. N.C. boatbuilding was born out of necessity by fishermen. The boats themselves are a product of trial and error and understanding what works best in the ocean and always working to improve each one we deliver."

In 1998, the company moved to a 175-acre location on the Intracoastal Waterway in Beaufort, becoming the first tenant of one of the first industrial parks of its kind. Other



Jarrett Bay Industrial Park provides a home for numerous marine businesses along the ICW outside of Beaufort, N.C.

marine businesses have since moved into the park and work independently to build or repair boats, or provide parts and services, like interior designs, electronics, diesel engines and fishing towers.

"The park has been successful because it allows marine business to work with each other providing a wide variety of services as minor as a simple haul out, to completely rebuilding the boat," says Ramsey. "Our company has built the reputation of being able to take on any job no matter how large or small."

When not working on a new build, Jarrett Bay keeps busy servicing more than 1,200 boats each year from 16'-140'.

Before a customer is ready to order a custom boat, they have usually talked to other builders and boat owners.

"While no buyer is typical, most have owned numerous boats and have an interest in building a boat that suits their specific

needs," Ramsey explains. "The process of having a boat built can be very rewarding, and our owners enjoy the process."

He adds that Jarrett Bay customers "have a genuine interest in owning a boat that has outstanding craftsmanship, performs well in the ocean, is fast and efficient and provides them with a safe stable platform. In addition, they want the stability of a company like ours and the knowledge that we will service them long after the delivery."

While their styling has a connection to the region's past, the company has improved the ride and performance through tank testing research. "The shape of the Carolina boat is unique," says Ramsey. "Flare originated in Harkers Island on commercial workboats, but has been incorporated and exaggerated in the sportfish boats built in our region. While the boats still carry tumblehome forward and an exaggerated flare, it may not be as 'big' as it was 20 years ago. I think the purchaser of a Carolina boat expects to see the shape and form builders have become famous for."

Depending on the finishes, systems installed and other factors, a boat of around 45 feet can take 12-14 months to complete, while an 80' boat may take up to three years. Jarrett Bay is capable of building boats up to 120'.

In May, the company launched the 77' Blank Check – the largest custom fishing boat built by the company to date. On its maiden voyage, it headed to the Bahamas for the Custom Shootout billfish tournament, an invitation only for custom boats. It returned to North Carolina for the Big Rock tournament.

Jarrett Bay sponsors many such charity fishing tournaments, as well as other nonprofit events and organizations, giving back to the community and the sport.

"I personally feel we all need to do anything we can to improve our industry and our community. I think we must remain true to our history, but always be looking for ways to improve our products, relationships and our community," says Ramsey.

In 2011, Jarrett Bay Boatworks received the prestigious American Boat Builders and Repairers Association award for Boatyard of the Year, recognizing the company for excellence in all facets including quality management, safety, customer relations, positive employee and vendor relationships, environmental stewardship and innovative technology.

Presently, Ramsey is concerned with regulations, tax increases and economic stability.

"The boat building industry as a whole saw the loss of many jobs through this last recession. The custom market saw some loss, but many of the companies with some history were able to sustain through the downturn," he observes. "Our industry currently isn't threatened by offshore manufacturing but rather the pressures that come from within. In today's world there is more pressure on people's time, so owning a boat needs to be an enjoyable experience." 



Randy Ramsey at home in the Jarrett Bay boat shed.

COURTESY OF JARRETT BAY



COURTESY OF JARRETT BAY

# WOODEN CLASSIC FINDS NEW LIFE IN CHARLESTON CHARTER TRADE

BY JEFF DENNIS

COURTESY OF OSPREY BOAT CHARTERS



The classic Carolina vessel has been re-born as a charter vessel in Charleston.



In the early 1960s, the *Blue Heron II* operated as a head boat carrying fishermen out from Florida.

PHOTOS PROVIDED BY MIKE'S MARITIME MEMORABILIA

**A** Charleston man's dream of running a 53-year-old wooden fishing vessel he bought on ebay as a charter boat is once again being realized.

The 61-foot wooden *Blue Heron II* was launched in from the renowned Gilliken yard on Harker's Island, N.C., in 1960 and fished commercially from the Carolinas to Florida until 1996 when new Coast Guard regulations made it obsolete. It was sold for use as a shrimp boat, but when the nets were deployed the rudder was found to be lacking in size and reliability. Semi-retired, the boat eventually was moored and used as a floating bar at a waterfront restaurant. The culinary businessman was not a boater, and the vessel fell into disrepair from lack of maintenance.

After an ebay auction in 2007, Capt. Lucas Glover took ownership and re-christened her *The Osprey*. He spent two years refurbishing the boat while continuing to run a dry-cleaning business. A couple of years after realizing his vision of chartering the boat, however, Capt. Glover and his employee Carly Donohue were killed in a tragic but unrelated accident on the water in 2011. *The Osprey* was again rudderless in the ebb of time.

A year later, Glover's estate agreed to sell *The Osprey* to four of his friends – Capt. Brian Berrigan, Mark Welker of Salt Works Catering, Mike Atkins and Capt. Donnie Buhrmaster – who sought to keep Glover's dream alive.

The first charters for this quartet of multi-tasking owners came during December 2012, with the Christmas Parade of Boats and a New Year's Eve cruise. So far in 2013 bookings are better than expected for *The Osprey* with indications of a profitable summer ahead.

"This is a unique boat, and we can provide a USCG-approved platform for 48 folks," said Buhrmaster. "If you can dream it up, we will do it on *The Osprey*."

How about an oyster roast and skeet shoot while out cruising? No problem. Food and beverages can be provided to fit the needs of each group.

"Our main offering is a three-hour cruise of historic Charleston," said Buhrmaster. "We are based out of Shem Creek in Mount Pleasant and we will cruise past the aircraft carrier *Yorktown* in the harbor before crossing under the Ravenel Bridge, which is now the largest cable-stayed bridge on the East Coast. Other vistas include Drum Island,

the Charleston Battery, James Island, Castle Pinckney and of course Fort Sumter."

Buhrmaster placed his career as a contractor associate on hold and is now practicing a labor of love running *The Osprey*. "When the four of us purchased the boat, we set up a business plan regarding the number of charters we thought would be realistic in 2013," said Buhrmaster. "We also addressed some maintenance issues with the boat during the summer of 2012."

The team replaced 22 mahogany planks – just over one-fourth of the hull. The owners were advised that, if they replaced planks as needed, there is no reason that *The Osprey* could not operate indefinitely. She also sports a juniper deck and white oak ribbing.

The two-story wheelhouse was moved aft prior to coming to Charleston, but that change creates the open deck space customers prefer when spending time on the water. Distinctive dual dry stack exhausts were added when the wheelhouse renovations were completed. The economic Cummins turbo diesel motors purr when *The Osprey* is cruising.

"My friend Lucas lived a lot of his life on the water, but running *The Osprey* every day is a lifestyle change for me," Buhrmaster said. "I like to think that now my life is influenced a little less by Warren Buffet and a bit more by Jimmy Buffett. Being a Charlestonian, I can make this cruise offer a blend between one part nature tour, one part historical tour and one part pleasure cruise. Each trip is different and everyone going aboard is creating memories from being on the water and underway in a great boat like *The Osprey*."

The groups that routinely charter *The Osprey* tend to stick to specific events. For instance the group that wants to ride along in the annual Christmas Parade of Boats has dibs on that date, and sailing enthusiasts who wish to charter the vessel for the annual Rockville Regatta will retain that date. Other groups will want to travel to nearby Morris Island during a holiday weekend, and so on.

An awning for the foredeck provides shade during Charleston's long summer season, and the railing offers panoramic views of the Lowcountry for all, just as the *Blue Heron II* provided ample space for bottom fishing anglers during its head boat days.

The living history that *The Osprey* represents is a salute to wooden boats and the men who built them, and all those who have stood on her deck. With each voyage, *The Osprey* adds a thread to the maritime fabric of the Lowcountry lifestyle. ☺

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

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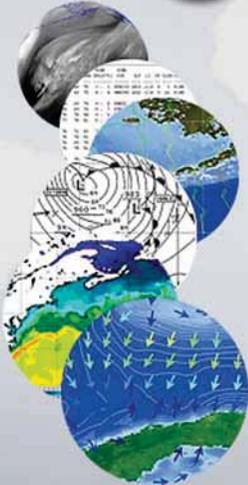
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# VISIONS OF FLORIDA'S STILT HOMES

BY GLENN HAYES



Imagine waking up in the morning to the sound of mullet jumping and water lapping underneath you. You brew a cup of coffee, sit outside and watch the new day's light reflect off the water while dolphins and manatees play. Sounds like a great morning on your boat, but it's not. Your boat is tied to your porch and the gin clear water is all around you. You're not dreaming – you're on a Florida stilt home.

In places like Texas, beach houses are built on stilts for protection from storm surge, and in Louisiana they are built on stilts because the ground is soft. But in Florida, some build on stilts out in the water just to be right where they want to be.

There are stilt homes and stilt "shacks" found in waters all over Florida. Ten water-borne structures are found off the coast of Charlotte and Lee counties. Others are in the Keys. But there are only a few places where concentrations form over-water communities. They appear like a mirage on the horizon, but are a very real symbol of what Florida is famous for – fun, sun and relaxation.

Two of the remaining stilt house communities can be found in Biscayne Bay off Miami and on the Gulf Coast near

Port Richey. They date back to the early 1900s, providing a place used for work, play and rest. They have endured the harsh salt environment and have been battered many times by storms and hurricanes. Fewer in quantity, they live on today as coastal landmarks.

The stilt community just east of Miami known as Stiltsville has gone through many changes, but became part of Biscayne National Park in 1985. The structures recently came under the care of The Stiltsville Trust, a not-for-profit entity set up to preserve them and grant access by permit to individuals and companies for various events.

Originally a dozen stilt structures were built in 1922. Storms claimed a few, but then the community grew again to as many as 27 in the 60s. After hurricane Andrew in 1997, only seven structures remained.

These seven have been used for all kinds of activities over the years. They first were used as bait and beer shacks for fishermen headed out beyond the flats that they resided on. More were built and became clubs and social gathering spots that grew in notoriety. One was called the Bikini Club and offered free drinks to visitors wearing bikinis. It even

sported a nude sunbathing deck only to be shut down, not for the lack of a liquor license but for possessing undersized and out of season crawfish.

One was built by a group of blue-collar workers that became the Miami Springs Powerboat Club. Others were built as getaway homes for some of Miami's socialites.

Once available to those who knew someone, or by invitation only, these structures are now open to the public by obtaining a permit and paying the appropriate fees. There are conditions and restrictions, but if you would like to learn more you can visit [Stiltsvilletrust.org](http://Stiltsvilletrust.org) online. They can also be enjoyed from afar from Key Biscayne or by boaters visiting the surrounding park waters.

Nine stilt just off Port Richey are built on a ridge running north and south just outside the mouth of the Pithlachascotee River (also known as the Cotee River for those who can't pronounce the former name). They are numbered one through nine from north to south. They are said to be on a watery road called Gulf of Mexico Boulevard, a unique and liquid address for sure.

**“My eight-year-old daughter can now throw a cast net from the dock. I couldn't do that at her age.”**

Like Stiltsville, this community has an interesting history punctuated by nature's wrath. The first structures were built in the early 1900s to aid the mullet fishermen in the area who had to pole out to the fishing grounds and then pole back at night. The shacks made their job easier and safer during bad weather. Others were later built as getaways visited by such celebrities as Johnny Cash and Billy Graham. Two dozen stood in 1968, but in October of that year Hurricane Gladys destroyed most.

All nine are on underwater land leased from the State of Florida. The southernmost is also the newest. After a 2010 fire caused by lightning, co-owners Sims Henry and Dr. Robert Mount rebuilt the uninsurable structure on the original pilings.

“My eight-year-old daughter can now throw a cast net from the dock. I couldn't do that at her age,” says Henry, whose family spends as much time on the property as possible. With the building expertise of Mount's sons and the decorating sense of Henry's wife, they have created a comfortable place to spend time with friends and family. Fishing the surrounding waters or just sitting and enjoying the spectacular sunsets, they enjoy a slice of history.

When you're on the water and what seems a mirage of a home appears on the horizon, reflect on the history and perseverance required to keep this part of Florida a reality and not just a memory. 

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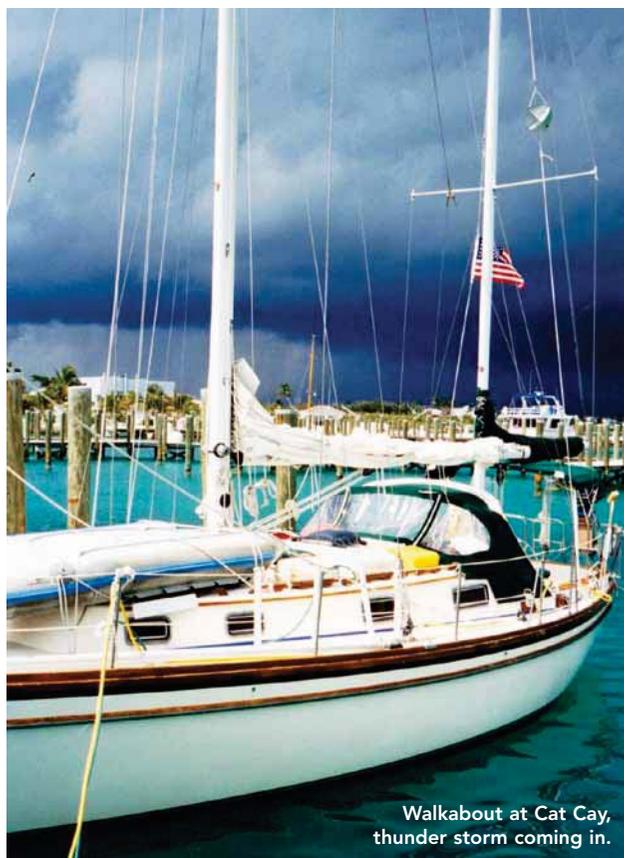
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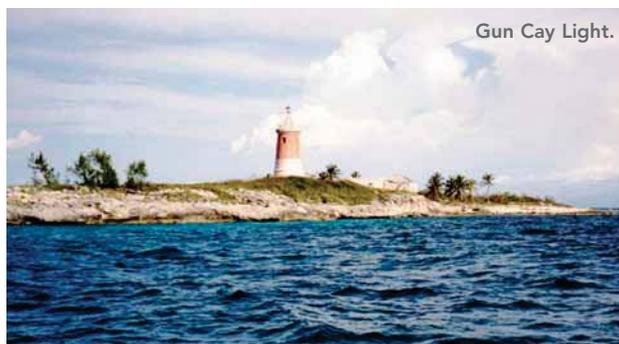
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# REMEMBERING THE FIRST CROSSING

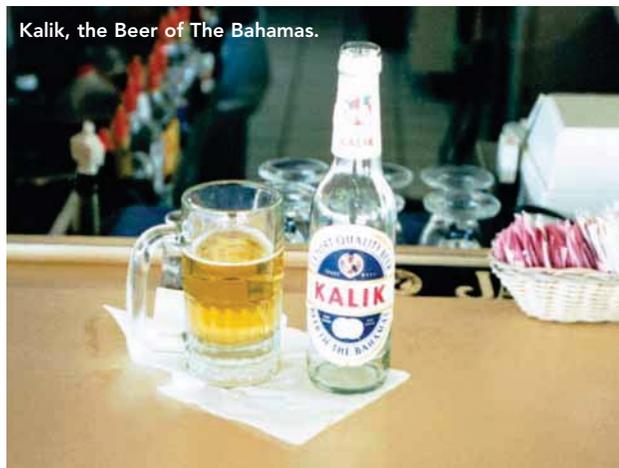
BY BILL HEZLEP



Walkabout at Cat Cay, thunder storm coming in.



Gun Cay Light.



Kalik, the Beer of The Bahamas.

The NOAA weather forecast indicated that a cold front approaching South Florida was weakening and a weather window for crossing the Gulf Stream might slide open. Being an optimist, the next morning I paid our bill at the Dinner Key Marina and we motored over to the Crandon Park Marina fuel dock on Key Biscayne to fill the fuel and the water tanks and buy several blocks of ice. We then moved to No Name Harbor in Bill Baggs State Park at the southern tip of the key, joining the other hopefuls already at anchor.

We had jumped a little early. The leading edge of the “weakening” cold front did not arrive for five days, by which time there was a mix of 19 power and sail boats anchored in that tight, well sheltered little basin: some on one anchor, some on two, some on all-chain rode, some on mixed chain and nylon, and a few on all nylon (there’s always one or two).

As the front approached, the wind increased instead of

decreasing. The general messiness along the leading edge came through that night. In the early hours, two strong thunderstorms hit, one right behind the other, and every anchored boat swung a full 360 degrees in each. As dawn approached, the sky cleared and the actual front passed. The wind clocked west, then northwest and increased dramatically. Inside No Name Harbor we had a steady 20-25 knot northwest wind with occasional higher gusts.

The day after the frontal passage, the morning forecast was depressing. It indicated that we were going to be in No Name Harbor for a while with small-craft advisories from Key West to north of Cape Canaveral. Twelve days after our arrival, we had run out of clean clothes and had taken a large bag of laundry, by bus, to Dinner Key. We had hauled 65 gallons of water back to the boat, five gallons (fifty-eight pounds) per trip. These days, No Name Harbor has a holding tank pump-out, laundry, toilets and a (cold) shower and

the Boaters' Grill, a good Cuban restaurant, but there is still nowhere to fill your water tanks.

Twice we rented bicycles from a local shop and spent the day riding the length and breadth of Key Biscayne and visiting the Winn Dixie. Key Biscayne is beautiful and Bill Baggs is a lovely park, but we were tiring of both. However, as is generally the case, another cold front – this one forecast to be weaker than the one we had just enjoyed – was coming.

Maybe this front would open the magical crossing window? NOAA's forecast called for the front to stall just north of the Miami/Fort Lauderdale area, southeast winds at 10-15 knots and three- to five-foot seas overnight and through the next day. We wanted southeast to south winds at less than ten knots. A group of us gathered on a large Morgan named *Good Turn* for an evening social hour and a weather discussion. The crew of *Good Turn* and several others decided to leave that night. Those of us with less experience – or maybe just less self-confidence – decided to wait and see what the morning brought.

### **The three of us – all first-time crossers – crept like three blind mice out into the Cape Florida Channel.**

At midnight *Good Turn* left for the West End of Grand Bahama Island. Three hours later several of us talked to them via VHF. *Good Turn* was a powerful boat. They were on a course to the West End of Grand Bahama Island so they were going with the Gulf Stream, had the seas behind them, and the wind was on their starboard quarter. They reported that they were doing well and moving fast.

After the radio call, two more boats decided to leave for Gun Cay. I called one just after sunrise. They were barely 10 miles past the Florida Reef and, while able to hold their course, were having a slow, wet and lumpy ride. Neither boat was large and they were bound almost due east, straight across the Gulf Stream, which put the seas on their beam and the apparent wind on their starboard bow.

The cold front stayed just to the north and the wind dropped all day. By sunset it was calm in No Name Harbor, and the marine weather reef report indicated calm conditions at Fowey Rock. We decided to get the dinghy aboard, have dinner, and leave for Gun Cay. At 10 p.m. we started taking in the anchor. Dave and Becky aboard the *Whitby 42 White Wings* yelled over that they would be right behind us, and a Canadian single-hander named Stan aboard *Fred C. Watts*, an interesting and rather attractive steel boat he built in his backyard, hollered that he was coming too.

With *Walkabout* in the lead, the three of us – all first-time crossers – crept like three blind mice out into the Cape

Florida Channel. *Walkabout* got to be the lead or, depending on how you feel about these things, the sacrificial boat because we had been through the Cape Florida Channel twice before, once in and once out. Neither of the others had ever done it. We may have done it twice, but both trips had been on clear days in the full light of the sun. Do things ever look and sound different at night!

The Cape Florida Channel is narrow, crooked, and not excessively deep. It is also not well-marked until the point where it joins the deeper, broader Biscayne Channel, just before the combined channels reach the sea. *White Wings* and *Fred C. Watts*, trying to make sure that they followed our exact route, followed too closely. Twice Betty called them on the radio and asked them to back off a bit; if we had run aground one or both of them might have hit us. We all reached the seaward mouth of the combined channels without any unfortunate events, crossed the reef, and found calm wind and an almost flat sea.

Eight hours of motoring and motor-sailing later we had crossed the Gulf Stream and were off the Great Bahama Bank, loitering around in front of Gun Cay waiting for full sun. After all the waiting and anxiety, our first crossing to the Bahamas was as a good crossing should be. We had no close encounters with commercial shipping. The largest wave we saw might have been over a foot high, and most of the trip was calm with no wind at all. Two thunderstorms passed well to the north, far enough from us that we could see the flashes from the high cloud-to-cloud lightning but we heard no thunder. There just was nothing that could be slightly expanded into a good sea story.

After sunrise, we filed through the Gun Cay Cut and down the banks side of Cat Cay to the private Cat Cay Club's marina to clear Bahamian Customs and Immigration. The club charged non-members \$50 for the use of their dock when clearing in, but they would apply that as a credit toward the cost of overnight transient dockage. By pure coincidence, a night's transient dockage and the use of all of the marina's facilities was – yes – \$50!

The three of us decided, as did a number of other boats that were either already in the marina when we arrived or came in after us, to enjoy the pleasant surroundings and stay put for a day or three. By 10 a.m. everyone had finished clearing in and we were crowding the marina's Tiki Bar enjoying cold Kaliks and the incredible views east across the Great Bahama Bank and north past Gun Cay to Bimini. ☺

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*Excerpted from chapter 9 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.*

# MAKING A DREAM FISHING TRIP HAPPEN

BY JOSH HUFFMASTER



Josh Huffmaster helps Kody hold his prized king mackerel.

PHOTO COURTESY OF CATCH-A-DREAM

“I want to catch a fish from a boat!” declared Kody, a 7-year-old boy from Maine who has spent a portion of his life fighting Leukemia. The Catch-A-Dream Foundation ([www.catchadream.org](http://www.catchadream.org)) got to work and asked if I could make this happen for Kody.

As a registered Catch-a-Dream outfitter, the only thing I knew to say was, “Bring him on!”

Not knowing what to expect, I have to say my eyes were open to a whole new world. To hear stories of life threatening experiences from a 7-year-old boy is just something I never expected.

We met at the boat at 6 a.m. and headed out the Perdido Pass and started trolling for kings and whatever else might be around. To see Kody’s face light up when the drag started screaming was amazing. This fish quickly became more important than any fish on my bucket list.

Once the king mackerel hit the deck, Kody was so excited and ready for the next “big one.” We managed a couple more nice hook ups – enough that Kody fell asleep on the ride back to the dock.

Later that evening, Catch-A-Dream hosted an awards

dinner for Kody at Wolf Bay Lodge in Foley, Ala., where we had one last get together before the trip was over.

I would like to thank Mr. and Mrs. McKenzie, the crews of Rigid Industries LED Lighting, Canyon Reels, Gulf Water Gear, and the staff of Catch-A-Dream Foundation for making this trip possible.

Catch-A-Dream is a national, charitable, non-profit foundation based in Starkville, Miss. The organization provides once-in-a-lifetime dream hunting and fishing trips to children across the United States and Canada who suffer from life-threatening illnesses. Through these adventures and exposure to outdoors-minded people who care, the program instills in these children a message of encouragement at a time when they need to know that hope does, indeed, exist. Find details at [www.catchadream.org](http://www.catchadream.org). 

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*Capt. Josh Huffmaster is a fishing guide based in Orange Beach, Ala., who also works with Gulf Water Gear, a fishing apparel and equipment business.*



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St. Michaels	MD	<b>St. Michaels Marina</b>	800-678-8980	10'	200'+	50+	•	30/50/100 Amp Single Phase	•	•	•	•	•	•	•	•	16	FREE
Deltaville	VA	<b>Deltaville Yachting Center</b> www.dycboat.com	804-776-9898	10'	70'	78	•	30/50 Amp	•	•	•						16	FREE
Manteo	NC	<b>Shallowbag Bay Marina</b> www.shallowbagbaymarina.com	252-305-8726	6-7'	65'	72	•	30/50 Amp		•	•	•	•	•	•	•	16	•
Washington	NC	<b>McCotters Marina</b>	877-272-6632	6'	65'	180	•	30/50 Amp				•	•				16	FREE
Havelock	NC	<b>Matthews Point Marina</b>	252-444-1805	5.5'	50'	110	•	30/50 Amp		•	•	•	•				16	FREE
Morehead City	NC	<b>Morehead City Yacht Basin</b>	252-726-6862	8'-10'	200'+	88	•	30/50/100 Amp	•	•	•	•	•				16	FREE
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-7100	10'	135'	30'	•	30/50/100 Amp		•	•	•					16	FREE
Charleston	SC	<b>Charleston City Marina</b>	843-723-5098	25	300'	415	•	480v & 208v, 3 phase		•	•	•	•				16	FREE
Amelia Island	FL	<b>Amelia Island Yacht Basin</b>	904-277-4615	6'	100'	135	•	50 & 30 amp		•	•	•	•				72/16	
North Palm Beach	FL	<b>Old Port Cove Marina</b>	561-626-1760	15'	200'	202	•	30/50/100 Amp	•	•	•	•					16/8	•
North Palm Beach	FL	<b>New Port Cove Marine Center</b>	561-844-2504	5'	80'	43	•	30/50/100 Amp		•	•	•	•				16/8	•
North Palm Beach	FL	<b>North Palm Beach Marina</b>	561-626-4919	10'	150'	107	•	30/50/100 Amp	•	•	•	•	•				16/68	•
Boca Raton	FL	<b>Boca Raton Resort &amp; Marina</b>	561-447-3474	8'	170'	32	•	200 Amp	•			•					16	
Fort Lauderdale	FL	<b>Bahia Mar Yachting Center</b>	800-755-9558	14'	un-lim	250	•	30/50/100 Single & Three Phase	•	•	•	•	•				16	
Fort Lauderdale	FL	<b>Pier Sixty-Six Marina</b>	954-728-3578	17'	290'	127	•	30/50/100 Single & Three Phase	•	•	•	•	•				16	•
Fort Lauderdale	FL	<b>Hilton Ft. Lauderdale Marina</b>	954-728-3578	17'	un-lim	33	•	30/50/100 Single & Three Phase	•	•	•	•	•				16	•
Sarasota	FL	<b>Hyatt Regency Sarasota Marina</b>	941-953-1234	6'	38'	32	•	30/50 Amp	•	•	•	•	•				16	•
Captiva	FL	<b>South Seas Island Resort and Marina</b>	239-472-7628	10'	120'		•	30/50/100 Amp	•	•	•	•	•				16	•
Bahamas	BS	<b>The Marina at Emerald Bay</b>	242-336-6100	14'	250'	150'	•	30 & 50 single phase; 120/208 3 phase	•	•	•	•	•	•	•	•	16	FREE
Fajardo	PR	<b>El Conquistador Resort &amp; Marina</b>	787-863-1000	12'	70'	35	•	30/50/100	•		•						16	•
Canyon Lake	TX	<b>Canyon Lake Marina</b>	830-935-4333		85'	449	•		•		•						16	
Canyon Lake	TX	<b>Cranes Mill Marina</b>	830-899-7718		45'	250	•			•	•	•	•				16	
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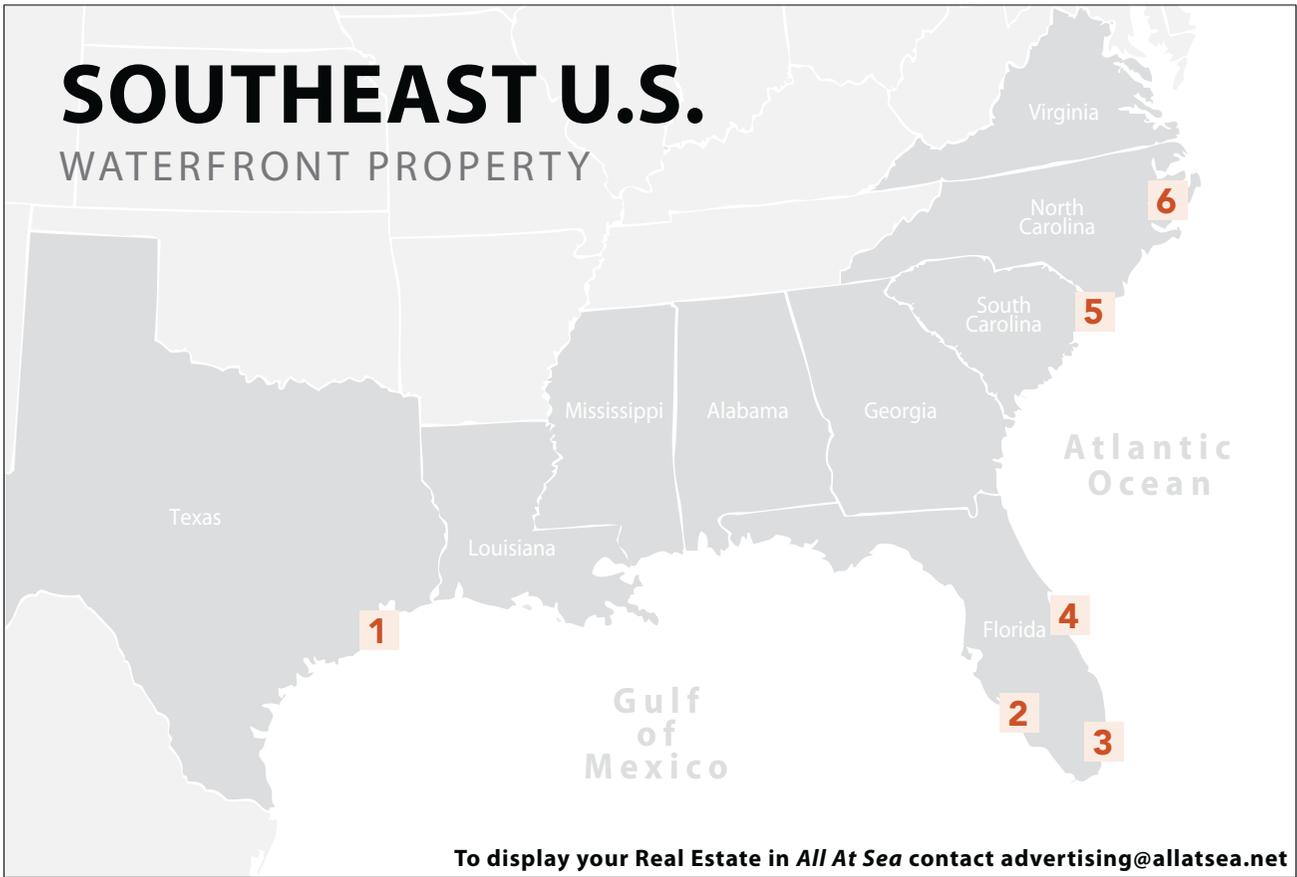
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Jersey City	NJ	<b>Liberty Landing</b>	201-985-8000	9'	75'	19'	no limit	50 Amp	24x7	60 ton travelift	•			•		•	
Chesapeake	VA	<b>Atlantic Yacht Basin, Inc.</b>	800-992-2489	12'	120'	25'	no limit	30/50/100 Amp	24x7	60 ton travelift, 300 ton railway		•	•	•	•	•	
Deltaville	VA	<b>Deltaville Yachting Center</b> www.dycboat.com	804-776-9898	10'	70'	19.6'	no limit	30/50 Amp	8-4:30 M-F/ 9-4:30 S	50 ton travelift	•	•	•	•	•	•	•
Wanchese	NC	<b>Blackwell's Boatyard</b>	252-473-1803	6'	70'	20'	no limit	30/50 Amp	7-3:30 M-F 7-12 S	70 tons		•	•	•		•	
Washington	NC	<b>Cap't Sam's Boatyard</b>	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	<b>McCotter's Marina &amp; Boatyard</b>	252-975-2174	6'	60'	14'	no limit	30/50 Amp	8-5:30 x7	15 tons	•	•	•	•		•	
Bayboro	NC	<b>Hurricane Boatyard</b>	252-745-3369	8'	70'	21.5'	no limit	30/50 Amp	8-5 M-F	50 ton travelift	•	•	•	•	•	•	•
Oriental	NC	<b>Deaton Yacht Service</b>	252-249-1180	5'	50'	18'	no limit	30/50 Amp	8-5 M-F/ 8-12 S	35 ton travelift	•	•	•	•			•
Minnesott Beach	NC	<b>Wayfarers Cove Marina &amp; Boatyard</b>	252-249-0200	6'	50'	18.5'	no limit	30/50 Amp	8-4 M-F	60 tons	•	•	•	•		•	
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-2690	10'	130'	30'	no limit	30/50/100 Amp	24x7	50/75/200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	<b>Beaufort Marine Center</b>	252-728-7358	10'	130'	30'	no limit	30/50/100 Amp	8-4:30 M-F	50/75/200 ton travelift	•	•	•	•	•	•	•
Beaufort	NC	<b>Moores Marine Yacht Center</b>	252-504-7060	10'	130'	30'	no limit	30/50/100 Amp	8-4 M-F	50/75/200 ton travelift		•	•	•	•	•	•
Brunswick	GA	<b>Two-Way Boat Yard</b>	912-265-6944	7'		16.5'	no limit	30 Amp	8-4:30 M-F	30 ton travelift	•		•		•	•	
Amelia Island	FL	<b>Amelia Island Yacht Basin</b>	904-277-4615	11'	100'	19'	no limit	30/50 Amp	8-6 x7	36 tons							
Stuart	FL	<b>Apex Marine</b>	772-692-7577	8'	65'	19'	no limit	30/50 Amp	7-3:30 M-F	65 tons			•	•	•		
Fort Lauderdale	FL	<b>Apex Marine</b>	954-759-7212	9'	90'	22'	no limit	30/50/100 Amp	7-4 M-F	92 tons			•	•	•	•	
St. Petersburg	FL	<b>Progressive Marine Service/Boat Yard</b>	727-822-2886	10'	100'	26'	no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton travelift		•	•	•	•	•	•
Mobile	AL	<b>Dog River Marina</b>	251-471-5449	8'	85'	22.5'	75'	30/50/100 Amp 3 phase	24x7	70 ton travelift		•	•	•	•	•	
Kemah	TX	<b>South Texas Yacht Services</b>	281-334-7245	7'		16'	no limit	30 Amp	7:30-4 M-F 8-12 S	37.5 ton travelift		•	•	•		•	•

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**South Padre Coastal Real Estate, Inc.**

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**Fort Myers, FL.** This stunning residence along the Caloosahatchee River captures the warmth and beauty of SW Florida living w/ 6,565 + sqft, 4 bedrooms, 5 full baths and 2 half baths, fireplaces, elevator and separate guest quarters. The interiors pay homage to timeless European elegance, which include a formal living room, dining room, library, gourmet kitchen, family room, media room and wine cellar. Find outside serenity w/ lush landscaping, fountains, a negative edge swimming pool, outdoor pavilion, pool house w/ kitchen, roof top sundeck and sunset views to envy. \$3,650,000

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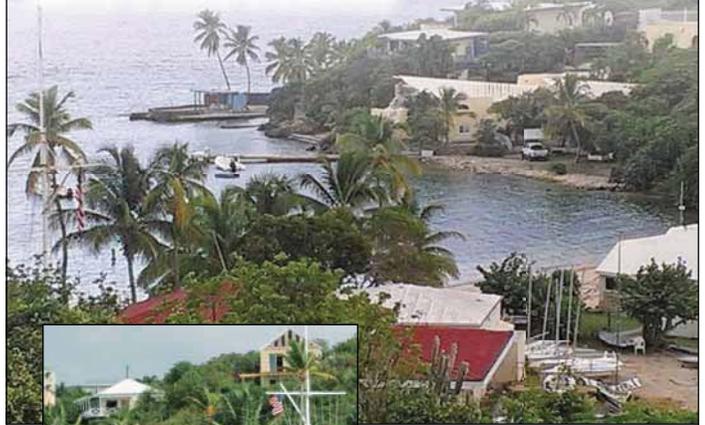
Magnificent 4BR/3.5BA waterfront estate on 7.75 acres near Oriental, NC. Protected deep water close to ICW on Ball Creek boasts private dock with boat lift and anchorage for your yacht. Custom-built, this 4,300 sq. ft. house offers classic styling with a comfortable, contemporary atmosphere. This dream home has all amenities on your wish list! \$1,450,000

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**3**  
**Miami Beach FL.** Enter into 7,000 SF of glass luxury on the 26th floor at Sunset Harbour South with 360 degree views of South Beach, Miami and Biscayne Bay. This 5 B/R, 5.5 BA floating penthouse estate has two master bedroom suites, two roof top decks, wraparound balconies and floor to ceiling windows with 5-star shops and restaurants out the lobby door. Amenities include a fitness center and pool area. \$7,900,000. Add a 109-foot Yacht Slip and Private Yacht Club membership to have all the amenities of a mansion without the upkeep. \$825,000.

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

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**5**  
**Murrells Inlet, SC.** Bring your jet skis, boat, shrimp net, crab traps and fishing gear to this classic 4BR/3BA cottage on the desirable Murrells Inlet Main Creek. Close to US 17 and world class shopping, dining, medical and golfing. Unique opportunity to complete the current renovation with your own interior choices and finishing touches. A 44-foot by 44-foot parking area, an upstairs entertainment deck with uninterrupted breezes and unparalleled water views. A must see with a great price. \$397,000.

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**6**  
**Belhaven, NC.** Beautiful, restored 3 to 4 bedroom historical, home overlooking the Pungo River, just minutes from the ICW. Original tin ceilings, stained glass windows, antique fireplaces and lovely wood floors. Large deck and patio and a charming front porch to watch boaters as the sun sets. Great home for entertaining with 60 feet of waterfront and a private pier. Belhaven, or "Beautiful Harbor" is paradise for boating, fishing, swimming, kayaking and offers residents and visitors the charm and hospitality of small town life.

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# Little Yacht Sales



Carver 350 Mariner



Carver 430  
Cockpit Motoryacht



Aluminum Chamber "Sportfish"



Immaculate 56' Hatteras



Great Harbour 37

## POWER

Length	Year	Make	Model	Price
56 ft	1981	Hatteras	56 Motor Yacht	USD 389,000
56 ft	1974	Matthews	56 (Fibreglass Hull)	USD 249,000
55 ft	2007	Nordhavn	55	USD 1,750,000
53 ft	1998	Carver	530 Voyager Pilothouse	USD 299,500
52 ft	1987	Cheoy Lee	Efficient Cockpit Motor Yacht	USD 172,000
47 ft	1985	Custom	Trawler	USD 49,500
46 ft	1999	Sea Ray	460 Sundancer	USD 200,000
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	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	Luthrs	Flybridge Sedan	USD 32,900
34 ft	1982	Mainship	Sedan	USD 49,999
31 ft	2005	Formula	31 PC	USD 84,999
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 87,500
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	Sportfish	USD 29,999

## SAIL

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 199,999
47 ft	2008	Catalina	470 #158	USD 239,000
47 ft	2000	Catalina	470	USD 219,990
47 ft	2000	Catalina	470	USD 249,999
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
45 ft	2006	Island Packet	445	USD 447,900
44 ft	1992	Beneteau	440	USD 149,500
43 ft	1983	Mason	43	USD 94,499
43 ft	1980	Endeavour	43	USD 74,500
43 ft	1977	Nautor Swan MS	43 Staysail Ketch	USD 110,000
42 ft	2006	Beneteau	423	USD 179,999
42 ft	2003	Beneteau	423	USD 165,800
42 ft	1977	Whitby	42 Center cockpit (refit 2011)	USD 149,999
42 ft	1975	Irwin Ketch	42	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	1989	Hans Christian	41T	USD 174,900
41 ft	1982	Morgan	Out Island 416	USD 59,990
40 ft	2005	Caliber	40 LRC Series	USD 299,000
40 ft	2005	Jaannau	Dyssey 40.3	USD 169,000
40 ft	2001	Caliber	40	USD 199,900
40 ft	2001	Pacific Seacraft	Crealock 40	USD 299,999
40 ft	2000	C&C 121	40	USD 149,999
40 ft	1980	Bristol	40 (2012 survey)	USD 57,999
39 ft	2005	Beneteau	393	USD 144,999
39 ft	1976	Allied	Mistress	USD 38,500
38 ft	2013	Catalina	385	USD 212,750
38 ft	1999	Catalina	380	USD 114,900
38 ft	1980	Ericson	380	USD 55,000
37 ft	2005	Beneteau	373	USD 129,900
37 ft	2004	Island Packet	370	USD 275,000
37 ft	1985	Beneteau	First 375	USD 46,900
36 ft 5 in	2000	Beneteau	361	USD 74,500
36 ft	2004	Hunter	36	USD 188,900
36 ft	2001	Catalina	36 MkII	USD 89,000
36 ft	1999	Catalina	36 MkII	USD 89,000
36 ft	1995	Catalina	36	USD 77,900
36 ft	1993	Hunter	36 Vision	USD 54,900
35 ft	2013	Catalina	355 LYS Texas Ed. In Stock!	USD 179,750
35 ft	1999	One Design	35	USD 59,999
34 ft	2001	Catalina	34 MkII	USD 89,900
34 ft	1989	Catalina	34	USD 55,000
33 ft	1989	Hunter	33.5	USD 55,900
33 ft	1985	Hobie	33	USD 19,499
33 ft	1984	Endeavour	33	USD 19,999
33 ft	1975	Ranger	33	USD 19,900
32 ft	2008	Catalina	320 MK II	USD 104,999
32 ft	1996	Catalina	320	USD 68,995
32 ft	1995	Catalina	320	USD 49,999
32 ft	1983	Beneteau	First 32	USD 17,500
31 ft	2013	Catalina	315	USD 123,795
31 ft	2001	Catalina	310 (Full systems check out!)	USD 59,999
31 ft	1997	Hunter	310	USD 46,999
31 ft	1986	O'Day	31	USD 31,000
31 ft	1997	Hunter	310	USD 44,990
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 26,250
27 ft	1988	Pearson	27	USD 15,599
27 ft	1987	Island Packet	27	USD 39,900
25 ft	1984	Cape Dory	25D	USD 79,999
24 ft	1990	Pacific Seacraft	Dana 24	USD 54,950



Catalina 470 (4 available)



Hunter 310 (2 available)



Catalina 320 (3 available)



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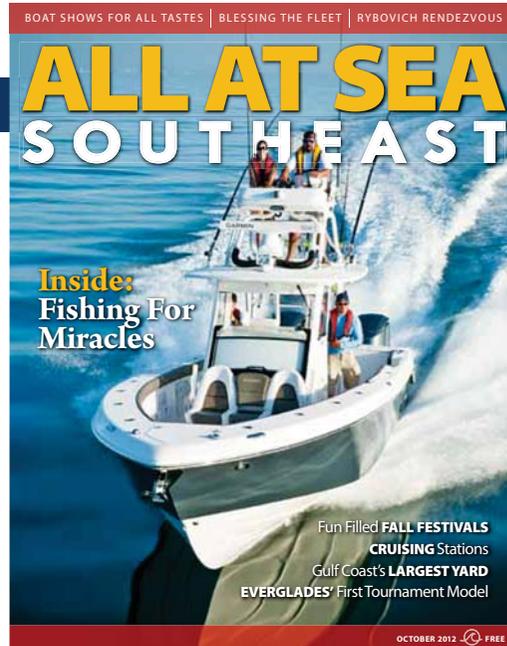
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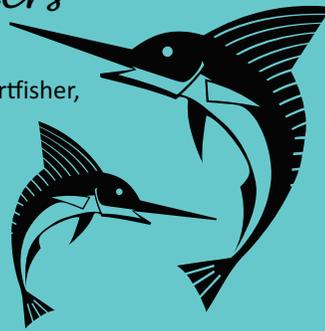
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# MARINA BEAUTIFICATION PROGRAM

BY TERRY BORAM

I was dressed in classic boatyard attire: Tyvek white jumpsuit tastefully splattered with blue, gray and red, muddy work boots, an old baseball cap to hold back my hair, goggles and a respirator. When George hesitantly approached me, I recognized his surprise, "Terry, why are you sanding the boat. Where's Clint?"

"Not here," I responded. "Is there something wrong?"

Apparently there was something amiss. Over the next few hours, more and more men made a slow pass by our boat. Some would timidly wave while others scurried away when I made eye contact with them. Our friend Bob pulled up a cinder block next to me while I ate lunch.

"OK, what gives," I asked him. "Why are all these men staring at me?"

Bob chuckled, "Do you see any other female in the boat yard today?"

It never occurred to me that I was the only female there. In years past, I worked side-by-side with Clint to ready the boat for the season. This spring, his work schedule interfered, so I simply donned the suit and did what needed to be done.

Eventually the guys got use to me working around the yard. One day I asked one of my new friends what his wife was doing at home that day, "I'm sure she's working in the garden." That is when the lightbulb went off in my head.

As the boats began to splash for the season I asked our marina owner Milt if I could use a small plot of dirt near A Pier to plant a garden. He agreed, then inquired about what I was up to. "Marina beautification," I responded. With a wink and a grin Milt, told me I could do anything I wished to that area of land, and if I needed anything else to let him know.

The rocky soil had been neglected for quite some time. I pulled weeds, removed debris that had washed ashore and then began grading the area. I immediately began attracting



Terry Boram sanding one of the amas of her trimaran, "Tri Dreaming."

some attention, only this time instead of the men sheepishly passing by it was all the hibernating females. I wanted these ladies to warm up to me, so I posted a sign saying, "Community Garden In Progress. Volunteers and donations needed."

I created raised beds using extra cinder blocks from around the marina and brought terra cotta planters from home. By the end of the week bags of soil and several more planters were left in the area. Without fanfare I worked in the soil then bought tomato and basil plants to put in the planters. More and more items began appearing: a watering can, more tomato plants, geraniums and even an old charcoal grill.

One day Bob stopped by the plot of land before heading out to his boat. "I see you were able to use the soil Linda had me bring you. She wants to know if you need anything else." While Bob's boat was named after his wife, Linda rarely came to the marina to sail with him.

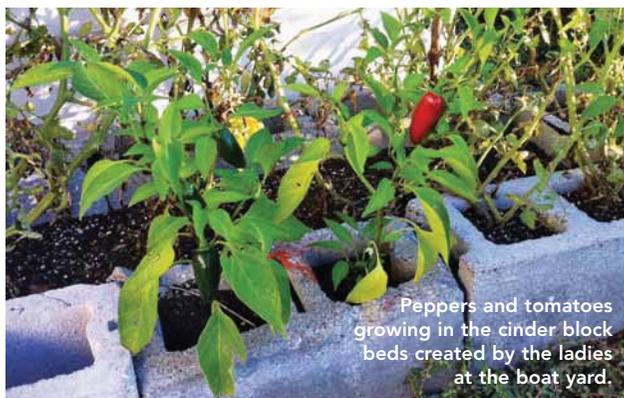
"Bob, tell Linda this is a community garden and whatever she wants to send in or do to help would be most appreciated," I said.

As the tomatoes began to grow so to did the volunteers. One Sunday, while her husband worked on an engine, Kitty helped me repair and paint a picnic table. Joanne made sure all the plants were watered each time she came to sail with her husband. Debbie did some weeding and Julie supplied the garden with extra garden tools from her home.

As the ladies began to become friends they organized a dock party prior to the annual Fourth of July fireworks. It was then I got to meet many of the wives, girlfriends, mothers, aunts and daughters of the men who were befuddled by this woman scrapping the bottom of a boat.

Later that summer Milt pulled me aside and simply said, "That is a heck of a "Marina Beautification" program you have going."

I just grinned saying, "Women do brighten up this place." ☺



Peppers and tomatoes growing in the cinder block beds created by the ladies at the boat yard.

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