

# ALL AT SEA

## SOUTHEAST



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ANYTHING ★ ANYTIME ★ ANYWHERE



and yes, even here



# IMPRESSIVE SEAFARERS



**M**y wife Jo and I recently popped down the coast to Ingleside, Texas, to tour what will soon be one of the largest things floating in the Gulf of Mexico. The Mars B Olympus platform will be operated by Shell, which owns 71.5 percent with BP owning the remainder. The platform weighs in at 119,000 tons – 20 percent heavier than the largest platform currently working the Gulf and the largest of its kind in the world.

The multi-billion dollar platform is 401 feet tall making it a major “landmark” for boats passing offshore. Its huge dimensions and high-pressure equipment enable it to tap into deeper oil reserves than any existing platforms. It will be moored in approximately 3,000 feet of water some 130 miles south of New Orleans and is designed for a working life of 50 years.

The topsides were built by Kiewit Off-Shore Services in Ingleside where they were joined with the South Korean-built hull. My wife is a contractor for Shell helping to design safety features on a sister platform, so we were among the thousand guests invited to clamor aboard for Shell’s family day. It was likely the first and last time the children will ever wander the industrial decks.

We visited the living quarters where 192 workers will spend down time. Each bunk comes with a built-in TV. They also have a workout room, cafeteria, rec room and medical suite. But mostly it is all work onboard.

The control room technology is decades beyond anything NASA used to launch people into space. Fiber optic


cables will connect Olympus to a duplicate control room in New Orleans to provide redundant oversight of operations. A derrick built by the Lonestar Energy Fabrication yard in Baytown, Texas, towers over the top deck. Onboard gas turbines will provide 28 megawatts of power to run the facility.

The wellbay has 24 well slots enabling the platform to tap into multiple wellheads, producing up to 100,000 barrels of oil per day. Over the lifespan of the project, the platform is expected to enable production of an estimated 1.1 billion barrels of oil equivalent from the Mars field.

As the platform is prepared for towing offshore this summer, Shell estimates that the project required 20 million hours to complete. That’s a lot of effort and expense to help meet our insatiable thirst for energy in

the coming decades. It should help keep our cars (and boats) humming along for a long, long time. Impressive.

The day before our tour, we visited the nearby Corpus Christi Municipal Marina. Tied off to a bulkhead there is a replica of Christopher Columbus’ ship Niña – part of a set including Pinta and Santa Maria that toured American ports in 1992 to commemorate the 500th anniversary of Columbus Day. They are the most historically accurate Columbus replicas ever built. After the tour, Spain leased them to Corpus Christi. A barge mishap in 1994 left the latter two vessels in need of prohibitively pricey repairs. They are currently rotting on shore at the Corpus Christi Museum.

Niña looks stout, but incredibly petite. With a 65-foot deck length, 7-foot draft and 1,919 square foot sail area, the oak and pine caravel is small compared to many pleasure craft docked in the marina. But somehow Columbus guided his little fleet 25,000 miles across the ocean powered by wind and will alone. No oil required. Very impressive. 

A stylized, handwritten signature in black ink that reads "Rob".

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

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





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# BROKER ISSUES BROACHED

## Boat Buyer's Guide

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

STORY AND PHOTOS BY BOB LUCEY



A broker will crawl over a boat with you, pointing out features of short sale boats.

**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 a lurch 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 "lick 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 manufacturer. 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 you are buying a second-hand 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.)

Boat 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, find a broker who specializes 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 customers 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.flyba.org](http://www.flyba.org)) and the Gulf Coast Yacht Brokers Association ([www.gcyba.com](http://www.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 should probably stick with professional help. Boat brokers are paid a percentage of the sales price by the seller, so it doesn't really 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.

JULY 2013 ALLATSEA.NET 27

To the Editor,

I read with interest your article in the July 2013 issue. The section referencing brokers was kinder than most articles of this nature. However, the last section, entitled "Going Bare Boat", presents two issues unfairly: First, although it is true that the first contractual agreement is often between the broker and the selling client, there is no need to assume that the listing agreement prevents the broker from negotiating a fair deal for the buyer as well. Quite often the absence of a second broker can actually make the transaction easier to facilitate. Likewise, it is unfair to assume that a broker will not pursue a boat advertised as "For Sale By Owner" or that a buyer will have to pay a commission beyond the advertised price in such a case. The fact is that a good broker will pursue the right boat for his client no matter what the circumstance and will often be able to negotiate a fair deal with a private seller. When opting to work with a broker, a buyer should find someone that they are comfortable

with, be candid about their needs and wants, and stick with their broker of choice.

John E. Muller  
Coast to Coast Yacht Sales  
Vero Beach, Fla.

Mr. Muller,

Thank you for reading All At Sea and sharing your perspective. Regarding the section of the story you referenced, our point was only to remind the buyer to be aware of how the broker is compensated for his or her expertise. Certainly a good broker should be clear about such matters and deal fairly with all parties in the transaction, but it can be a tricky balancing act and it is prudent for buyers to beware of any potential conflicts of interest. We concur wholeheartedly that those buyers who choose to work with brokers should find somebody with whom they can build a strong working rapport.

Regards,  
Rob

All At Sea wants to hear from you! Send your correspondence by email to [editor@allatsea.net](mailto:editor@allatsea.net), or mail letters to: All At Sea, 382 NE 191st St. #32381, Miami, FL 33179-3899



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# THIS ISSUE

THE SOUTHEAST STATES' WATERFRONT MAGAZINE



PHOTO COURTESY OF BOATUS

## FEATURES

28 **THE TRANSPARENT BOATYARD**

30 **TEACHING FUTURE BOATBUILDERS**

34 **DARK AND STORMY**  
Hurricane Season 2013

## DEPARTMENTS

2 **EDITOR'S DECK**

4 **LETTERS TO THE EDITOR**

8 **WHERE IN THE WORLD?**

10 **SOUTHEAST NEWS**

11 **EVENT CALENDAR**

16 **BOATING HUMOR**  
Personal Hygiene, Yachtie Style!

19 **SAILING**  
Rockville Regatta Sails Again

20 **FISHING REPORT**  
Fish Early in August  
Reeling in a Big One

22 **BOAT BUYER'S GUIDE**  
How to Buy a Boat, Part Three

24 **LEGAL LINES**

Marine Insurance, What's Covered and What's Not?

26 **SOUTHEAST BOAT BUILDERS**  
Parker Marine Enterprises

48 **COASTAL REAL ESTATE GUIDE**

51 **BROKERAGE/CLASSIFIEDS**

59 **MARKETPLACE**

62 **SPONSOR DIRECTORY**

63 **EAT**  
Boat Friendly Foods

COVER SHOT: Danielle Atwood and Birget Schultz rev up a Harrier 25 around Marco Island, Fla. | Photo: ©Billy Black



## COASTAL EVENTS & INTERESTS

### 8 MAP

### 38 SOUTH CAROLINA

South Carolina Reef Supporters  
Dig Deep

### 40 FLORIDA

Operation Kid Float Spreads  
Safety Message

### 42 GULF COAST

Jack Holmes: King of the  
King Mackerel

## RESOURCES

### 46 SOUTHEAST MARINAS

### 47 SOUTHEAST BOATYARDS



PHOTO BY GLENN HAYES

# ALL AT SEA SOUTHEAST

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# WHERE IN THE WORLD?

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



Max Murray from Palm Beach Gardens is hanging out at the Brownie's Dive Shop in Ft. Lauderdale reading up on the *All At Sea* magazine!

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

## SOUTHEAST U.S. EVENTS & INTERESTS

*ALL AT SEA SOUTHEAST'S*  
STATE COVERAGE

**PAGE 19**  
Rockville Sails Again



Texas

Louisiana



**PAGE 2**  
Big Things in  
the Gulf



**PAGE 12**  
Hampton Cup  
Speed Boat Regatta



Virginia

North Carolina

South Carolina

**PAGE 20**  
Fish Early in August



Atlantic  
Ocean

Gulf  
of  
Mexico



**PAGE 42**  
King of the  
Kingfish Tourneys



# SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION



## Gunboat's N.C. Facility Growing

Bruce Hopkins joined catamaran builder Gunboat as the new CFO after 15 years as CFO at Maine boatbuilders Lyman Morse and Hodgkin Yachts. "It was time to bring in someone of Bruce's caliber," company founder Peter Johnstone said in news release.

Hopkins has moved to North Carolina where Gunboat International moved its operations last year, repatriating from China.

"We're excited to be here," Hopkins said in a statement. "Gunboat is thriving and we're looking forward to being able to sail in warm weather for six months out of the year, rather than six weeks."

Gunboat received a state grant of \$213,000 to create 71 jobs in three years, including a goal of 30 jobs in the first 12 months. The state doles out the grant as Gunboat meets hiring goals. Johnstone is ahead of schedule, having hired 45 workers with plans to hire an additional dozen or so by the end of the year.

The company began in 2001 at a plant in South Africa before moving to China. Its 36,000-square-foot facility in Wanchese, N.C., was once owned by famed Outer Banks boatbuilder Buddy Davis. It was vacant for five years before Gunboat moved in.

Johnstone expects to finish eight 55-foot twin-hull sailboats in 2013, each priced just under \$2 million.



## 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.

### ANNAPOLIS, MD

**OCTOBER 3 – 6**

US Powerboat Show  
Boat Show  
[www.USBoat.com](http://www.USBoat.com)  
410-268-8828

**OCTOBER 10 – 14**

US Sailboat Show  
Boat Show  
[www.USBoat.com](http://www.USBoat.com)  
410-268-8828

### BILOXI, MS

**AUGUST 24 – 26**

SKA Palace Casino Resort/  
Gorenflo's King Mackerel  
Tournament Trail  
Fishing Tournament  
[www.gorenflostackle.com](http://www.gorenflostackle.com)

### CARRABELLE, FL

**AUGUST 3 – 4**

C-Quarters Marina 10th  
Annual Kingfish Shootout  
Deep Sea Fishing  
[www.c-quartersmarina.com/shootout.html](http://www.c-quartersmarina.com/shootout.html)  
[info@c-quartersmarina.com](mailto:info@c-quartersmarina.com)  
(850) 697 8400

### CHARLESTON, SC

**SEPTEMBER 28**

Leukemia Cup Regatta  
Sailing Regatta  
[www.LLS.org](http://www.LLS.org)  
Charleston Sailing  
Community

### CORNELIUS, NC

**OCTOBER 11 – 12**

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

### FORT LAUDERDALE, FL

**OCT 31 – NOV 4**

54th Annual Fort  
Lauderdale Boat Show  
Boat Show  
[www.ShowManagement.com](http://www.ShowManagement.com)  
800-940-7642

### GULFPORT, MS

**AUGUST 14 – 18**

Sonny Johnson Memorial  
Tournament  
Fishing Tournament  
[www.mgcbgfc.com](http://www.mgcbgfc.com)

### MOBILE, AL

**SEPTEMBER 14 – 15**

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

### ORIENTAL, NC

**AUGUST 9 – 10**

Oriental Dragon  
Boat Festival  
Dragon Boat Races  
[www.OrientalDragonBoat.com](http://www.OrientalDragonBoat.com)  
[info@orientaldragonboat.com](mailto:info@orientaldragonboat.com)  
**AUGUST 3 – 4**  
Dragon's Breath Regatta  
Sailing Regatta  
[www.OrientalDinghyClub.com](http://www.OrientalDinghyClub.com)

### PALM BEACH, FL

**SEPTEMBER 20 – 22**

The South Florida Fall  
Boat Show | Boat Show  
[www.southfloridafallboatshow.com](http://www.southfloridafallboatshow.com)  
561-866-7323

### 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/)

### SAVANNAH, GA

**SEPTEMBER 13 – 15**

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

### TAMPA, FL

**SEPTEMBER 27 – 29**

Tampa Boat Show  
Boat Show  
[www.TampaBoatShow.com](http://www.TampaBoatShow.com)  
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Hampton Cup action speeds up.

### Hampton Cup Ready to Run

Hampton, Va., will host the Hampton Cup Regatta Aug. 10-11, preceded by a Beach bash on Aug. 9. Billed as the "oldest continuously run motorsports event in America," the speedboat race was first held in 1926 when 35 mph was a top speed for boats. Now they can range from 80 to 170 mph.

Spectators can get a free view of the American Power Boat Association-sanctioned race from the Mercury Boulevard bridge.

### Boat Club Taps Scout Boats

Summerville, S.C.-based Scout Boats Inc. recently delivered four Scout 210 Dorado models to Palmetto Bluff, a 20,000-acre nature preserve and resort community in southeastern South Carolina. Wilson Landin, the community's dry stack marina, is located on the May River with access to Lowcountry waterways. The dry storage facility has 80 racks accommodating boats up to 36', a dock with six platform lifts over the water, an outfitters center and the Boat Club rental program of which Scout models are now a part.

"We've experienced a growing demand to expand and update our current private Boat Club fleet, so we began a search for a boat that would meet all our particular needs," said marina supervisor Capt. Chris Story. "We needed a vessel that could easily operate under a wide range of experience levels – from folks just getting their feet wet, to seasoned veterans... It was only after an extensive vetting process that we decided that Scout Boats and the 210 Dorado would be the best fit for our needs."

### Sportsman Boats Expands

Sportsman Boats Manufacturing plans to expand operations with a move into a larger facility near Walterboro, S.C., west of their current Summerville base. The \$2.35 million

investment is expected to generate 50 new jobs within the next five years.

"We are pleased with the success we've had here in Dorchester County and we're looking forward to growing our operations here," said company President Tommy Hancock. "This expansion is a big step for our company. South Carolina has provided a great fit for our business and we appreciate all the support we've received from state and local officials."

The move to the 72,600-square-foot facility will allow the company to expand its capacity as well as add new boat models to its product range.

"It's always exciting to see one of our existing businesses grow, and we're thrilled to see Sportsman Boats Manufacturing expand less than two years after first setting up shop in Dorchester County," said Gov. Nikki Haley.

"South Carolinians know how to build things, and build them well," added Secretary of Commerce Bobby Hitt. "Sportsman Boats Manufacturing's expansion adds momentum to the Palmetto State's manufacturing renaissance, and we look forward to them continuing to grow and create jobs that will have an impact."



A Masters 247 heads for the fish.





THREE LOCATIONS IN  
PALM BEACH COUNTY, FLORIDA

New Port Cove  
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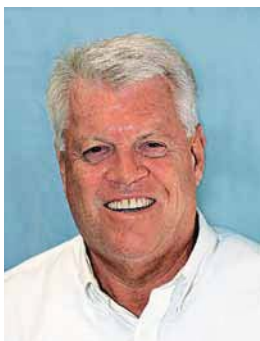
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### Ruckert Joins Ross Yacht Sales

Jeff Ruckert recently joined Dunedin, Fla.-based Ross Yacht Sales as a broker. He brings to the company his extensive cruising experience all along the eastern seaboard and enthusiasm for finding clients the yacht of their dreams.

### Trinity Partner Brings Expansion Capital

Trinity Yachts and TY Offshore announced the formation of the Gulf Coast Shipyard Group along with its new investment partner, Littlejohn & Co., a multi-billion dollar private equity firm based in Connecticut. The Group will own and operate two major Gulf Coast based shipyards engaged in the new construction of commercial, military and luxury yachts. It will also operate International Yacht Collection, a wholly owned yacht brokerage unit. Felix S. Sabates Jr. will step down as chairman to become an advisor and consultant to the new organization.

"Littlejohn has an impeccable reputation along with the ability to bring equity, strategy and experience in order to successfully grow and diversify our operations," said John

Dane III, president and CEO of Trinity Yachts and TY Offshore. "In addition, I am also happy to announce that we will be starting a long-planned \$9 million capital improvement program to the Gulfport, Miss., yard which will increase our efficiency and annual output.

"These improvements will also upgrade our Syncrolift to 4,300 tons in anticipation of ice class vessels for Arctic operations," he added. "All told, we expect these events will further establish our operations as a premier builder and major employer."

Edmund J. Feeley, managing director of Littlejohn, said, "We look forward to our partnership with the Gulf Coast management team to continue the company's strong growth trajectory into new markets. The company has a strong backlog of orders, and oil and gas drilling and production activity is expected to remain strong with demand for vessels serving this industry expected to continue, as well as vessels targeted for other commercial and military markets."

### Waveland Pier Repairs Awarded

Compton Engineering will oversee repairs to the Garfield Ladner Pier in Waveland, Miss. The pier was rebuilt in 2010 after being demolished during Hurricane Katrina, but sustained \$900,000 in damage during Hurricane Isaac last August.



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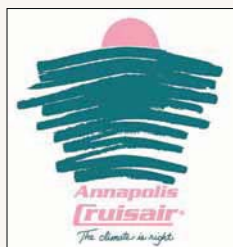
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## New Boat for Wrightsville Beach CG

The crew of Coast Guard Station Wrightsville Beach accepted delivery a 45-foot Response Boat-Medium in June. It is the 126th boat in a fleet of 170 being delivered to the service. The RB-M will replace the aging fleet of 41-foot Utility Boats and assorted non-standard boats being used at Coast Guard stations throughout the country.

A top speed of 49 mph gets the boat's crew to the scene faster and reduces crew fatigue. The new design includes a full cabin to protect the crew from the elements, provides heating and air conditioning and features shock-mitigating seats. The RB-M is more maneuverable, can accommodate light machine guns and its propulsion system complies with EPA and International Maritime Organization emissions standards. It boasts an advanced navigation system and a communication system able to interact with other federal, state, local and homeland security partners.

The RB-M is a multi-mission boat that can operate in coastal zones including inshore and inland waterways and open ocean out to 50 nautical miles. Primary missions include search and rescue; ports, waterways and coastal security; defense readiness and marine environmental protection.



The Coast Guard practices with an RB-M on Lake Ponchatrain.



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# PERSONAL HYGIENE, YACHTIE STYLE!

BY CAP'N FATTY GOODLANDER



An almost unrecognizable Carolyn showering on Ganesh.

**M**y wife has sailed with me for 43-plus years. Yesterday she made Goodlander Family maritime history: while underway on passage, she took a freshwater shower. I couldn't believe it! Actually, I barely recognized her as she stepped out of the shower, smugly brimming with cleanliness. She's Caucasian! Who knew? Worst, I couldn't smell her. How would I be able to find her when I needed sex? What if she fell overboard, and there wasn't her normal slick to jibe back towards?



Even worse than not being able to smell her was smelling me! For the last four decades we've been enveloped in a sort of mutual 'odor soup, putrid stew' while on offshore passage – now she had broken the tradition.

It had been very 1960s... like MAD, mutually assured destruction. Now what would she do next – brush her teeth? I mean, what good is going to sea if you're going to bathe, bathe, bathe the day away?

Oh, it was sad. When we were younger and friskier, she used to write tiny erotic instructions on her skin – and I'd occasionally take a pick-axe to her dirt ... weeks later offshore ... sort of a treasure hunt of epidermal perversion. I'm reminded what Woody Allen replied when asked if sex was dirty. "If you do it right," he said.

Matted hair can be a turn-on. There's nothing wrong with dread locks downstairs!

**To keep my blood sugar elevated properly, I'd just comb some of the debris of my previous meal into my mouth...**

I firmly believe that a lot of our modern racial problems are really the result of too-vigorous showering. After all, in yesteryear even the English were so dirty it was hard to tell if they were white, black, or just waterless.

I mean, if god didn't want you to sniff each other, why did he make all the fun parts reek?

Oh, we used to have so much fun together, my wife and I – cleaning out the cockpit scupper hoses, replacing the head sink drains, and just shoveling overboard the debris which fell off of us if, say, we were hit in the head by the boom.

My wife is Italian. She has Big Hair. She sheds about a pound of it every day, and has for all her life. Our bilges used to be full of it – especially the bilge pumps, strainers and limber holes.

I have a beard and mustache. Occasionally during heavy weather, it is hard to prepare a fresh meal. Thus during prolonged gales, to keep my blood sugar elevated properly, I'd just comb some of the debris of my previous meal into my mouth... yummy, once again! Déjà Vu, yeah baby! Waste not, want not...

Why buy modern sun block when old-fashioned filth will work just as well?

That's why I prefer my old foulies versus any new foulies. I WANT to smell the fear from a previous gale! And, let's face it, foulies wouldn't be called foulies unless they were! Who ever heard of donning your 'cleanies' as a storm approached?

The main requirement I have for a foul weather jacket is big pockets. If the coming offshore blow is a prolonged one, I just fill my pockets with hard-boiled eggs. Then, for

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nourishment, I just crush and peel an egg inside the pocket, hold it up to a boarding sea for a moment to salt-season it, and then gulp it down with a maniacal grin.

If you're wearing foulie bottoms as well, the resulting flatulence can be a problem. After all, heat rises. Your bottoms will noticeably balloon for a moment. Then the bubble rises like an internal tire to your waist, bubbling upwards to expand your chest area, and finally escaping with an odiferous 'pop' as the putridness momentarily inflates your hood.

Sure, I've heard that cleanliness is next to godliness, but I've always kinda sided with the other guy. True, he's not as nice – but far, far more interesting. I mean, why would I want to go to heaven when all my friends would be elsewhere? The point I'm trying to make is, a dirty body begets a dirty mind, which has always been my goal, regardless.

Muslims are fence sitters, in my opinion. I mean, why just one dirty hand? Why not both? Why not whole-hog!

## **There's nothing like a good 'pressure wash' of the privates while in deep ocean!**

Speaking of pigs, they've always been my role-models are far as personal cleanliness goes. I like to root, too! And the unabashed way a pig wears his filthy coat of honor – super-duper, as far as I'm concerned.

No, I never subscribed to *Good Housekeeping* or *Yachting*.

Did you know that the pigs of Tonga fish at low tide for clams? They do. And they are very dainty about it. If lucky, they barely rinse off any dirt at all.

I personally prefer dogs over cats – their method of ID-ing other individuals seem vastly superior to our own.

All of which isn't to say I never bathe. I do, but on an annual or semi-annual basis. I don't want to scrub away that protective 'barrier layer' which germs so find so difficult to penetrate. Or, maybe, they just can't handle the stench.

In any event, I have no allergies. I seldom get colds. I rarely get sick.

Of course, I lather up if constipated. Then I just plop myself down a LoVac marine toilet, twitch my buttocks a few times to ensure seal, and then pump a stroke or two. It's a sure thing, and much cheaper than Ex Lax or other chocolate treats for the aged. (Reportedly, a bag of prunes comes with every LoVac marine head.)

My first large ketch had a traditional mahogany bowsprit with twin bobstays. In heavy weather going to windward I'd jump down just below the sprit and hold on to the whisker stays as we plunged down, down, down into the sudden-ly rising trough... ah, no need for TP with this traditional

hearty sailor's method.

Yes, there's nothing like a good 'pressure wash' of the privates while in deep ocean!

I, for one, hate bidets on a boat. Kneeling that far down to brush my teeth makes me seasick.

Yes, I'm a sucker for maritime traditions. To this day, Arab dhows plying the Gulf of Aden still have a fully functional 'head' in the bows for the common sailors and a real 'poop deck' aft for the officers. ("Bombs away," Carolyn would call naughtily as we dinghy-toured the Salalah harbor of Oman.)

Okay, I'm not too bright. That's a given. Much in modern marine life perplexes me. For instance, why do they call 'em holding tanks when I use them because I can't hold it?

I prefer the olden, golden days of the Great Age of Sail ... when any Jack Tar before the mast knew that belly button lint made the finest, most expensive baggy wrinkle imaginable.

Yes, those were the good old days! To ensure a departing whale ship wasn't going to sea with any 'ladies of the night' still aboard, sleeping sailors (usually sleeping off the rum) were required to stick their legs out of their bunks so that gender could be observed. To this day, we 'shake a leg' upon command.

The Brits were the best. Instead of towels or rags to wipe their greasy hands in the mess hall, they just used the same frayed rope end every day. Yes, the dining area was a mess!

If the lice crawling around on a sailor's head began to prevent him from sleeping on his off-watch, he'd just tar his head with the same rigging preservative they used on the hemp shrouds... which is, of course, how Jack Tarr got his name.

To this day I lubricate my sextant with human grease squeezed from black heads on my nose... try that with a modern GPS! (All it does is smear the screen – how pathetic.)

We came up the Red Sea in 2010. We stopped in Sudan. Much of the population there lives in the desert. Water is precious. Thus, when the man of the house comes home from a long camel ride, his excited spouse lights a small sandalwood fire in the yard to stand over in her long, flowing, scent-catching gown. As soon as the smell of the fire overpowers the stench of her sweat, she dashes for the matrimonial bed.

Nowadays, we're getting two tiers of citizens: the First World and the Third World. Interestingly, the First World reports far more allergies. At first, I thought this was because wealthy people can afford to be more neurotic, but now I believe it is because the Super Pampered of the 1 percent just don't eat enough dirt as youngsters.

As a cruising sailor, I attempt to span both worlds. I often wallow all night long in the gutter, but I always wash out my mouth with soap afterwards.





# ROCKVILLE REGATTA SAILS AGAIN

BY JEFF DENNIS



Racers pass alongside the spectator fleet during the 2012 Rockville Regatta.

What started as a way of life for Sea Island farmers 123 years ago, continues today in a grand way. The Sea Island Yacht Club at the tip of Wadmalaw Island overlooking Bohicket Creek is the setting each August. Large crowds of on-the-water spectators come every year to celebrate the tradition of sailboat races, and to keep in touch with Lowcountry nautical tradition.

Several classes of sailboat will race during the Aug. 3-4 event. Races involving Sunfish, Optimists, Lasers, Y-flyers and E-Scows will all follow the Sea Island One Design boats that start the Rockville regatta each year. The SIOD boats were designed by Rockville sailing enthusiasts just after World War II and are unique to the Lowcountry.

"The first weekend of August is off limits to just about anything except spending time at Rockville," said John Settle, the son of a former SIYC commodore. "We don't plan any weddings, or work days at the hunt club, or family vacations for the first weekend in August.

"The weekend begins with a Friday night social at the clubhouse with a shrimp supper, live music and dancing," said Settle, who has participated in the race for many years. "There is a captain's meeting on Saturday morning and then they will get in as many races that day as weather will allow, and then finish up on Sunday. Long ago, this was a dressy affair, and it carried a large sailing fleet. These days the sailing fleet has dwindled, but the spectators keep coming to this must-see opportunity each summer."

The spectator fleet occupies half of Bohicket Creek, and the race committee cordons off the racing area with a series of buoys. The S.C. Department of Natural Resources is on hand along with a heavy law enforcement presence to keep the sailing lanes open. Swift currents and the narrow course make the Rockville Regatta challenging.

The spectator fleet builds each morning of the race with boats streaming in from the North Edisto River, traveling north from Beaufort and south from Charleston. All the boats are at capacity, since the Rockville Regatta is a hot ticket for revelers, and the level of camaraderie becomes apparent when many of the boats raft up to one another. The bigger the boat the better, and everything from sportfishers to john boats will be anchored up and rafting together.

The hot weather of August makes a day on the water one of the best ways to beat the heat, and afternoon thundershowers can help to create the breezes that sailing requires. Taken altogether, the Rockville Regatta is a spectacle of summertime. To stroll under the live oaks along the shoreline at Rockville, and watch the fleet pass back and forth up and down Bohicket Creek, is to embrace a part of sailing history.

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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).*

# FISH EARLY IN AUGUST

BY CAPT. JUDY HELMEY



Maddalyn Schmidt, age six, and Capt. Kathy Brown of Miss Judy Charters is holding up her just caught Spanish mackerel.

**A**ugust is the month that separates the true fishermen from those who only claim to be. You really have to pull out all of the stops when fishing during this month. The old saying the “Early bird catches the worm” really comes into play during this month. It’s best to fish early, because when the sun gets straight up the fisherman frying process begins.

## Inshore Action

Red fish, spotted sea trout, flounder, whiting and sharks can be caught just about anywhere while fishing the sounds and beachfronts. The best baits are going to be the lively ones such as shrimp, mud minnows, finger mullet and small yellow tail.

The reason live baits are a good idea is that they do all the work for you. This just means their movement while rigged up gets the fish’s attention. All you have to do is cast

rigged bait into the strike zone and possibly re-adjust the float’s depth, but only if no hit occurs after “the float by” takes place.

A lot of fishermen like float fishing and, since I am a fisherman myself, I can tell you why this is a natural born fact: We all just love to see the sinking of the cork!

The best news about these baits is most of them can be caught by you. There is more good news – it’s also a good time to catch your own bait, and you might just have enough left over for supper.

The secret to casting and catching shrimp, which could also turn into an afternoon shrimp cocktail, is a simple one. I suggest working the grass line as the shrimp first come out on the falling tide and when they start heading back to the safety of the marsh on the rising tide. I also suggest making sure that the grass line that you are working has a mud bottom around it.



For those that prefer to use “artificial only,” bites can also happen. I always like using DOA shrimp patterns during this time. You can use them as rigged straight out of the package.

Best method here is to tie a 3- to 4-foot leader of 12- to 20-pound test to a popping cork and cast into place. Let the tide take the float and come up with your own popping the float sequence. It's best to fish this rig in 5 to 6 feet of water.

When fishing more than 6 feet of water, I suggest using a small adjust float rig with a 2/0 Kahle hook. Remove the DOA weight and hook from artificial shrimp pattern and balance them on your hook just like a shrimp.

### Near Shore Options

Ocean menhaden, also known as porgies, have arrived and can be caught while casting your net around beachfronts and as far out as three miles into the ocean. The secret to finding porgies is to keep an eye to the sky for diving pelicans. Menhaden are called “Pelican candy!”

Because of the oils in their flesh, this is the one bait that works when used live or dead. It also works when used as chum, meaning cut up or smashed up.

When using live menhaden, I suggest light tackle rigs made with stinger hooks fished around the beachfronts and shipping channels. Big kings are known for migrating into these areas during the month of August. Steep drops such as those located in shipping channels (Savannah River Channel, for example) hold lots of bait standing opportunities.

King and Spanish mackerel know how this feeding drill works. Slow trolling in these areas usually yield big king mackerel bites. If you see Spanish mackerel on the surface, it's very likely that large kings are holding in the outskirts. Another good baiting option is to catch Spanish mackerel, rig it up quick, and let it swim.

### Bottom Fishing Fun

The bottom bite at the Savannah Snapper Banks is good during this time. However, to catch big fish you have to use the right big bait. Larger fish such as grouper, red snapper, cubera snapper, amberjack and cobia want live bait.

A fishermen needs to use live baits such as menhaden, sand perch, rock bass, scup, pin fish and ruby red lips. It's best to make sure your live well circulation pump is working properly and that the filter is clean. You want your bait lively and not shocked (stressed with a white milky appearance).

I suggest lip hooking any of these bait with a 13/0 circle hook rigged up on a Carolina style rig. As far as weight, I always use an 8-ounce egg weight and an 8- to 30-foot 100-pound test monofilament leader. Send this rig to the bottom, where the weight anchors it down. This allows the bait to seemingly swim free, putting it right in the big fish strike zone.



## REELING IN A BIG ONE

The 25th Anniversary of the South Carolina Governor's Cup got off to a big start during the Georgetown Landing Marina tournament. Angler Dixon Pearce (left) fishing aboard *Sportin' Life* grabbed the stage by reeling in a 534.2-pound blue marlin (dwarfing the 465.3-pounder that won the recent Big Rock tournament). Boat owners Graham (right) and Manley Eubank are long-time participants in the billfish series and took the early lead in the first of five tournaments.



PHOTO BY JEFF DENNIS

# HOW TO BUY A BOAT, PART THREE

## WORKING WITH A MARINE SURVEYOR

STORY AND PHOTOS BY ROB LUCEY



**M**ost people wouldn't buy a house without having it inspected first. You don't know what defects might be lurking behind the walls, in the attic or under the floorboards, and inspectors are experts at finding unknown issues.

The same applies to a boat. When you're ready to make a major investment in your dreamboat, it's good to know about any hidden blemishes beneath her outward beauty. Inspectors for boats are known as marine surveyors, and they can easily earn their fee by alerting you to all of your target vessel's condition concerns.

### Choosing Your Surveyor

While anybody might hang up a shingle and claim to be a marine surveyor, you want to make sure you have an expert who knows his/her way around the boat from the masthead to the keel and bow pulpit to the rudder.

If you're working with a financing company (see next issue's installment of this series), the loan officer will usually want to see an appraisal survey to make sure the boat (which is usually the loan collateral) is worth what you/they are paying for it.

If you're insuring the vessel (see the Legal Lines column in this issue), the insurance company will want to know that

your boat will remain safely afloat, as well as the fair market value for which to insure it.

With this in mind, your loan agent or insurance agent is a great place to start when selecting a professional marine surveyor. Either or both should have lists of approved surveyors in your area. If you hire someone who isn't on their lists, they may not accept the results of the survey.

If you aren't getting a loan or buying insurance, you'll still want to get a survey for your own enlightenment – unless you're a marine expert yourself and feel confident in your ability to discover all of the boat's flaws. Any hidden issues may provide grounds for further negotiations before closing the deal. If your surveyor finds a fuel tank dripping into the bilge, for example, you might ask the seller to have the leak repaired or reduce the price enough to cover the repairs.

The survey also provides an excellent starting point for your project list (every boater has one of them) after you close the deal.

Without a recommendation from an insurer or financier, your next best bet is to ask your boat broker or fellow boaters for a recommendation.

If you have no recommendations, you can check the listings on professional accrediting organizations' websites.



The National Association of Marine Surveyors Inc. has a member database that can be searched by state and type. (The latter criterium is helpful since you might not want to hire an expert in surveying cargo ships to inspect a yacht.) NAMS was established in 1962 to certify surveyors and provide continuing education opportunities.

The Society of Accredited Marine Surveyors Inc. has a list of its members that can be searched by city, state or zip code. SAMS was founded in the 1980s to provide information and training to those interested in the profession and suggest standards for technical procedures to members.

As you narrow down your choice of surveyors, talk to them and ask about cost, how long the inspection will take and which standards they use. Most common are U.S. Coast Guard, American Boat and Yacht Council and National Fire Protection Association – all of which have written codes for everything from proper emergency gear and buoyancy to correct wiring and other safety requirements.


Let the surveyor know the type of survey you want (insurance value, appraisal, pre-purchase or some combination of the above).

### What to Expect

Once you've hired your surveyor, you'll want to schedule a time through your broker or the boat owner for the sur-

veyor to visit the boat. For a complete survey, that visit will include a sea trial, a trip to the yard for a quick haul out if the boat is kept in the water, and plenty of time to poke around every locker, compartment, nook and cranny of the vessel. For sail craft, the best surveyors will climb the mast to inspect all of the standing rigging. In some cases, a surveyor might recommend services at an additional charge for such things as moisture metering, ultrasonic testing or corrosion tests.

If at all possible, you should be present during the survey. While most surveyors take plenty of digital photos these days, a snapshot doesn't compare to a surveyor pointing out the blisters he finds during the haul out and explaining whether or not they should be a matter of concern. It is also an excellent opportunity to learn a lot about the boat you're hoping to buy, and it may be your first opportunity to be onboard while it is underway.

After the survey, the surveyor should compile a thorough written and illustrated report of his or her findings. The report provides the surveyor's professional opinion of the boat's condition and/or value, but it is not a guarantee. There is always a chance that even the best surveyors can miss something in an inaccessible area of the boat, but the odds are your vessel will be much safer once you've addressed any and all of the issues your survey finds. 

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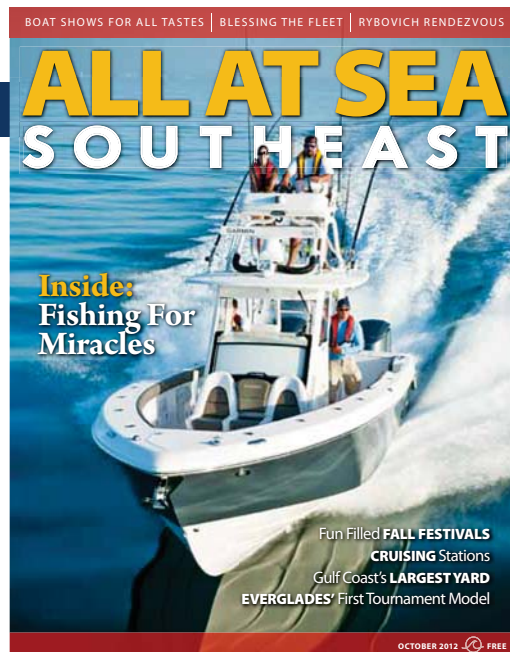
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# MARINE INSURANCE, WHAT'S COVERED AND WHAT'S NOT?

BY CAPT. ROBERT GARDANA

PHOTO COURTESY OF BOATUS

What would happen if your boat and personal property aboard were damaged or suffered a partial or total loss due to an accident, theft or storm? Your homeowners' policy may provide limited coverage of typically no more than \$1,500 to pay for loss by theft or physical damage to a small boat, it's outboard motor, trailer, and any other equipment or accessories. But many limitations apply and often require that the theft occur from your home. To adequately protect against loss or damage to your boat and its equipment, you must purchase a marine insurance policy.

Deciding what type of marine insurance to purchase, the limitations, conditions, and exclusions which may apply can be daunting. Selecting a knowledgeable marine insurance agent is imperative. Agents are equipped to deal with many exposures including hurricanes, lightning damage, crew injuries, groundings, fire, theft, sinking and the like. But navigating through and understanding a marine policy before a loss occurs is always the owner's responsibility.

The first step in obtaining marine insurance, whether it is for a 17-foot boat or a 100-foot yacht, is to ensure that every aspect of the policy application is 100 percent accurate. The law surrounding marine insurance starts with the application. In maritime law, the owner has the duty to provide accurate information about the vessel, owner(s), operator(s), yachting experience and competency, intended territory and use, mooring location and condition of the vessel, under the

concept of *uberrimae fidei* (Latin for "utmost good faith"). Under *uberrimae fidei*, a material misrepresentation on an application for marine insurance is grounds for voiding the policy. A misrepresentation – even if it is the result of "mistake, accident or forgetfulness" – is attended with the rigorous consequences that the policy never attach and is void.

A misrepresentation is material if "it might have a bearing on the risk to be assumed by the insurer." Materiality is "that which could possibly influence the mind of a prudent and intelligent insurer in determining whether he would accept the risk."

*Uberrimae fidei* does not permit the use of the principles of waiver and estoppel to provide coverage where there has been a material misrepresentation on the application. This concept of law is often employed by marine insurers following a loss where the insured misrepresented the "number of years boating" in a collision case, "intended location of berth" in a theft case, or "the condition of a vessel" in a sinking case.

Typically, a private pleasure craft policy is written as an "all risk" yacht policy, which covers all perils, with a few named exclusions. In finding the right coverage for your boat, you should first review the deductibles, which will be your out of pocket expenses, in the event of a loss. Many policies provide for a "hull" deductible and a lower deductible for tenders, personal effects (fishing gear) and electronics. This is highly significant, as hull exclusions differ greatly from policy to policy and some "all risk" policies will not provide property damage coverage for any loss or damage caused



by or resulting from wear and tear, electrolysis, lack of maintenance, corrosion, deterioration, mold or fiberglass blistering or manufacturer's defects. This is an important section of your policy to read and re-read.

Another form of coverage is the "named perils" policy, which is generally used in a commercial context. It is important to note whether your marine insurance policy is a "stated value" or "fair market value" policy. In a "stated value" policy, in the event of a total loss, the hull and engines are valued as set forth in the policy. With a "fair market" value policy, only the fair market value of the vessel and engines is paid in the event of a loss. In the later case, what started out as the original purchase price of your vessel may drop dramatically within a few years due to depreciation, and essentially becomes a hidden deductible above and beyond your stated deductible.

Another important concern is the policy navigational limits. Your insurance carrier may require that your yacht is north of a location on the Eastern Seaboard during hurricane season. These are typically called "north/south warranties" or "snowbird" endorsements. Navigational limits are particularly important if you are traveling to the Bahamas and your policy does not include the waters of the Bahamas. Usually, an endorsement may be purchased for the Bahamas by contacting the agent. The effect of having a loss in a non-covered territorial area can be devastating, as your vessel may be covered when it left the U.S. port, but as it navigated into Bahamian waters, coverage for your vessel is suspended – only to be reinstated as it re-enters U.S. waters.

If you have a paid crew on your yacht, even part-time, convey to your agent the number employed, responsibilities onboard, position held, whether licensed and up-to-date, the captain's and/or crew's prior experience, including loss history. The insurance carrier will pay for your liability, up to the amount of stated coverage on your declaration page, to be paid to your captain or crew in the event of injury or death, as required by the Jones Act, General Maritime Law, or Death on the High Seas Act.

Another item to determine is coverage for pollution. If covered, the policy will likely read: "We will pay sums a covered person is legally obligated to pay as damages for bodily injury, property damage, or pollution that result during the policy period arising out of the ownership, use, or maintenance of your yacht."

This means you have coverage for pollution up to the full limit of your liability – which under the Coast Guard & Maritime Transportation Act of 2006 has a statutory limit of the greater of \$950 per gross ton or \$800,000. A pollution claim can result if you have an accidental fuel spill and, as owner, by law, you become liable for the cost to contain and clean up the spill. Coverage, depending on policy wording, may also be available for fines and penalties.

Some yacht policies offer coverage, up to a certain dollar amount, for safeguarding and/or hauling out your vessel during named storm watches or warnings. Generally the coverage exclusions are clearly stated in your policy.

## TYPICAL EXCLUSIONS ARE:

- Overheating of engines
- Corrosion or rust
- Weathering
- Marring
- Scratching
- Chipping
- Denting
- Damage during repair or servicing
- Normal wear and tear
- Gradual deterioration
- Mold, infestation or damage from insects, vermin or marine life

## USUALLY THE TYPE OF EXCLUDED PROPERTY IS:

- Beverages and other perishables
- Cameras or video recorders
- Cellular phones
- Clothing
- Food
- Jewelry and other personal articles
- Para-sails, hang gliders or other devices designed for flight
- Portable televisions
- Stereos, tape decks or other instruments for recording or reproducing sound
- Scuba and other diving equipment
- Sails, masts, or spars while boat is operating in an official race or speed contest
- Watches
- Water skiing equipment

Hence, as you can see, purchasing your marine insurance policy can be as important a decision as purchasing your vessel. All boaters, regardless of experience, should read their policy to determine the coverage available under the policy and the exclusions which apply. This is the responsibility of a prudent boater before a loss occurs as after a loss, it may be too late!



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# PARKER MARINE ENTERPRISES

A REPUTATION FOR CLASSIC STYLE AND GREAT QUALITY

STORY AND PHOTOS BY HELEN AITKEN

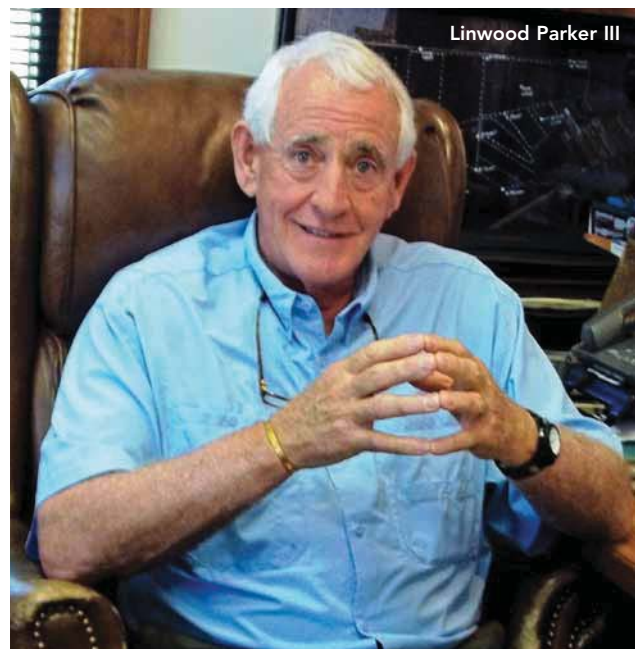


**L**inwood Parker III grew up around boats, always wanted to work on the water, and attributes his career to his upbringing on Harkers Island, N.C., an area historically famous for boat building. "I had the advantage, in the 50s, growing up on the island where there were probably two dozen people who could – just from an idea or a length and a width basis – build a boat, and some of them wouldn't even put it on paper. You'd just cut the keel stock, the stem and frame it from that."

He grew up working on backyard trawlers before heading to school.

"When I first came back from college, I did what was known as post-engineering, which was going in and documenting what some of those guys had done," says Parker. "They didn't have the ability to work from drawings, so I would go in and draw it for them."

Today, this family-owned business is in a 250,000-square-foot production facility in Beaufort, N.C., about 25 miles from his hometown. It produces on demand about 450



Linwood Parker III



mid-range classic style, sportfishing boats a year. Parker Marine makes three styles: Center Console, Walkaround and the Sport Cabin.

"Our boats look good, with classic designs, built heavily so it's going to last," says Parker. "It has a lot of endurance and it doesn't go out of style. We chose to build 18- to 34-foot boats. From a manufacturer's stand point, we can put a big boat together just like a small one, it's just more steps. This puts us in a niche and we know where our market is. Our dealerships can work comfortably with these boats and we choose the dealerships that are compatible with our philosophy."

Parker Marine boats are more expensive than entry level vessels. "We're not looking to be a custom builder; most of our clients have owned four boats before realizing that a Parker boat is the one to have," says Parker. "We have earned the reputation for a quality product, you don't have to spend a fortune to purchase one, and it's a pleasure to own because it isn't difficult to maintain. It has everything on it that you need but at the same time, nothing you don't."


All the accessory parts like padded seats, electronics and fishing towers are made in the United States, shipped to Parker Marine for installation and a boat is typically finished in six weeks. With tough standards, Parker Marine Enterprises boasts less than 1 percent in factory warranty claims.

The hulls have enough sheer and flare to make it es-

thetically pleasing. Avid fans follow the products and share their ideas and stories on an owners' website, [www.classicparker.com](http://www.classicparker.com). One change came when customers requested color options for the boats. "It used to be that customers could pick any color, as long as it was 'Parker white'," says Parker laughing.

Even the industry identifies this beige-white color as "Parker white." Since UV radiation tends to oxidize (fade) dark colors, especially in southern climates, Parker Marine didn't use them. At the customers' behest, fade-resistant pale colors were developed. Parker colors now come in yellow, blue, green or "white/white."

Since 1969, Parker Marine has seen four economic downturns, with the mid-range boat market taking the worst hit. At one time, the facility produced almost 1,000 boats a year. Currently, some states, like California, have few sales while Texas sales are booming. Other factors affecting the industry, according to Parker, include regulations, taxes, health care for employees and biofuels. These increase the bottom line, which eventually is passed on to consumers.

Nevertheless, Parker Marine looks for ways to enhance their boats to bring in more clients, while creating an exceptional product. The company sticks to the mantra of simplicity, strength and seaworthiness. Parker boats are tough enough for commercial use, university research, the armed forces, and recreational or high-tech sportfishing worldwide. 



A new hull awaits mating with its topside.

# THE TRANSPARENT BOATYARD

BY DOUG SIMMONS



It's not always easy to find the right yacht service provider. In a worst-case scenario, a botched repair or refit can result in significant funds being wasted and additional work being needed to fix the yacht the way you wanted it in the first place.

"Costs are very important right now to owners, captains and crew, so it's vital that they have a relationship with a service provider that is responsible for everything they do while delivering superior service, quality work and competitive pricing," said Dennis Foster, founder and CEO of Foster's Yacht Services in Fort Lauderdale.

Seeing a need for greater accountability when dealing with projects that can cost millions of dollars and take months to complete, Foster's created a web-based tool that allows its clients to monitor progress anytime they wish, from anywhere in the world. Since implementing the interactive project-tracking system four years ago, the company has used it on about 60 jobs. Response has been enthusiastic.

"Our web-based tracking tool is unprecedented. It really puts our client's minds at ease during the project,"



said Foster. "It keeps them informed with the most up-to-date photos and schedules, so they don't have to call all the time or travel back and forth to Florida to see what's going on."





Projects can be tracked through all stages.



Lauderdale Marine Center

It works like this: As soon as they sign a contract with Foster's, patrons are given card access to the private sector of the company's website. Each project gets its own page with a unique login code and password.

Each custom web page includes the project schedule, broken down by week, with line items for the specific tasks for that week and whether each one is "in progress" or "completed." A status bar at the bottom indicates if the project is on schedule or not.

In addition, dozens of images of the boat are taken before, during and after each task, documenting the work and describing each step along the way through detailed captions. "You need good documentation with clients of this stature," said Foster. "A picture is worth 1,000 words. They can see what's going on at every stage and, since I came up as a repair guy, I can talk them through the steps as needed."

Foster and his director of marketing and social media, Christopher Savage, are the ones who take the photos and upload the content to the web pages. They also record video on occasion and will post these as well. The next inspiration, said Foster, is to install cameras in the boatyard for live streaming during working hours, so clients can watch their repairs take place in real time. He expects this to be up and running in about six months.

The benefits of the interactive project-tracking system are many, said Foster. Aside from the comfort it can afford the boat owner, it can also help brokers, surveyors, manufacturers, insurance companies and captains who have an interest in a particular project – especially one involving a recent or pending sale, or a warranty or insurance claim.

"I can send the same web link to all the parties involved, and they all have access to the same information in one place," Foster said. "For example, if I'm doing a job on an Italian boat that needs warranty work done, the manufacturer can see everything online. They never have to come to the yard. It relieves pressure for me and instills confidence for them."

Foster sees the project-tracking system as an outgrowth of his desire to provide a boutique yacht services experience. "I manage every project. You talk to one guy. I get your project scheduled, you watch it on the Internet and we're done," he said. "It's convenient. It's personal. It's comfortable."

Because Foster's clientele can include affluent businessmen, athletes and entertainers, the anonymity provided by the new tracking tool is another benefit, said Foster. The company handles a lot of repairs and refits for these and other customers, but also does boat modifications, customization and upgrades – even completely rehabbing older yachts.

Foster oversees his team of yacht repair specialists from the company's location at Lauderdale Marine Center. The largest marine facility in the U.S., Lauderdale Marine Center offers 50 acres of working space and the ability to haul out boats from 15 to 160 feet.



# TEACHING FUTURE BOATBUILDERS

STORY AND PHOTOS BY HELEN AITKEN



*To The Moon* was christened and launched Monday, June 3 by ECHS boatbuilding class in Beaufort. Bow to Stern: Left side, seated are: Cameron Lewis, John Chadwick, Joseph Lewis, Dallas Brewer, Trey Hall, Harlan Collins. Right side, Heber Guthrie, Ryan Van Kouteren, Trey Russel, Nick Hancock, Cayton Daniels.

**N**orth Carolina's Carteret County is famous for its history of wooden boat making. It is also home to some of the best boatbuilding educators.

Boatbuilding programs are scarce. Traditional wooden boatbuilding and composite construction programs sanctioned by the Accrediting Commission of Career Schools and Colleges are found in Rhode Island, Maine, Michigan, Washington, Hawaii, Louisiana and North Carolina. Most of these states have only one college accredited program.

North Carolina has two community colleges with degrees and certifications. In January of this year, Carteret County Schools launched a Local Course Option in Boat Building I. It took two years to get the curriculum written and approved by the N.C. Department of Public Instruction. The state now boasts what may be the only three high school boatbuilding classes in the nation.

Carteret County is home to more than 25 boatbuilders, not including the generational family builders. With a dramatic decrease in commercial fishing but a simultaneous increase in the modern recreational boating and sportfishing industries, the boating industry needs better-trained workers each year. Most jobs train on site, but higher paying jobs require education.

Boat industry representatives and educators developed the high school program for students hoping to generate further interest in college training. Businesses like Atlantic Veneer and local hardware stores support college and high school classes with donations or discounts on materials, and boat sale proceeds go back into the programs. Boat Building I builds on core carpentry classes and drafting using computerized Rhino 3-D modeling.

All three high schools and both community colleges were represented in the sixth annual Beaufort National Boat-



building Challenge in May where competitors were judged on building a rowboat in the allotted time and then rowing it across in a race.

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## Croatian High School

Bobby Staab's 12 students teamed up with Southport, N.C.-based Enviboats to build a 19 Redfish Flats as a class project. It's a Carolina style fishing boat for shallow water with poling platform, a slight V bottom, and an 11-inch draft. The students built it with Douglas fir hull, with a mahogany transom, rubrail, toe rail and console trim in a high gloss finish. The boat will be finished next year and is already sold.

"This is the kind of boat that, when you stop, people want to ask you all kinds of questions," said Staab. The company provided blueprints and technical advice. As the boat progresses, the class posts photos and comments on [www.enviboats.com](http://www.enviboats.com).

Staab approaches the class like a typical boat company, using blueprints and encouraging improvisation. Students Cody Guthrie and Dylan Christensen designed a steam box for bending wood. "The kids thoroughly enjoyed learning a skill very viable in Carteret County," said Staab. "They see they could do this in their garage. They can use basic tools, find boat plans and build it. Now they know they can do it."

Staab, a self-taught boat builder, is also competitive. His team won the Beaufort boatbuilding challenge, qualifying them for the National Boat Building Challenge in Georgetown, S.C., in October. Staab and his teammate broke the building speed record, completing their rowboat in 2 hours, 24 minutes.

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## West Carteret High School

Dan Varner's six students need little instruction on boat building; they are seasoned carpenters as they form the bow's hull strips without the benefit of blueprints.

The boat mimics a 22' Carolina skiff with a slight V shape, lots of shear and flare showing an S curve between the tumblehome and flare. The center console and most of the boat is juniper, with okoume and marine plywood sandwiching fiberglass mats for the bottom. "Juniper is a natural born boat wood, flexible and can create extreme curves," said Varner. "It sands easily and is soft, so be careful not to go too far or you have a hole in your boat."

Ladder frames for the interior were built on the workbench and plywood molds were cut to shape the laminated ribs. The wood frame has laminated Juniper planks using traditional Carolina techniques, eventually covered with fiberglass. "We're cutting and fitting the old fashioned way," said Varner.

"This is the second big boat built in class. The first one was a 32' fishing boat built on paper," said Varner smiling. "The kids didn't think it'd go through the door because the cabin was on it. I made them drop a level and measure it. There was an inch on both sides to get it out the door." Sea Grapper took two years complete and launched in 2008.

Tim Varner, an engineer, designed the boat the classes are working on. He paid for all the materials and will take ownership when it is finished next year. "These guys are using geometric principles everyday and in some cases they realize what they're using," said Tim Varner.

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## East Carteret High School

ECHS has the most basic class, and the only one to begin, finish and launch a wooden boat in one semester. Heber Guthrie teaches using a lifetime of Harkers Island boat building experience.

On a field trip to the N.C. Maritime Museum in Beaufort, Guthrie's class examined a 1923 Core Sound Sprintsail Skiff, a local version of a New England Sharpie used for harvesting oysters. They recorded its dimensions, details and recreated it in class without a motor. Using two full sheets of plywood, the 20-foot boat was drawn. On scrap wood, they established their table of offsets, similar to the "old ways." Guthrie insisted they learn about early boats because sails powered boats for thousands of years.

"If they build this, they can build any boat. Until they put their hands on it, they aren't going to know," he said. "It's easy to build another man's boat. I want them to learn how to build their own style."

The boat is wood except for galvanized bolts, stainless steel screws with fasteners and marine adhesive. Okoume



Cameron Lewis measures the planks for the stern seat.

# Teaching Future Boatbuilders

is used for the centerboard, rudder and seats, with a white oak stem. Juniper is used for the rest, and the two masts are Douglas Fir. The centerboard has three lead disks added to the bottom for weight, with a hole at the opposite end corresponding to a hole in the trunk for a wood dowel locking it in place.

It has a deadrise, slight V bottom, limber holes, a bumper on the side, and a cap on the top edge that drains water when the boat is tilted. There are two seats, a cockpit at the stern with storage space and four pairs of wooden cleats.

*To The Moon* was christened and launched on June 3. The name stuck after Heber Guthrie told the students "It isn't rocket science to build a boat." The vessel proved its seaworthiness as all 10 students joined Guthrie in the boat. The boat is available for sale.

Next semester, two female students will join the class.

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## Cape Fear Community College

North Carolina's college boatbuilding programs are industry progressive and incredibly affordable. The N.C. legislature sets the cost each July. Based on 2012-2013 tuition, in-state students pay about \$3,200 to complete the diploma program while out-of-state students pay

about \$11,900. Certificate programs run about one-third the diploma fees.

Diploma programs require computer literacy, math and communications classes. An advisory committee of industry professionals guides and revises the programs, based on industry needs. Students graduate with state of the art experience, ready to create complex designs using various materials. Both curricula use textbooks with American Boatbuilding Yachts Council booklets and handouts. Students have the option to take the ABYC certification exams.

Located in Wilmington, CFCC's boatbuilding class (cfcc.edu) is ranked second in the nation by some experts. It has two three-semester, diploma programs:

- The Wooden Boat Building program focuses on classic techniques, traditional lofting, reading blueprints, setting up jigs and structural timbers, planking, wood joinery, and includes yacht-rigging systems. It provides a mastery of wooden construction and skills, beneficial for other professions like furniture construction and cabinet making.
- The Boat Manufacture and Service program concentrates on composite construction, fiberglass techniques, marine paints and finishes, engines, electrical and plumbing systems. Jobs prepare students for boat manufacturing, repairing creating custom boats, working in a dealership, or becoming yacht brokers.

Joe Neff applies epoxy to the Carolina Spritsail.





Instructor Marc Bayne was in the first Cape Fear boat building class of 1978. He worked in the industry until 2012, when he began mentoring students. His emphasis is on the boats with Carolina heritage, and the goal is to loft, build and launch a boat at the end of the program. Twenty percent of each day is in class and the rest in the shop. "I used to juggle people and boats at the same time, so it was a great transition into teaching," says Bayne.

The college receives donations for student scholarships but has no industry sponsors. Two wooden boats currently being built are a 19' Core Sound Sharpie and a classic 20' Carolina Spritsail Sharpie.

The Core Sound Sharpie has a white oak frame and deck beams, with juniper planking. The stem is formed in sapele, an African tropical wood alternative to mahogany, with meranti and okoume plywood in the bottom and seats. The edges are sealed with Dynel fabric and epoxy, then brushed and rolled with paint. It will be gaffed rigged with two sails and a 4 or 8 hp motor.

Student Joe Neff from Virginia is a CPA ready to do something else. After the wooden boat course, he will start the manufacture and service program. "The wooden boat bug has bitten me," says Neff. "At worse, this would be a new hobby and at best, I'll start building boats. This is keeping a valuable link to history."

Neff chose Cape Fear over a program in Maine because, "The winters in Wilmington are better ... and the instructor, Marc, sealed the deal with his knowledge of boat building. Compared to the Landing School and even with out-of-state tuition, Cape Fear is approximately one-third the cost. So it's a good value for the money."

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## Carteret Community College

CCC's Marine Training and Education Center (ncmartec.org) is in Morehead City. The Boat Manufacturing and Service Technology curriculum includes diploma and certificate programs in Composite Boat Manufacturing or Marine Services with electrical, plumbing and engine installation. Diploma programs include basic woodworking, lofting and hull and deck construction. The certificates for Marine Propulsion Systems or Composites and Services have 3-4 concentrated classes.

"We teach all aspects of the industry," says coordinator and instructor Bryan Gray, who took the boat manufacturing classes at both CCC and CFCC before working in the commercial boat world for years.

"I like seeing the light bulb turn on," Gray says of the students. "I like the teaching part of the program because I can sit down with a student and help him to understand the concepts." Special needs students have a place here. Gray



L to R, Bradley Greeson and  
Wooden Boat Instructor  
Joe Clay work on the  
Carolina Bateau

finds out their interests and strengths then modifies their program, i.e., someone in a wheelchair becomes proficient on the 3-D modeling Rhino program.

There are 35 students enrolled, with six students in the wooden boat class. Some students want the experience without getting the certification; they take the one-semester wooden boat instruction to build a boat.

One boat built this semester is a 12' Carolina Bateau, the same design for the rowboat building challenge. It has a flat bottom with Juniper planks and a Douglas fir stem. The bottom, stern, and seats are okoume.

The budget is so small that the program wouldn't make it without donations from local sponsors and boat sales. It's typical when a boat is finished that special orders come in for the students to build, like a plank-laminated kayak with exotic woods in a high gloss finish.

Gray is excited to have boat builders call for students to fill jobs, but there are mixed emotions in counseling students: taking a job vs. finishing the program.

# DARK AND STORMY

HURRICANE  
SEASON 2013

BY LISA OVERING

PHOTO COURTESY OF BOATUS





**T**har' she blows! Leading forecasters predict a very active hurricane season for 2013. Colorado State University's Hurricane Forecast Team expects 18 named storms between June 1 and Nov. 30, nine of which are expected to become hurricanes with sustained, low-level winds at least 74 mph. These experts anticipate four of those hurricanes to evolve into intense (category 3-5) blowhards. The season got off to a quick start with two tropical storms forming in June.

An active period is expected to continue for another decade or two as Atlantic hurricanes go through multi-decadal cycles followed by quieter time frames, similar to the quarter century periods of 1970-1994 and 1901-1925.

While individual hurricane landfall events cannot be accurately forecasted months in advance, the total seasonal probability of landfall can be predicted. The entire U.S. coastline has a 72 percent chance of having at least one major hurricane hit land this year. Average landfall for the last century was 52 percent.

Three climate factors that strongly control Atlantic hurricane activity are expected to come together to produce an active or extremely active 2013 season: continuation of the atmospheric climate pattern, which includes a strong West African monsoon that is responsible for the ongoing era of high activity for Atlantic hurricanes that began in 1995; warmer than average water temperatures in the tropical Atlantic Ocean and Caribbean Sea; and the fact that El Niño is not expected to develop and suppress hurricane formation.

Weaker wind shear, warmer Atlantic waters and conducive wind patterns coming from the Atlantic also contribute to the oceanic and atmospheric conditions in the Atlantic basin to produce more and stronger hurricanes, but it only takes one weak, slowly-moving category one storm to wreak complete havoc with a potent storm surge and cause widespread coastal and inland flooding (remember Isaac?).

"There were five hurricane seasons since 1949 with characteristics most similar to those listed," says Philip J. Klotzbach, a research scientist at the Department of Atmospheric Science at Colorado State University. "These five years are 1961, 1996, 2005, 2007 and 2011. We anticipate that the 2013 hurricane season will have activity in line with what was experienced in the average of these five years."

With the devastation of Sandy still fresh in everyone's minds, it's important to note that tropical storm and hurricane impacts are not limited to the coastline or to the Gulf of Mexico. Hurricanes absolutely will travel up the east coast to highly populated areas like New York and New Jersey. Strong winds, torrential rain, flooding and tornadoes often threaten inland areas far from where the storm first makes landfall.

## Forecasting Accuracy

"The track or direction for forecasts has greatly improved in accuracy over the past 10 years," says Tim Osborn, regional navigation manager for the office of coast survey for National Oceanic and Atmospheric Association. "But the intensity of the storm and the timing are a little less accurate."

Each year millions of coastal residents become glued to the tube, following that little black line that tracks the storm's direction, its intensity, and how long it will take to hit ground zero. However, myopically focusing on that black line clouds perception if your boat is 100 miles away.

"Katrina landed on the Louisiana/Mississippi border, but impacted boats as far away as Bayou La Batre in Alabama," Osborn says.

The scope of the storm can span 100 to 200 miles from the track. Hurricane force winds will affect your boat well before landfall, with tropical storm force winds and storm surge 12-18 hours before landfall.

"Get 100 miles away from where it's coming and then double that distance," Osborn says. "A hurricane affects 100 miles of coastline and Wilma's circular motion covered three counties, from its center, 50 miles in every direction."

Marine Safety Information Bulletins are issued with NOAA's projected timeframes 96 hours prior to landfall. MSIB's are based on the storm path and projected impact and are revised every 12 hours. Private boat owners should not be on the water when the port and waterways are closed. Some

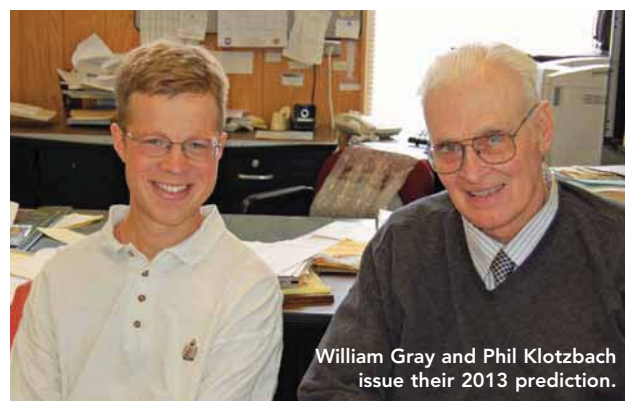


PHOTO COURTESY OF COLORADO STATE UNIVERSITY

## 2013 HURRICANE NAMES

Andrea	Humberto	Olga
Barry	Ingrid	Pablo
Chantal	Jerry	Rebekah
Dorian	Karen	Sebastien
Erin	Lorenzo	Tanya
Fernand	Melissa	Van
Gabrielle	Nestor	Wendy

bridges are closed when winds reach 25 to 35 miles per hour.

The forecast provides days to move your boat inland. You should know how long it will take to fuel and relocate your vessel, or how long it will take you to buy extra lines, travel to the boat, tie her down, cross your fingers, return home and evacuate.

## Billions in Marine Damages

Damage to recreational vessels as a result of Hurricane Katrina exceeded \$1 billion. Only about \$400 million of those damages were actually insured. Katrina's losses far surpass 2004's hurricane total of about \$330 million in damages, as well as the \$500 million in losses attributed to 1992's Hurricane Andrew, which was the single, most costly natural catastrophe to affect recreational boating until Katrina. Three-

fourths of the marinas along 150 miles of the Gulf Coast were destroyed in Katrina.

The overall catastrophic economic impact of Hurricane Katrina is nearly incomprehensible. "Insurers paid more than \$80 billion to 1.7 million U.S. policyholders in six states after Hurricane Katrina struck in August 2005," says Klotzbach, who estimates the cost of Sandy to be less, at about \$50 billion.

## Wind and Waves

The worst day of the hurricane season is historically Sept. 10, with the month of September producing the most storms during the August-October peak season. Seven of the 10 most expensive hurricanes in U.S. history occurred between from August 2004 and October 2005: Charley; Ivan; Frances; Jeanne; Katrina; Rita; and Wilma.

## PROPER PREP

### PROTECTING YOUR BOAT FROM STORM DAMAGE

A hurricane has two elements: wind and waves. Remove one of those elements and your vessel has a better chance surviving the storm.

It's difficult to remove the wind element, but you can move your boat out of the water or away from the range of the storm surge to mitigate the wave element for better odds of escaping damage.

If you're at sea and the storm is coming from the east, try to get to the westerly side before it comes close or beeline for a hurricane hole. That's a place to safely moor your boat where it will be sheltered from the wind and sea.

If you're not at sea, get inland or on the hard with anchors in the ground. "If you tie down the boat, it won't tip over," says Capt. Dean Kubitschek of Fort Pierce Municipal Marina.

Even if the vessel does fall, it will still fare better than banging against a concrete dock for hours. In the battle of fiberglass hulls versus concrete docks, concrete always wins. Boats stored ashore on high ground are far more likely to survive than boats in the water. If possible, have your boat hauled by the marina. Trailerable boats should be relocated and secured as far as possible above the anticipated storm surge.

Sometimes boat yards upriver offer annual contracts for storm haulouts. The farther inland you can get, the better off you are. However, don't wait until the last minute to find a yard. It's first come, first served.





Regardless of the forecast, the storm that actually hits is the one you need to be prepared for, so you must take every storm seriously. Building codes for wind damage changed and improved after Andrew, but the lesson learned from 2012's Isaac is that even a minimum, slow-moving tropical system can produce a potent, strong surge rendering low-lying, coastal areas completely helpless.

"It doesn't matter how many hurricanes are named and the category of the storm has nothing to do with the damage caused," Osborn says. "If you are hit by one slow moving storm that has a huge storm field and are exposed to open water conditions and are not protected by a good levee system and are in a low lying area, storm surge will come to your front door. There is a threat with coastal flooding penetrating inland and taking out housing with low elevation. Isaac was a

shocker with big time damage in southeast Louisiana."

Osborn morosely reminisces on Katrina, which turned from a cat 2 to a 5 in 24 hours and Ike, which never went past a 2 but kept growing in size, producing a 19-foot surge.

"In 1969, Camille had a 24.4-foot storm surge and was a category 5," he says. "But in 2005, Katrina was a category 3 with more storm surge than Camille, at 26 feet."

The slow progress of a storm and its large size are the major factors to watch in the amount of storm surge and flooding.

"Isaac was a real wake-up call – a big shocker," says Osborn. "LaPlace, Louisiana had 7,000 homes under water from Isaac. How these storms react in an area is very important. Weak systems can be very problematic. Almost a year later, we haven't recovered much from the Isaac experience and those same homes are still vulnerable."



If you must leave your boat in the slip where it's normally docked, review your dock contract for language requiring you to make certain preparations when a hurricane threatens. Ask the marina manager about their hurricane plan. You should also have a hurricane plan for your own vessel to avoid last-minute improvisation.

Many insurance companies now require boat owners to provide a storm plan. Make sure you do what your plan says you're going to do. If not, your hurricane claim may not be paid. (See this month's Legal Lines column for more insurance tips.)

If your boat is in a slip, check that the docks and the boat will not rise above the pilings when the storm surge comes. If the storm surge comes during high tide, docks could float right off the top of the pilings or seawall.

"If you value your boat, buy a new set of lines for \$150," Capt. Kubitschek recommends. "Do the math. The deductible on a boat is 10 to 20 percent of the value of the boat. Lots of boaters are too damn lazy to replace worn lines on a vessel that costs \$50,000 to \$200,000 and then pay thousands in claims and aggravation."

Double up the lines and use your bow lines, stern lines, spring lines and breast lines. Put out a bow and stern anchor or even a double bow anchor. The more scope in the lines, the better. That compensates for the rising and falling of the tide and the long scope allows the vessel to move with the surge while staying on station. If the lines aren't long enough, with adequate scope, they'll rip off the cleat on the dock or rip off the cleat on the boat or even capsize the boat.

Take a moment to look at the dock. If the cleats have no backing, you're in trouble. Few boaters climb

under the concrete dock to see if the bolts are secure in the first place.

Consider disconnecting shore power before the storm hits, with a fully-charged battery. Turn off all breakers except the bilge pump. If you're on a concrete floating dock, use some anti-chafing protection at the eye on the cleat of the dock.

Take down all bimini tops and stow all cushions. Bimini tops are not constructed to withstand hurricane force winds and are a common cause of needless damage. Anything that can become a loose projectile should be taken down and stowed.

Secure all hatches and duct tape them down. Just because the hatches are closed doesn't mean they'll stay closed in the wind. Remove and stow poles from bimini tops or secure them with wire ties or duct tape a few days before the storm.

Document the efforts to secure your vessel. "Video or photograph your marina and how your boat was tied up," Kubitschek advises. "Show that your boat was in a desirable slip, in case of catastrophic damage. If you damage a dock, you and your insurance company are responsible."

Sailboats that leave furling jibs up won't get relief from insurance companies.

"Ideally, if a vessel is not being used, the owner should remove the sail from the roller," says Steve Bogner, manager for City of Miami Beach Municipal Marina. "As furling jibs get older, they develop little concave pockets and air trapped in the pockets works the sails loose. Once the wind is in the jib, it's going to go up."



# SOUTH CAROLINA REEF SUPPORTERS DIG DEEP

BY JEFF DENNIS

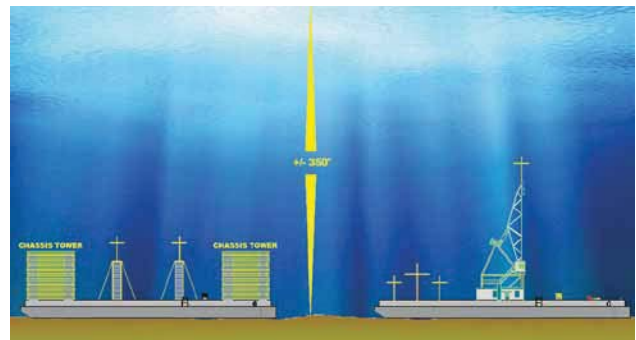


Donated materials wait to become part of the reef structure.

The S.C. Memorial Reef has been in the planning stages since 2009, with organizers raising funds to put in place a new artificial reef starting in August at the offshore location in 350-feet of water. The premise of the Memorial Reef is to provide a protected fishing area for the loved ones of offshore enthusiasts who have passed away.

The offshore fishing community has been holding fundraisers each summer at the Governor's Cup Billfishing Series. Each year the S.C. Memorial Reef auction coincides with the Carolina Billfish Classic at Toler's Cover Marina near Sullivan's Island. Gold Bug Island is the site of the event, which includes food, drinks, a band and a lively silent and live auction for the sake of bluewater conservation.

A recent \$50,000 donation from the S.C. Governor's Cup Advisory Board to the S.C. Memorial Reef led a flurry of donation activity. Offshore boat owners are stepping up like Gage Blue from *Sadie Beth* who donated 19 shipping containers to the reef project. The value of the containers is \$16,500, but the long-term value of these as artificial reef structures on the ocean floor is immeasurable. John Hill from *El Tejano* contributed \$10,000 towards the cost of towing the materials out to sea.



Stevens Towing is donating time to weld much of the donated structure together before towing it to sea. August offers the calmest window to undertake the project, which will include at least a day or two of towing. Items like a crane and radio tower will provide the vertical structure that is essential for the baitfish inhabiting these artificial reefs. Two 270-foot long barges will be sunk to serve as the footprint for site.

Many individuals have donated time and energy toward establishing this offshore fishing spot that will benefit generations of offshore anglers. Capt. Stevie Leasure, co-owner of the sportfisher *Summer Girl*, is one of those dedicated




volunteers. He frequently stands in front of an audience to make a pitch for donations towards the reef, and serves as the point man for the reef.

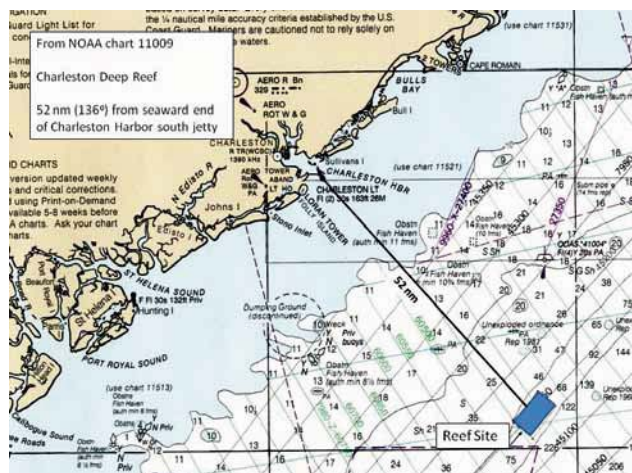
The reef is a Type II MPA, or Marine Protected Area. The area is located more than 50 miles out from Charleston, and is a 4- by 6-mile area that has been approved by the U.S. Army Corps of Engineers and the South Atlantic Fishery Management Council. The S.C. Department of Natural Resources now holds the reef permit. When completed, it will be the deepest reef on the Atlantic Coast.

This type of MPA is designed to create habitat on a bottom where previously there was very little. Then the regulations state that the bottom area will be off limits to fishermen. However, this type MPA does allow for offshore anglers to troll across the MPA in search of pelagic species. Potentially it's a win for the continuing bottom fish recovery, and offers a new area of productive bluewater fishing.

Robert Martore is the SCDNR artificial reef project coordinator. He endorsed the reef in writing, calling it a one-of-a-kind project that will serve as a lasting memorial, an exciting research project for the future, and an environmental benefit.

The S.C. Memorial Reef may help reveal if deepwater artificial reefs play a role in replenishing and protecting the ocean's fish. During final preparations, Cooper Iron Works welded special iron crosses bearing the name of loved ones to the reef materials. The cost for a cross is \$200. For options about how to contribute visit [www.scmemorialreef.com](http://www.scmemorialreef.com). 

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



The reef will be created approximately 50 miles offshore from Charleston.

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# OPERATION KID FLOAT SPREADS SAFETY MESSAGE

BY GLENN HAYES

Sooner or later in our boating ventures, law enforcement officers will stop us and check our vessels for all the necessary safety equipment. If we are lacking any of the required equipment, a ticket or warning is written and our day on the water may come to an abrupt end. This is particularly true if you do not have enough personal flotation devices or appropriately sized ones for younger boaters aboard. Thanks to a program set up by the Pinellas County Sheriff's Office on Florida's West Coast, boaters could be spared from a citation and a shortened day on the water.

Operation Kid Float, which loans life jackets to boaters in need, has been instituted and run by the sheriff's marine unit. It is funded by a portion of an \$87,025 grant from the Florida Fish and Wildlife Commission given to promote boat safety within the county and state.

Patrolling officers have been supplied with jackets aboard their vessels and can loan them to boaters in need after a safety inspection. There are also stations set up in four parts of the county with large signs explaining the program. A selection of life vests that can be borrowed for the day are stored on pegs attached to the sign.

Locations include a popular marina at John's Pass in the center of the county, Fort DeSoto boat ramp at the south end of the county, John Chestnut Park (on Lake Tarpon, the largest lake in the county) and at Dunedin Marina at the northern end of the county. Several sizes of jackets are available so a proper fit can be accomplished. Once the day on the water is over the vests can be returned to a drop-off location where they are collected, rinsed off and redistributed to the various stations.

Florida law requires an appropriately sized life jacket for each person on board, and children six and under are required to wear the life jacket while on any boat of 26 feet or less while underway in state waters.



PHOTO BY GLENN HAYES

One boater who experienced the program first-hand was stopped by a marine officer who discovered that he did not have a sufficient number of appropriately sized jackets for some guests and their kids onboard. The officer gave him the option of ending their boat trip, getting a citation, or proceeding to a nearby loaner station and grabbing the vests they needed to become compliant. That boater is now a fan of the program and said, "It's a great program that saved our day."

It may not only save your day and your wallet but it may just save the life of a child on board.



## OTHER LIFE SAVERS

A life jacket loaner program the Boat US Foundation launched in 1998 has since grown to more than 500 locations including marinas, fuel docks, Boat US towing operators and other waterfront businesses. More than 140,000 jackets are loaned each year.

Approximately 40 new locations are put in place by the foundation annually. Each location is supplied with 12 life jackets, signs, brochures and a sign-out binder. Jackets can be borrowed from these locations for the day and returned back to the same location at the end of the day. The foundation funded some states to establish programs similar to the one in Pinellas County. Demand for jackets is always higher than the available number provided by the Boat US Foundation, so donations are welcome. A donation of \$10 could help purchase one of the much-needed life vests. Find details of the program, how to donate and your state life jacket requirements at [www.boatus.com/foundation/ljlp/](http://www.boatus.com/foundation/ljlp/).


Another organization that has launched a similar program is the U.S. Coast Guard Auxiliary. In Corpus Christi, Texas, the group has a large sign for a loaner program with a box of life jackets attached to it. The back of the sign includes a boating safety quiz. 



PHOTO BY ROB LUCEY

The Coast Guard Auxiliary in Corpus Christi, Texas, has a box of loaner jackets at the city boat ramp.

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# JACK HOLMES: KING OF THE KING MACKERAL

BY TODD KUHN



Jack at the 2010 RFA Rally with Senator Scott Brown of Massachusetts.

It was 1986, Reagan was in the Whitehouse, the King was inducted into the Rock and Roll Hall of Fame, and America mourned the loss of the Space Shuttle Challenger crew. In North Carolina, a handful of rogue off-shorer's were tinkering with innovative live-baiting techniques for the lowly king mackerel (known to most as the "kingfish"). These fishing pioneers never realized how they'd change the trajectory of sportfishing and the course of the marine industry forever.

## Modest Beginnings

Fast forward to 1990. Florida residents Jack and Deona Holmes were managing a boating publication and marine marketing group in St. Augustine. A friend who knew of

their passion for all things fishing invited the couple to a weekender kingfish tournament in Jacksonville. At the conclusion, he asked the Holmes for their advice on how to grow the local tournament into a regional event.

The Holmes offered wise counsel, and the Trail was launched. As it grew, the Holmes were asked to produce a small Trail magazine and help with sponsor recruitment. However, the Trail stumbled financially and was subsequently unable to pay the money owed the Holmes for their efforts.

Recognizing an opportunity and needing to recoup significant losses, the Holmes decided to salvage the Trail, and the Southern Kingfish Association, or SKA, was born in 1991 with 11 annual tournaments. Today, SKA's Trail has grown into a 50-event tour.



## The Trail

Today, the Trail travels from the Outer Banks of North Carolina, south through Florida, up Florida's west coast and around the Gulf States to Louisiana. The Mercury Tournament Trail is where most of the 7,000-plus fishing teams compete, being broken down into nine geographic divisions with three to five events in each division.

More than 40,000 anglers pursue prizes and a chance to compete in the annual championship with more than \$3 million in prize money available along the way. Additionally, SKA plays hosts to the SKA Professional Kingfish Tour ([www.fishska.com/tour/](http://www.fishska.com/tour/)). That tour caters to the seasoned professional fishermen and culminates with the a championship in November with a top prize of \$40,000.

## The Fish

The success of the trail has been predicated on the resiliency of the king mackerel itself. The kingfish is a formidable opponent, appealing to hardcore fishermen from the eastern and southern seaboard. Kingfish challenges all who chase it and, in itself, is a fierce competitor – one that challenge both fishermen as well as equipment.

The kingfish is also the perfect tournament species, as it is plentiful and hardy; one void of any ecological baggage or negative press. However, this wasn't always the case. During the early 1980s, the kingfish fishery was devastated by the commercial roller rigs (1,200-foot long, 45- to 100-foot deep power-assisted gill nets) to such an extent the fish was near extinction. Today, the kingfish has rebounded through sound management of habitat and bag limits. Populations now exceed those of the pre-roller rig fishing enterprise days.

Schooling king mackerel have three distinct migration routes: from the mouth of the Mississippi River west, through Texas, and down into Mexico; from south of the Dry Tortugas up the Florida west coast; and west to the Mississippi River. In the summer months, the Mississippi Delta hosts the best king mackerel fishing in the world with the eastern stock traveling from the Florida Keys up into Virginia waters.

## Industry Mover-and-Shaker

In the 23 years since its inception, SKA has become a dominant force, exerting a wide span of influence across the marine, tournament angling and conservation arenas. And Jack Holmes has become an industry mover-and-shaker. Holmes is quick to point out, "Deona has been right beside me every step along the way; she's a major player in the industry – and quite capable of angling with the top professionals out there."

Few outside the industry realize the impact SKA and the Holmes have had on the marine and fishing industries. As the association and their tournaments blossomed, pressure

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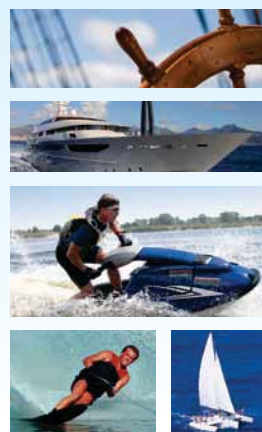
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Jack presents the first place Class of 23 certificate to Capt. Jeremy Bonnell at the 2006 National Championship. Jack's wife, Deona, is on stage to assist with the awards presentation.



grew from anglers demanding new and improved boats and equipment capable of making long 40- to 100-mile hauls to distant fish and fertile fishing grounds.

Marine equipment of the day, specifically boats and outboards, were woefully inadequate. Most were large and dreadfully slow. "Boats back in the day weren't designed for our new breed of fishermen," Holmes says. "Luckily, we were able to talk directly with manufacturers, helping shape future hulls, while offering the performance our fishermen demanded to remain competitive. It was a perfect marriage."

According to Holmes, early boating pioneers like Fountain, Donzi and Pro-Line all listened to SKA fishermen, and re-invented center consoles with scarab-styling began to emerge. As hulls evolved, so did demand for better power plants. "Outboards were typically no bigger than 150 horsepower – woefully underpowered to motivate these new large, sleek fishing machines," Holmes says. "We needed something better."

Seizing the moment, he turned to SKA's partners in the marine industry. "We knew we needed better, larger and more dependable outboards to power these boats. So once again we huddled with the manufacturers and outlined what we needed: aggressive, highly-dependable machines," Holmes continues. "And just like the boat guys, the outboard folks responded."

Seemingly overnight, larger and greatly improved outboards were on the back of every kingfish boat. "Once boats eclipsed the 30-foot mark, double and triple set-ups began appearing on the back of boats, another SKA driven innovation," Holmes adds.

## Conservation and Charity

Today, the visionary Holmes continues his relentless pursuit of conservation, a commitment he began along with the SKA. Holmes personally lobbies congressmen and senators in matters important to all fishermen. "The single biggest threat to our sport is the zealous over-reaching by the federal government regarding our marine resources and their management," he contends. "It's a case of the government governing something better left to fishermen."

Holmes is also concerned with unrealistic bag limits which negatively impact the sport fishing industry. "Fishermen are those who are most concerned with the health of the sport fish they pursue; unrealistic bag limits set without rhyme or reason do little to promote the health of a species."

The SKA tour aggressively promotes charities, annually raising in excess of \$1 million for local charities and marine enhancement programs. SKA also supports marine research, helping fund the University of South Florida's College of Marine Sciences and their research on endangered species or marine enhancement and restoration projects.

## Retirement?

At 71 years young, Holmes shows no signs of slowing down. In fact, a man half his age would be hard-pressed to keep his demanding schedule. When asked if he has any retirement plans in the near future Holmes quips, "I get asked that on occasion; I'd love to slow down and spend a bit more quality time with Deona away from our time together managing the SKA. But, there's so much left to do and accomplish, and I feel I'm been called to see this to the end."





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Austin	TX	<b>Hurst Harbor</b>	512-266-1800		100'		•		•	•	•	•	•	•	•	•	16	

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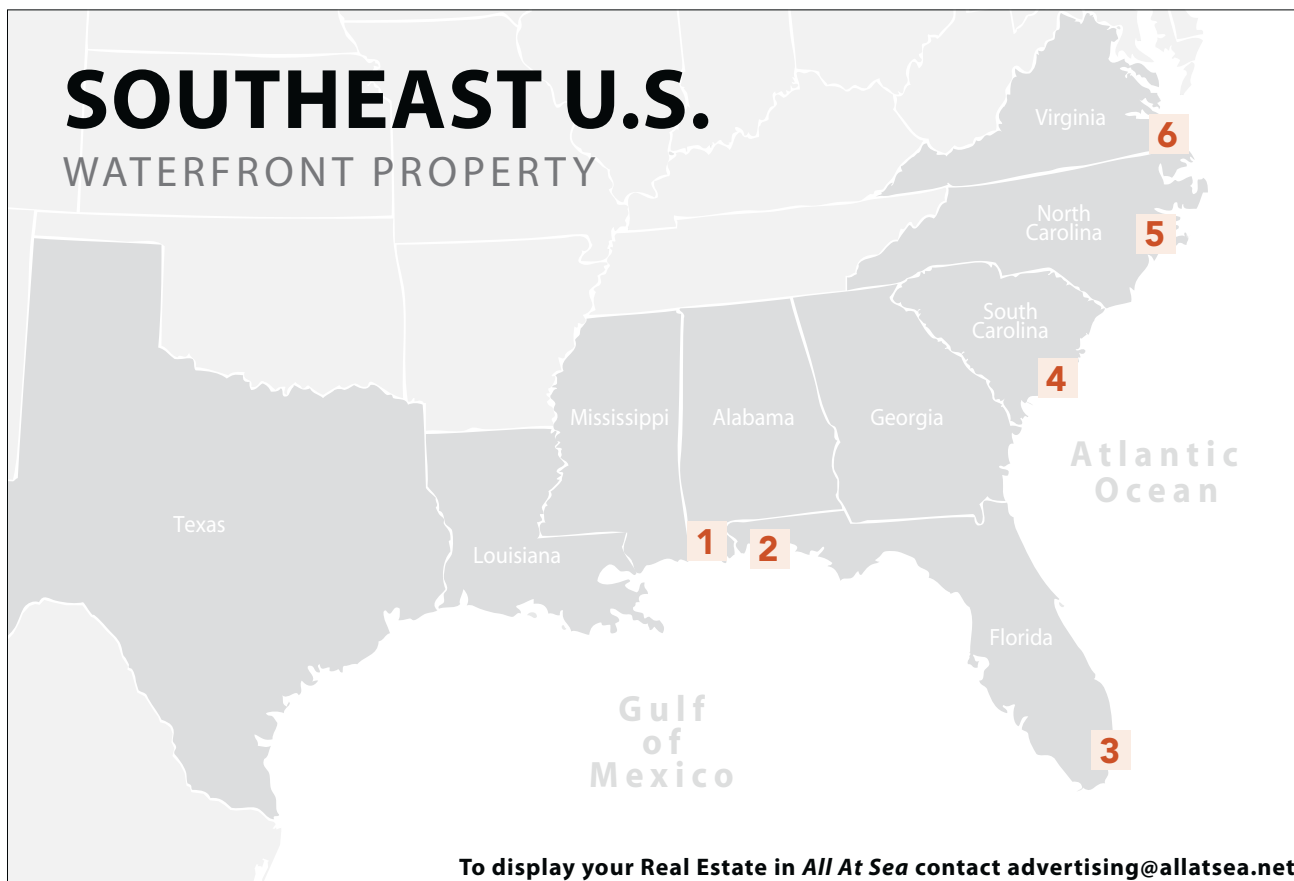


# SOUTHEAST BOATYARDS

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

				Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Jersey City	NJ	<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		•	•	•		•	•

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



## 1 Orange Beach, AL. Luxurious waterfront Phoenix

On the Bay condominium located on Terry Cove Harbor at the mouth of Perdido Pass. Watch wildlife and watercraft from the floor-to ceiling windows inside or while sitting out on the private deck of this top floor 2BR/2.5BA beauty. Spacious 1,308sq.ft. unit features a designer kitchen, tiled flooring; master bath has a whirlpool tub. Lounge in the courtyard or bask in the lazy river with the family. Overlooks private marina. Rare opportunity to bring your boat, launch it and dock it at your doorstep. Furnished. \$299,000.

**BRIAN PUGH, Brett-Robinson Real Estate**  
251-752-1380 | [www.GulfShoresCondoFinder.com](http://www.GulfShoresCondoFinder.com)



## 2 Destin, FL. Harbor -front 3 bedroom, 4 bath home

with 50 ft. on Destin Harbor. Open floor plan, 2,890 sq. ft., granite countertops, stainless appliances, Saturnia tile floors and fireplace. Lots of windows and large decks off the living area and the master bedroom allow for amazing water views. Two deep water slips: 80-foot slip plus a 31-foot covered slip. A quick boat ride to the Gulf of Mexico. Enjoy the harbor lifestyle of the "Luckiest Fishing Village." \$1,395,000.

**SUSIE KIRKLAND, RE/MAX Southern Realty**  
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[www.susiekirkland.com](http://www.susiekirkland.com)



**Marco Island, FL**



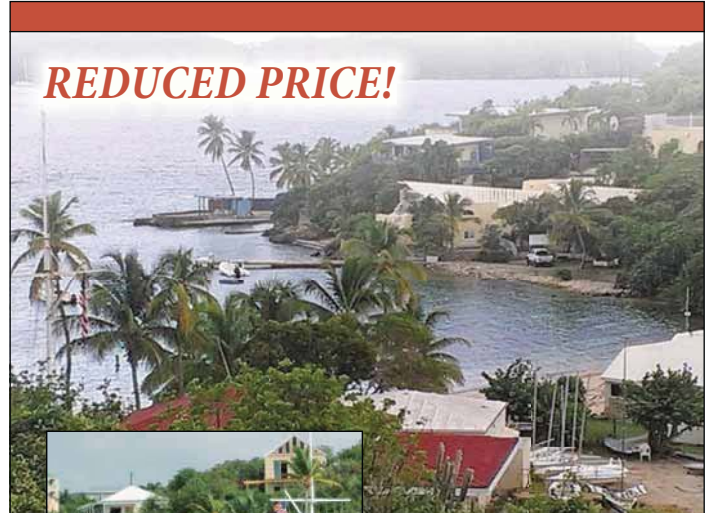
**This unit..**

Three story 3 bedroom, 2.5 baths townhouse. Deeded 34' dock. No bridges. Minutes to Gulf. Parking and workshop beneath. Private elevator. Community pool. By Owner. Asking \$425K. email: [rich@richjoneselectric.com](mailto:rich@richjoneselectric.com) • ph: 239-825-4905

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


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

Offered by owner \$1,995,000

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PHOTO BY DON HERBERT

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**Fort Lauderdale, FL.** Incredible opportunity to own more than 21,000 sq. ft. of deepwater property located on the New River. Situated in a popular, historic neighborhood, this 102-ft prime riverfront includes a 10,000-lb. boat lift and dock. The 3 bed/2 bath home has impact windows, hardwood floors, fireplace, vaulted ceilings, with waterfront pool and deck. Private, secluded, with majestic shade trees and ample room for multiple vehicles, boats or RV. Seconds to downtown shopping/dining, and close to park with tennis courts and playground. A very special property! \$850,000.

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**Phone: 954-525-3355 | [gayle@gayleborden.com](mailto:gayle@gayleborden.com)**

**[www.GayleBorden.com](http://www.GayleBorden.com)**



**Santee, SC.** Spacious 5,000 sq. ft. custom brick home overlooking open waters of Lake Marion. Located in private Santee-Cooper Golf Resort. Three levels of informal elegance offer Brazilian Cherry flooring, Plantation Shutters, retirement living on main level, 3 BR/ 2 BA on 2nd level, all with magnificent lake views. Lower level offers Cypress Game room, 1 BR/2 BA, fireplace, workshop and extra garage for boats, golf cart, etc. Lakefront has pier, covered lift and retaining wall. Lots of outdoor living areas with deck, covered or screened porch. A rare opportunity at \$690,000.

**SUSAN STROMAN, Agent Owned Realty**

**Cell: 803- 505-2674 | [thestromanteam@gmail.com](mailto:thestromanteam@gmail.com)**



**New Bern, NC.** Completely renovated home with sunroom, screened porch and dock. Affordable waterfront lifestyle! Established Golf Course and Waterfront community minutes from everything in New Bern. Tie your boat in the back yard and enjoy. Home offers open living area with high ceilings, 3 bedrooms and 2 full bathrooms. This home has large kitchen with pantry and plenty of room for an island. All appliances included and it has brand new super efficient water source heat pump. Laminate floors throughout! One car garage and adjoining workshop plus storage building. \$199,900.

**SONJA BABIC - Broker/Owner, PRIME Realty NC LLC**  
**252-617-0861 | [www.SonjaBabic.com](http://www.SonjaBabic.com)**



**Portsmouth, VA.** Mile Marker Zero! This gorgeous 2300 sq. ft. end unit condo on the Elizabeth River has bold river views from most rooms and a deep water pier with a 30,000-pound boat lift. This is a true boat lover's delight! Beautifully maintained in prestigious Cypress Cove. Floor plan is bright and open with 3BR/3BA and tons of storage plus a one-car garage. Living room could be converted to first-floor bedroom. This is a rare opportunity to own. \$449,000.

**JOHN WOOD, Principal Broker**

**John E. Wood Realty, Inc.**

**Cell: 757-286-8267 | [johnwoodrealty@gmail.com](mailto:johnwoodrealty@gmail.com)**





# Little Yacht Sales



**Catalina 387**



**Catalina 320 (3 available)**



**Island Packet 445**



**Immaculate 56' Hatteras**



**Beneteau 423**

Length	Year	Make	Model	Price
56 ft	1981	Hatteras	56 Motor Yacht	USD 389,000
56 ft	1971	Mathews	56 (Fibreglass Hull)	USD 249,000
55 ft	2007	Northaven	55	USD 1,699,999
53 ft	1998	Carver	530 Voyager Pilothouse	USD 299,500
52 ft	1987	Cheoy Lee	Efficient Cockpit Motor Yacht	USD 172,000
43 ft	1996	Carver	430 Cockpit Motor Yacht	USD 149,900
42 ft	1979	Grand Banks	42 Classic	USD 99,500
39 ft	2000	Silverton	392 Motor Yacht	USD 117,000
39 ft	1988	Mainship	350-390 Trawler (TWIN 170s)	USD 119,500
39 ft	1984	Rough Water	37 sportscruiser	USD 65,000
38 ft	1987	Carver	38 Alt Cabin	USD 59,000
38 ft	1984	Ocean	Sport Fish	USD 70,000
38 ft	1980	Bertram	38 III Convertible	USD 85,000
37 ft	2000	Great Harbour	37	USD 299,999
36 ft	2005	Mandian	368 Motoryacht	USD 215,000
36 ft	1988	Grand Banks	36 Twin Diesel	USD 133,000
36 ft	1987	Carver	36 Alt Cabin	USD 34,900
35 ft	1997	Carver	350 Mariner	USD 79,900
35 ft	1993	Carver	350	USD 64,900
34 ft	1991	Luhns	Flybridge Sedan	USD 32,900
34 ft	1982	Mainship	Sedan	USD 48,999
31 ft	2005	Formula	31 PC	USD 94,999
30 ft	2013	New Cutwater	30	USD 279,937
28 ft	2013	New Cutwater	28 (In Stock)	USD 169,937
25 ft	2009	Ranger Tug	R25	USD 114,995
58 ft	1973	Alden	Boothbay Explorer	USD 229,000
52 ft	2005	Beneteau	523 (owners version)	USD 365,000
50 ft	2006	Beneteau	Cyclades 50	USD 199,999
47 ft	2008	Catalina	470	USD 329,900
47 ft	2000	Catalina	470	USD 214,990
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	2000	J Boats	J/46	USD 399,000
46 ft	1980	Morgan	46	USD 59,000
45 ft	2006	Island Packet	445	USD 447,900
44 ft	2007	Tartan	4400	USD 449,999
44 ft	1992	Oceanis	440	USD 149,500
44 ft	1982	Stamas	44 Center Cockpit	USD 124,999
43 ft	1983	Mason	43	USD 92,999
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	Iwin Ketch		USD 35,000
41 ft	2005	Hunter	41	USD 185,000
41 ft	2004	Hunter	41	USD 164,900
41 ft	1998	Hunter	410	USD 110,000
41 ft	1986	Hana Christian	41T	USD 174,800
40 ft	2006	Caliber	40 LRC Series	USD 289,000
40 ft	2005	Jeanneau	Odyssey 40.3	USD 164,900
40 ft	2001	Caliber	40	USD 199,900
40 ft	2001	Pacific Seacraft	Crealock 40	USD 285,000
40 ft	2000	C&C 121		USD 149,999
40 ft	1983	Passport	40	USD 124,900
40 ft	1980	Bristol	40 (Centerboard-2012 survey)	USD 55,499
39 ft	2005	Beneteau	393	USD 144,999
39 ft	2003	Beneteau	393 (2 cabin-recent survey)	USD 119,999
38 ft	2013	Catalina	385	USD 212,750
38 ft	2004	Catalina	387	USD 159,999
38 ft	1984	Pearson	385	USD 49,900
38 ft	1980	Ericson		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 48,900
36 ft	2004	Hunter	36	USD 106,900
36 ft	2001	Catalina	36 MkII	USD 99,000
36 ft	2000	Beneteau	361	USD 89,900
36 ft	1999	Catalina	36 MkII	USD 89,000
36 ft	1995	Catalina	36	USD 76,900
36 ft	1993	Hunter	36 Vision	USD 54,900
35 ft	2013	Catalina	355 LYS Texas Ed. In Stock	USD 179,750
34 ft	2001	Catalina	34 MkII	USD 89,900
34 ft	1989	Catalina	34	USD 49,500
33 ft	1989	Hunter	33.5	USD 55,900
33 ft	1984	Endeavour	33	USD 19,999
32 ft	2008	Catalina	320 MK II	USD 104,699
32 ft	2004	Beneteau	311	USD 69,999
32 ft	1999	Catalina	320	USD 74,999
32 ft	1983	Beneteau	First 32	USD 17,500
31 ft	2013	Catalina	315	USD 123,795
31 ft	1997	Hunter	310	USD 46,999
31 ft	1994	Beneteau	Oceanis 300	USD 39,000
31 ft	1986	O'Day	31	USD 31,000
30 ft	1997	Hunter	310	USD 44,990
30 ft	1998	Catalina	30 Mk III	USD 49,900
30 ft	1983	Bristol	29.9	USD 26,250
30 ft	1980	Cape Dory	30 Ketch	USD 24,900
27 ft	1988	Pearson	27	USD 15,599
27 ft	1987	Island Packet	27	USD 39,900
25 ft	1984	Cape Dory	25D	USD 79,899
24 ft	1990	Pacific Seacraft	Dana 24	USD 49,900



**Tartan 4400**



**Catalina 470 (4 available)**



**Caliber 40**



**Hunter 41 (2 available)**



**Great Harbour 37**

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**Pier 6/7 Waterford Harbor, Kemah Texas**



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EVERY option available  
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Well maintained and super roomy  
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5kw Kohler genset, triple axle trailer  
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Less than 100 original hours!  
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Tower, genset, radar, a/c, maintained  
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**Capt.  
Mark Covington**



**Mallory  
Schoolfield**



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Complete Refit! Must See!  
Only **\$164,900**



**2005 Sea Ray 39 Motoryacht**  
Loaded, Excellent condition!  
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Low hours, great shape!  
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Loaded! Warranty and tackle included!  
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CAT power, 1 Owner.  
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Immaculate and Fully  
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**NAUTA 70**  
Glorious machine in  
impeccable condition



**Johnson 65 Fly bridge.**  
Magnificent turnkey vessel  
Priced to sell!!



**1997 Dufour 41 Classic.**  
Fully rigged for Blue  
water Cruising \$119K  
offers.



**Macgregor 65.**  
Awesome machine...  
best condition ever  
Offers!



**Tayana 42.** Fully blue water  
capable and currently live-  
aboard. \$95K Offers!



**1990 72 ft Aluminum ketch.**  
World girdler.  
Circumnavigation ready.  
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**1984 CSY 44 Cutter.**  
Deep Draft Version.  
Everything new  
\$99K Offers!



**1984 Miura 31 ft. Sloop.**  
Deal to be done!  
\$39K OFFERS.



**2000 Bavaria 38.** Clean  
and ready to go liveaboard.  
\$75K!!



**56 ft Stealth Power Cat.**  
One owner, never char-  
tered. Glorious luxury &  
stunning speed. \$825K



**1992 Sovereign 54.**  
Possibly the most  
elegant and beautiful  
boat around \$395K



**1988 Steel Cutter.**  
Good condition  
OFFERS!



**2000 Bruce Roberts 43**  
pilot house cutter. Steel  
Industrial grade bullet-  
proof machine. \$59K OFFERS!



**Leopard 48, new Hard top,**  
new hull extension, new  
upgraded davits, new awl-  
grip. Immaculate \$260K



**Rare, never been  
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details!



**1995 Beneteau 503**  
excellent all round  
condition OFFERS!



**JNF Joubert/Nivelt Design.**  
Strong capable steel blue water  
cruiser. Professional Construction.  
Ready to go. Lying St Martin



**1978 Ontario Sloop**  
Very well equipped  
Blue water ready \$45K



**1987 Hans Christian Telstar.**  
Immaculate.  
Give away. \$99K Offers



**48 Ft Alliaura Privi  
Transcat POWERCAT.**  
Twin Yanmars Bullet  
proof, Liveaboard. Offers!



**2001 Lagoon 410.**  
New engines, Recent rig.  
All new electronics.  
Clean. Offers!



**SAGA 35.**  
Clean with plenty live-  
aboard upgrades.  
Offers!



**1997 Bavaria 46e**  
Owners version. W/maker,  
genset, bow thruster.  
Beautiful. Offers!



**2006 Hylas**  
Raised Saloon....  
Immaculate \$599K



**1987 Finn Gulf 39**  
Fully loaded  
\$74K Offers!



**1990 CS 40.** Pristine Blue  
water passagemaker ready  
to go. Canadian Vat paid  
Offers!!



**1996 Jeanneau Intl 50.**  
Owners version with all the  
toys...in magnificent  
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**1979 Gulfstar 37 Sloop**  
Excellent all round condition  
\$49K OFFERS!!



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Circumnavigator.  
Strong and ready to go.  
\$250K reduced!



**1995 Privilege 45. Cat.**  
In weekly use.  
Offers!



**M56 Marquises...**  
Being phased out from  
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**2000 Jeanneau**  
40 Ft Deck Saloon.  
Well presented \$79K !



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E 190K

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**1987 Gulfstar 49' Motoryacht**  
Renovated with many upgrades,  
Turn Key! Low Hours.  
Call Capt. Ric Stanley at 910-297-4444



**\$179,900**

**1999 Bayliner 4788 Pilothouse Motoryacht**  
Twin Cummins Diesels, Tender, Very clean  
Call Capt. Bobby Gregory 843-412-6587



**\$325,000**

**2006 Cruisers 455**  
Jacuzzi Tub in MSR  
Loaded and Pristine – Must see.  
Call Capt. Bobby Gregory 843-412-6587



**\$174,900**

**2001 Cruisers 4450 Diesel Aft Cabin MY**  
New Canvas, fresh bottom  
paint, annual service, 3 staterooms  
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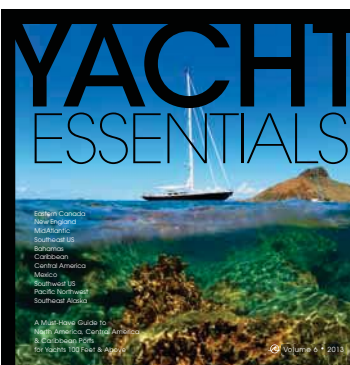
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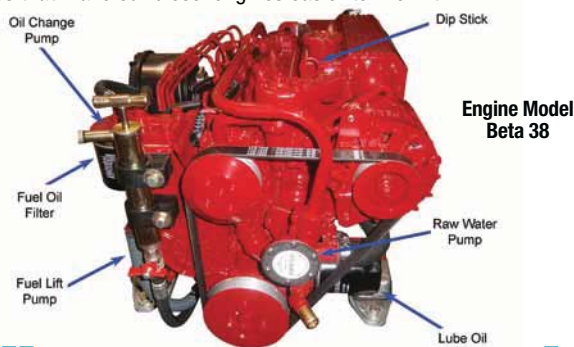
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Annapolis Cruisair, Inc. ....	14	Fish On Charters .....	61	River Supply .....	61
Atlantic Sail Traders .....	62	Hurricane Boatyard.....	61	Rollformers of Texas .....	61
Beta Marine .....	59	Hydrovane.....	60	SeaSchool.....	41
Boat Owners Warehouse (BOW).....	11	Intracoastal Yacht Sales.....	55	ShadeTree Fabric Shelters .....	59
Bonefish & Tarpon Trust.....	C3	Kolisch Marine Insurance .....	62	Spectra Watermakers.....	14, 15
Carolina Wind Yachting Center.....	62	KTI Systems Filter Boss .....	17	Spotless Stainless .....	60
Catalina Yachts .....	3	Little Yacht Sales .....	3, 51	Suntex Marinas.....	5
Charleston Harbor Yacht Sales .....	53	Mack Sails.....	59	Tank Tender .....	62
Cooper Marine Inc. ....	59	Martin's Marine Service .....	14	The Little Ship Company .....	54
Coppercoat.....	45	Mystic Knotwork.....	62	Triton Yacht Sales .....	56
Crew Unlimited.....	45	National Sail Supply .....	62	TurtlePac.....	60
David Weekley Homes.....	49	Nautos USA.....	61	United Yacht Sales.....	52
Deaton Yacht Sales .....	56	OCENS .....	39	Wayfarers Cove Marina & Boatyard .....	61
Deltaville Yachting Center.....	3, 56	Offshore Risk Management.....	41, 43	Yacht Chandlers .....	C2, 1
Dunbar Sales, Inc.....	3	Old Port Cove Marina.....	13	ZF Marine .....	45
East Yachts .....	57	Outland Hatch Covers .....	61		
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# BOAT FRIENDLY FOODS

BY MELANIE HARALDSON



**M**exican food to me is a ripe avocado, a rainbow of beans, fresh herbs, spicy chilies, tangy citrus, and tropical fruits. Combining what I felt were the best elements of Mexican flavors, the Raw Taco was born. A raw walnut mix is the base and looks almost like ground beef, topped with tangy salsa, avocado slices and cashew sour cream. Wrap it all up in a romaine leaf, and you have successfully entered raw taco paradise!

The ingredient list for this recipe seems quite long, but trust me, it's worth it. Everything comes together surprisingly fast. The important thing to try is the walnut taco mix, because even if you don't get around to the other stuff, you will be blown away by how tasty and satisfying it is.

## RAW TACOS

Serves 4

### WALNUT TACO MIX:

- 1 cup raw walnuts**
- 1 tablespoon tamari**
- 1/8 teaspoon ground chipotle pepper**
- 1 teaspoon ground cumin**

Put all ingredients in a food processor and pulse just to mix.

### CASHEW SOUR CREAM:

- 1/2 cup raw cashews**

### Juice of 1/2 lemon

**1 teaspoon apple cider vinegar**

**1 tablespoon nutritional yeast**

**1/4 cup water**

Put all ingredients in a high speed blender or food processor and blend until smooth.

### SALSA:

**1 cup chopped cherry tomatoes**

**1/2 red bell pepper, chopped fine**

**1/2 orange bell pepper, chopped fine**

**3 green onions, minced**

**1/2 cup chopped cilantro**

**1 clove garlic, minced**

**juice of 1/2 lime**

**1 teaspoon honey**

**pinch of sea salt**

Whisk the garlic, lime juice, honey, and sea salt in a bowl and set aside. Cut the veggies into small pieces, and add everything to the dressing bowl. Fold to combine and let sit for at least 10 minutes to allow the flavors to meld.

To assemble: add walnut taco mix to the romaine leaf. Top with salsa, avocado, cilantro and drizzle with cashew sour cream. Roll it up and enjoy!

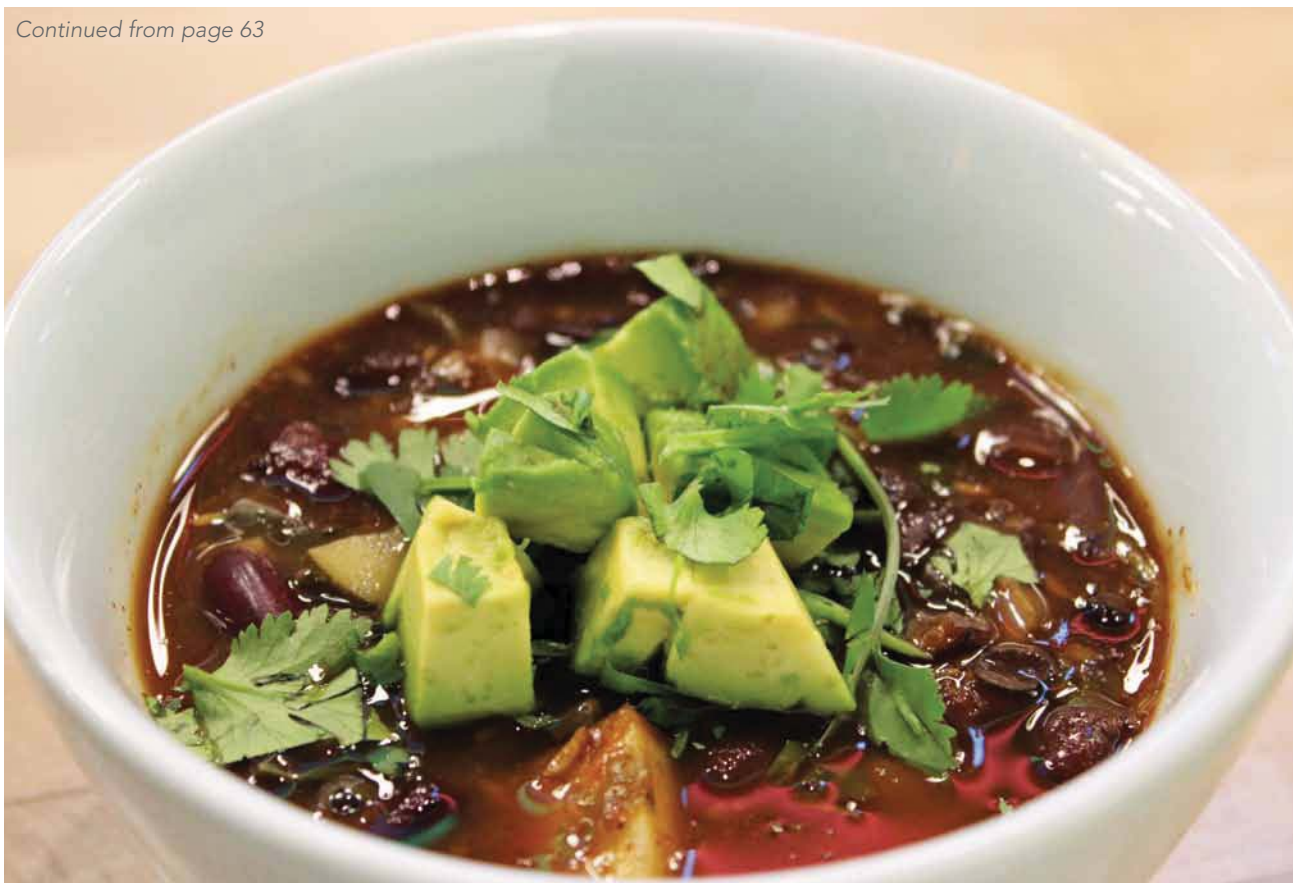
*Continued on page 64*



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Continued from page 63



## VEGAN BEAN CHILI

Serves 6 - 8


This chili is a hearty version of the classic, full of vegetables, savory spices and herbs. It is a perfect dish for potlucks, picnics, and manly enough for a football party. It is also a simple no-stress dish perfect for a weeknight meal. Serve over brown rice and pair with a side of your favorite greens!

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| <b>1 ½ tablespoons cumin seeds</b>                        | <b>1 (15 oz.) can kidney beans, drained &amp; rinsed</b> |
| <b>1 white onion, diced</b>                               | <b>1 (15.) can crushed tomatoes</b>                      |
| <b>3 garlic cloves, minced</b>                            | <b>2 cups water</b>                                      |
| <b>1 jalapeno, finely diced</b>                           | <b>2 tablespoons honey</b>                               |
| <b>2 tablespoons chili powder</b>                         | <b>1 teaspoon sea salt</b>                               |
| <b>1 ½ cups finely diced mushrooms</b>                    | <b>½ bunch of cilantro</b>                               |
| <b>1 zucchini, diced</b>                                  | <b>1 cup kale, chopped</b>                               |
| <b>½ cup diced potato (any kind)</b>                      | <b>Diced avocado and fresh cilantro to garnish</b>       |
| <b>2 (15 oz.) cans of black beans, drained and rinsed</b> |  |

Toast cumin seeds in a soup pot on medium heat, for 2 minutes

until you smell the aroma of the seeds. This process releases the full flavor of the spice.

Add the onion, garlic, jalapeno, and low-sodium vegetable broth. Stir consistently until the onion is translucent. Add in the chili powder, mushrooms, zucchini, and potato. Sauté for 3 to 4 minutes, stirring to avoid sticking.

Add in black beans, kidney beans, tomatoes, water, honey, sea salt, and cilantro. Cover with lid, reduce heat to low, and allow to cook for 20 to 25 minutes, or until the potatoes are tender. Remove from heat and stir in the kale. Serve hot. Garnish with diced avocado and a handful of cilantro. 

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Melanie Haraldson is the Healthy Eating and Green Mission Specialist for the Whole Foods Market in Pembroke Pines, Fla. She is a board certified Holistic Health Coach through the American Association of Drugless Practitioners. Her goal is to help others discover a whole new world of flavor, nourishment, love, health, happiness and balance.



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