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and yes, even here



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**COVER SHOT:** Ben (son) and Richard (father) Gladwell sailing in an epic battle for family bragging rights off Takapuna Beach, Auckland, New Zealand | **Courtesy of Boating New Zealand**



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**W**hat were your New Year's resolutions? The standard "lose 10 pounds" or "run a 5K?" Mine usually focus on learning something new or having a new adventure. With my new role as Vision Editor for *All At Sea Southeast*, those resolutions will be easy to accomplish in 2014. Our pages are always full of important news items, fun destinations and activities that encourage me, and hopefully you, to try something new.

At the end of 2013 I purchased a fun and fast Weta trimaran. In this month's issue I'm sharing my next adventure—racing at one of the great regattas on Florida's West Coast. When I'm done playing with the small boat I've got half a mind to jump on our Contour 34 trimaran for a quick trip to Bimini, especially after reading Fran Carlson's article "Dockside Party Anyone?" Her provisioning tips and party tricks prepare me to be the toast of the anchorage.

I hope you have been enjoying Doug Simmons' series on "How to Buy a Center Console." This month he takes a deeper look at what you should consider when designing your helm/console station, with the experts weighing in on how all the options affect safety and ergonomics. Speaking of safety, Glenn Hayes separates fact from fiction following NOAA's announcement that they will no longer print paper charts. Did you know that the Federal Aviation Administration was actually the agency printing these charts? That was news to me.

2014 is also going to be the year that I finally learn how to fish. Every year I get my fishing license, but most of the time I feel like I'm the one giving the fish some amusement. I bait the hook with either a yellow or red gummy worm, then cast off the stern of our boat. The fish might jump, but only to see the silly person who's feeding them candy. Now I'm going right to our experts for help. Captain Judy's "Fish Report" has already taught me what fish I'm even looking for this month and where to find them, which I think is half the battle. Jeff Dennis's report on the finals of the Redfish Series in South Carolina, where a female won the entire six event tournament, gives me something to strive for.

Each month I hope to bring plenty of stories that prompt you to want to try something new. We'll learn and grow together. I'm looking forward to the adventure.

**Terry Boram,**  
Vision Editor



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The views and opinions of the contributors to this publication are not necessarily those of the publishers or editors. Accordingly, the publishers and editors disclaim all responsibility for such views and opinions.

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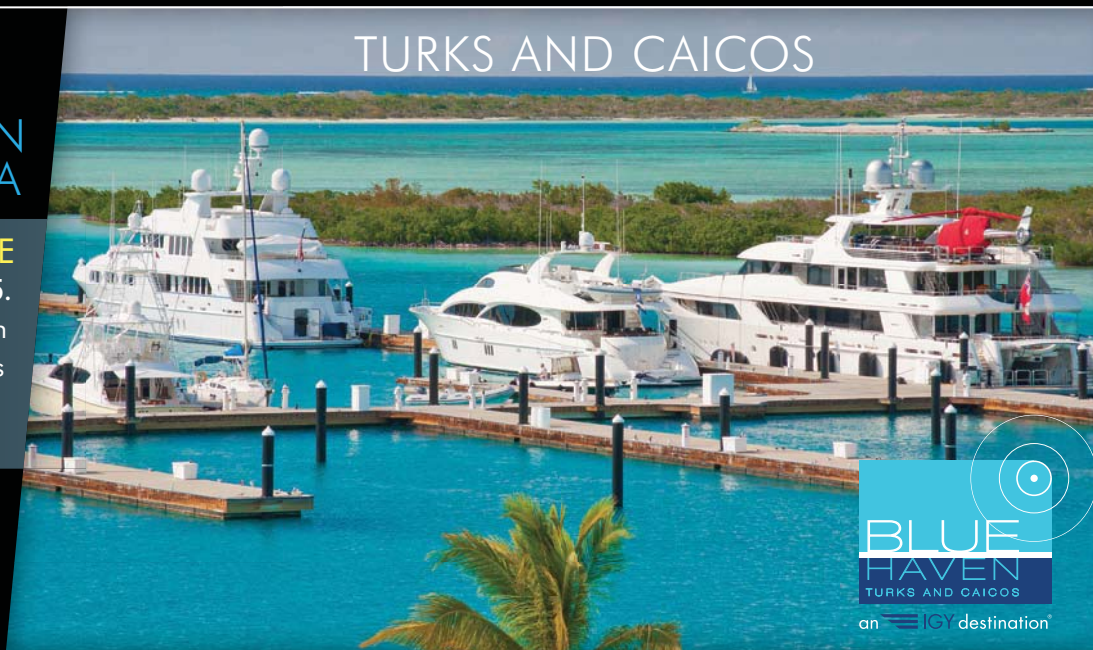
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# WE HEAR YOU...

## FLORIDA'S ESTUARIES ARE DROWNING

BY GLENN HAYES



**W**ater is the life-blood of Florida. The state is surrounded by pristine coastal waters and boasts magnificent estuaries that are teeming with fish and wildlife. Its delicate and spectacular springs, aquifers and many lakes are a draw for visitors. But the complex and fragile waters of Florida have been engineered and altered to a state of dysfunction.

Florida has many issues with polluted run-off water contaminating its bays, estuaries, rivers and coasts but two estuaries that are showing themselves to be in particular jeopardy this summer are the St. Lucie River Estuary on the East Coast and the Caloosahatchee River Estuary on the West Coast. Fish and wildlife are disappearing and the tourists are certain to follow. Freshwater discharge is to blame.

Both these estuaries lie on either side of Lake Okeechobee, a large lake in the center of the state that receives its contents from a chain of lakes and the Kissimmee watershed to the north. Water that flows into Lake Okeechobee is being pumped out in huge volumes to maintain mandated safe levels. The high level of water that is being pumped into these estuaries is smothering them with polluted fresh water. There has been so much fresh water that wildlife has disappeared, and natural

vegetation such as the sea grass beds and oyster bars are dying off. Salinity levels have plummeted, and as a result, once-clear and pristine waters have turned to mucky brown algae-laden pools. Areas that were once teeming with life are now deserted and barren, with algae blooms being the only visible growth.

The natural flow of water from north to south has been drastically altered over time by engineering and human intervention. After two devastating hurricanes in the '20s that flooded Lake Okeechobee and caused widespread local flooding, a levy was constructed to surround the lake. Two cut-off canals were modified and run from the lake to the East and West Coast estuaries. Prior to any modifications, the water would meander from the Kissimmee River Estuary over 100 miles to Lake Okeechobee and out into Florida Bay. The Kissimmee River's natural flow was altered when the river was straightened in the '50s by the Army Corps of Engineers, only later to be modified to bring in an attempt to restore a more natural flow into the lake. Still today water rushes south into the lake only to have to be pumped out into the two estuaries. This flow has proven particularly harmful when large amounts of rain cause a rush of water

**Fish and wildlife are disappearing and the tourists are certain to follow. Freshwater discharge is to blame.**

and high levels in the lake. According to South Florida Water Management statistics, water is entering the lake up to six times faster than it can be pumped out.

With heavy rainfall that started in May of this year, Lake Okeechobee reached almost record high levels and, as mandated by federal regulation, had to be lowered. It was determined post-Hurricane Katrina that the levee surrounding the lake was in a state of disrepair and could be compromised with high water levels. The result of this discovery was new mandated maximum levels, forcing the need to pump more water out into the estuaries. Federal funding was allocated for repairs on the dike and work on one of the worst sections has been completed. However, progress is slow and a secure dike will not be assured for many years. Work has now shifted from securing the earthen dike to working on its many culverts. Federal funds are even tighter at present so the future direction of repairs is unclear.

Many, including environmentalists such as Mark Perry of the Florida Oceanographic Society, say that water should be pumped south along its more natural course, thus alleviating pressure on the two estuaries. By sending water into the areas to the south of Lake Okeechobee known as the Everglades Agricultural Area (EAA) pressure on the estuaries to the east and west could be alleviated. One issue with doing so, however, is that 500,000 acres of the approximately 700,000 acres determined as natural filtration for the southward flowing water are now primarily filled with sugar crops. The area to the south of the lake has now been engineered to protect the crops and urbanization farther south from flooding. Most of the water that does flow south is diverted around these areas and has entered the Everglades without the natural filtration it once had. Attempts at remediation of the polluted water flowing into the Everglades has legislative backing but has had only limited success partly due to numerous lawsuits by various groups. Such pollution and runoff is another water management dilemma that is a work in progress.

Florida Governor Rick Scott recently saw the destruction occurring in the St. Lucie Estuary during a tour of the area and proposed plans to reduce the flow into this and the Caloosahatchee Estuary. "Every drop of water that we can send south and keep out of the Caloosahatchee and St. Lucie Estuaries is a win for Florida families," Scott said.

One project involves building another long bridge on Tamiami Trail (similar to one already completed) that will help in the natural flow of waters into the Everglades that have been blocked by this roadway for many decades. The other proposal is to treat floodwater before it reaches the estuary. Treatment area plans are in the works for both coasts but are just proposals with no funding as of yet and are years away from completion at best.

The South Florida Water Management District and the Army Corps of Engineers are the agencies responsible for controlling the water flow into the estuaries but they are doing so claiming they are under-funded and struggling against a complex and dysfunctional drainage system. They are aware the levels of water they are pumping are harmful but have no other options. Pollution run-off from sugar growers and urban areas adds to the fray, and environmentalists argue that politicians are not doing enough and are siding with sugar growers. Politics and finger-pointing aside, as more rain falls the estuaries come closer to being decimated. All agree that something needs to be done to fix the broken flow of Florida's waters and save the estuaries.

The question now is can it be done before irrevocable damage is done? Will the public outcry be loud enough to be heard?

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Editor,

I read with interest "Florida's Estuaries Are Drowning" by Glenn Hayes. I grew up in Ft. Pierce during the 60's & 70s, fishing, sailing, living by, and paying rather close attention to the Indian River Lagoon. If I were to relate my childhood experiences regarding the brilliant abundance of life, few would believe it. That says much about the demographics and explosive population growth this area has experienced since then.

While living in the Florida Keys in the 1990s I participated in the political process called "Everglades Restoration" and the establishment of the Florida Keys National Marine Sanctuary. They were, and are, utter failures. The proof is in the pudding. All politicians are impotent because of the money involved in our electoral process. The 750,000 acres of sugar land should have been taken years ago by the process of eminent domain.

If, and when, they were financially compensated is a separate question. You would think that the health of Florida would be as important as where I-95 would be routed. But, in political Florida, it's not.

While the Army Corp's actions relating to the outflow of water from Lake Okeechobee has had a devastating impact on the estuarine systems along both coasts, the elephant in the room is never, ever discussed. Our economic system, capitalism, can never acknowledge limits. Not limits in campaign spending, in population growth, in fertilizer use, pesticide use, nothing. Anyone who has lived in Florida for more than a couple of decades, and was paying attention, should have seen the train wreck ahead. Unlimited coastal development, unlimited use of pesticides and the millions of fertilized yards all have managed to kill our marine environment one small cut at a time. But, of course, you don't sell newspapers and maga-



zines by telling the truth to your readers, especially when the blame must be laid at their feet.

Yes, the Army Corp has a lot to answer for. But, the greater problem is the millions of people who moved to Florida because the weather was warm and it had no income tax, who didn't give a "flip" about anything that made Florida what it is. They were content to turn the key to their high performance powerboat and race down the intracoastal waterway cursing the "Manatee Zones". A simple fly-over of what is called Miami cannot be termed anything other than an horrible and grotesque abomination to what Florida should really represent.

Instead, we have a group of arrogant humans who have raped the earth, growing fat in their air-conditioned homes, offices and stores, turning into idiotic zombies in front of their TV's watching football games and Dancing with the Stars, and now have the "flipping" audacity to point their finger at the Army Corp.

Regards,  
Norman Trabulsy Jr.

Dear Mr. Trabulsy, Jr.

We love our passionate readers especially when it comes to environmental concerns. As Glenn Hayes wrote, "Will the public outcry be loud enough to be heard?" We encourage you to keep the dialogue going in your community. Thank you for reading All At Sea and by all means keep your thoughts coming.

Dear Editor,

I was horrified when I saw the photo on page 24, lower left corner, with people on the bow with dangling legs and those on the swim platform. The boat appears to be underway so please tell me my eyes are deceiving me. In our 5+ years of being full-time cruisers, we have seen similar sights but am shocked that you would endorse that boat-ing behavior.

Laura Lane Bender  
MTOA #3416

Ms. Bender,

Shame on them and shame on us. Safe boating is everybody's responsibility. While clearly this group is having a great time, it is never advisable to jeopardize their safety.

Thank you for pointing this out to us. We will make every attempt to look closer at the pictures submitted before placing them in the magazine.

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# WHERE IN THE WORLD?

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Bill Archer from Clayton, North Carolina hanging out on his boat reading up on the *All At Sea* magazine! "Reading your magazine is like a mini vacation!" he says.

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Randy Smyth and Toni Sacco sailing ahead of Brian Harrison at WetaFest 2013 at Fort Walton Yacht Club.





PHOTO CREDIT: BUD PERROTT COURTESY OF WETA MARINE.



# SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION



## Blue Haven Opens in Turks & Caicos

If you're the type who enjoys world-class diving, deep-sea fishing, bone fishing, kite boarding, eco-kayaking, stand-up paddle boarding, or just cruising amid crystalline waters and uninhabited cays, look no further than Blue Haven Resort & Marina in the Turks and Caicos.

Opened last month, the islands' latest "luxury adventure destination" is one of the few resorts in the tranquil leeward side of Providenciales. It offers premium guest rooms as well as suites with one, two or three bedrooms, all with ocean views and modern conveniences. Three dining options are available, plus a swim-up bar at the infinity pool and activities like beach volleyball, bocce ball, horseshoes courts and more. A spa will come online in early 2014.

The Blue Haven Marina, operated by Island Global Yachting (IGY), is open to yachts up to 220 feet and a maximum draft of 8.5 feet at mean low tide. Marina guests will have full access to the resort, as well as amenities including water and power, gasoline and diesel, pump-out, laundry services, and on-site customs and immigration. And best of all, it's located just 575 miles southeast of Miami. 855-832-7667, bluehaventci.com

## Farewell to Bert Jabin

Legendary yacht yard owner and sailor Bert Jabin died on Saturday, November 9, 2013, after a long battle with cancer. He was 83.

Jabin, who had been splitting time between homes in Annapolis and Miami, owned Bert Jabin's Yacht Yard until selling it to his son, Rod Jabin, in 1998. Jabin opened the yard in 1959 after working at Maryland Shipbuilding in Baltimore.

According to an article by Bill Wagner from the (Annapolis) *Capital Gazette*, Jabin purchased a small plot overlooking Back Creek and had to sink pylons, build piers and clear trees in order to establish his yard. Over time, he acquired 14 adjacent lots and eventually created a 20-acre complex — the largest facility of its kind in Annapolis.

Jabin was also a stalwart member of the Annapolis Yacht Club (AYC) and served on numerous committees. He was known for his racing success with the Farr 37, which was created specifically for Jabin and the Chesapeake Bay conditions.

Jabin captured the prestigious Viking Trophy as top-performing boat in the AYC Fall Series twice. He also twice received the Chesapeake Trophy as best Class A entry in Fall Series.

"Bert was an outstanding sailor, very smart and skilled. He was extremely competitive and put great effort into making sure the boat was properly prepared for every regatta," Jimmy Scott, an Annapolis sail-maker, told the *Capital Gazette*. "I always enjoyed sailing with Bert. He was a real character and kept everybody entertained."



File photo of  
Bert Jabin

PHOTO CREDIT: CAPITAL GAZETTE

## 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.

### CHARLESTON, SC

**JANUARY 24 – 26**

Charleston Boat Show  
Boat Show  
[www.TheCharlestonBoatShow.com](http://www.TheCharlestonBoatShow.com)  
erica@jbmsows.com

### FT. MYERS, FL

**JANUARY 16 – 19**

Charlotte County Boat Show | Boat Show  
[fortmyersboatshow.com](http://fortmyersboatshow.com)  
954-570-7785

### HOUMA, LA

**JANUARY 24 – 26**

Southern Louisiana Boat, Sport & RV Show  
Boat Show  
[southernlouisianaboatrvshow.com](http://southernlouisianaboatrvshow.com)  
[info@bacshows.com](mailto:info@bacshows.com)  
337-436-4355

### HOUSTON, TX

**JANUARY 3 – 12**

Houston Boat Show  
Boat Show  
[www.houstonboatshows.com](http://www.houstonboatshows.com)  
713-526-6361

### KEY LARGO, FL

**MARCH 5 – 8**

Jimmy Johnson's National Billfish Championship Fishing Tournament  
[www.jimmyjohnsonbillfishchampionship.com](http://www.jimmyjohnsonbillfishchampionship.com)

### KEY WEST, FL

**JANUARY 19 – 24**

Quantum Key West 2014 Sailing Regatta  
[www.premiere-racing.com](http://www.premiere-racing.com)  
[Peter@premiere-racing.com](mailto:Peter@premiere-racing.com)  
781-639-9545

### LAKE CHARLES, LA

**JANUARY 17 – 19**

Central Gulf Coast Boat, Sport & RV Show  
Boat Show  
[www.bacshows.com](http://www.bacshows.com)  
[info@bacshows.com](mailto:info@bacshows.com)  
337-436-4355

### MIAMI, FL

**FEBRUARY 13 – 17**

Miami Intl. Boat Show  
Boat Show  
[www.MiamiBoatShow.com](http://www.MiamiBoatShow.com)  
[lberryman@nmma.org](mailto:lberryman@nmma.org)  
954-441-3227

### MOBILE, AL

**FEBRUARY 7 – 9**

Mobile Boat Show  
Boat Show  
[www.gulfcoastshows.com](http://www.gulfcoastshows.com)  
251-478-SHOW

### MYRTLE BEACH, SC

**JANUARY 10 – 12**

Grand Strand Boat and Sportsman Expo | Boat Show  
[www.grandstrandboatshow.com](http://www.grandstrandboatshow.com)  
(843) 357-3098

### NAPLES, FL

**MARCH 6 – 9**

Bonita Springs Boat Show  
Boat Show  
[www.swfmia.com](http://www.swfmia.com)

### ORLANDO, FL

**JANUARY 31 – FEBRUARY 2**

Orlando Boat Show  
Boat Show  
[www.orlandoatshow.com](http://www.orlandoatshow.com)

### POMPANO BEACH, FL

**FEBRUARY 6 – 9**

The Sailfish Challenge Fishing Tournament  
[www.bluewatermovements.com/salifish\\_challenge/](http://www.bluewatermovements.com/salifish_challenge/)

### SAVANNAH, GA

**MARCH 7 – 9**

Savannah Boat and Outdoor Show | Boat Show  
[www.SavannahBoatandOutdoorShow.com](http://www.SavannahBoatandOutdoorShow.com)  
[erica@jbmsows.com](mailto:erica@jbmsows.com)  
864-250-9713

### STUART, FLORIDA

**JANUARY 10 – 12**

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[www.AllSportsProductions.net](http://www.AllSportsProductions.net)  
[contacts@allsportsproductions.net](mailto:contacts@allsportsproductions.net)  
954-522-5288

### TAMPA, FL

**JANUARY 25**

Gasparilla Pirate Festival Music Festival  
[www.gasparillapiratefest.com](http://www.gasparillapiratefest.com)

### VIRGINIA BEACH, VA

**FEBRUARY 7 – 9**

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PHOTO CREDIT: JOHN BELL PUBLIC RELATIONS

Group getting ready to board charter boat

## At-Risk Youths Learn Fishing Skills

For many of the 25 Miami youths aboard the 70-foot charter boat *The Reward Fleet*, November marked the first time they had stepped off solid ground and onto the sea, where new adventures awaited. A day of fishing, explained Mahogany Youth Corp. Director Robert O'Bryant, was a reward for those kids, who delivered strong grades in the most recent round of report cards.

"You've got to earn the grades to earn the fishing trip," he said. O'Bryant was pleased with the turnout: 22 kids from 12 Miami-Dade schools and three from Broward County schools. Fifteen volunteers from Mahogany Outdoors, the organization's adult fishing club, also participated.

According to O'Bryant, the Mahogany Youth Corp. took more than 2,500 youths fishing last year. He said the focus of Mahogany Youth programs centers on fishing, boating and outdoor activities. Participating in these programs builds self-esteem, teaches important life and social skills, and opens doors to potential career opportunities, he said.

Marine wildlife artist and conservationist Dr. Guy Harvey and the Guy Harvey Ocean Foundation (GHOF) are a few of the people and organizations supporting Mahogany Youth. GHOF this year provided Mahogany Youth with a grant to continue its "Hooked on Fishing Not on Drugs" program in Jose Di Diego and Richmond Heights Middle School, both located in Miami-Dade County.

For GHOF Executive Director Antonio Fins, who attended the recent fishing outing with his son, Anthony, support for the organization was especially important "because they reach kids who would otherwise not see the ocean and would grow up disconnected from our vital marine environments."

## Air Service to Great Abaco

Hopping a flight to Great Abaco just got a whole lot easier with a new seaplane flight option. Fort Lauderdale-based Tropic Ocean Airways, which re-instituted regular seaplane service to the region in 2012, is partnering with IJet Charters, also based in Fort Lauderdale, to offer direct scheduled charter flights to Hope Town on Fridays and Sundays.

"What often is a half-day time investment for travelers, connecting flights through South Florida to Marsh







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### BEST FEMALE ACTOR

**"Ships in the Night"** produced by: Whitney Fair

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Harbour and then a cab and ferry to a final destination in Hope Town, is now cut dramatically through our ability to taxi directly up to the beaches at Hope Town," said Jim Swieter, founder of IJet Charters.

In addition to transportation, Swieter said shortening the TSA screening process and custom checks also saves time. "We fly out of Sheltair at Fort Lauderdale-Hollywood International, which streamlines the check-in process and customs on returning flights," he added. "Sheltair also provides a free shuttle service for those connecting through the main terminal as well as free parking."

The seaplane flight time to Hope Town is around an hour and 10 minutes. In service will be Tropic Ocean Airways' new eight-passenger Cessna Caravan Amphibian Turbo Jet. Roundtrip tickets are expected to be priced starting at \$699.00 per person inclusive of all taxes and fees. Charters are available immediately with direct scheduled public charter flights starting in February.

## A New Cat in Town

Leopard Catamarans of Dania Beach, Fla., recently launched its new Leopard 51 Powercat, which was designed by Simonis Voogd Design (Netherlands) and built by Robertson & Caine (South Africa).



"The Leopard 51 Powercat has a stealth-like hull that allows a cruising speed of 20 knots, based on upgraded twin 370-horsepower engines, and top speed of 25 knots," said team member Peter Wiersema. With standard engines, the company reports a range capable of cruising from Florida to New York without refueling.

The boat can be driven from the fly bridge or from inside with an optional lower helm station. A large forward cockpit and sunbathing platform can be directly accessed from the top deck. Inside, the Leopard 51 boasts a large and open salon, full galley, and three cabins and three heads. The entire starboard hull is dedicated to an owner's suite, or this can split up to provide a fourth cabin and head.



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Base price for the 51-foot-long, 25-foot-wide boat is \$599,000.

### NMMA Launches Superyacht Lifestyle Miami

Visitors to the Miami International Boat Show will have a new attraction to feast their eyes on this year: Superyacht Lifestyle Miami (SLM), an experiential exhibit of some of the world's most beautiful yachts and luxury products. The "breakthrough event" organized by the National Marine Manufacturers Association (NMMA) will run concurrently with the annual boat show from February 13-16.

Held at the Museum Park's Deep Water Basin on the shores of the City of Miami, SLM will feature yachts of 100-plus feet, including new builds, brokerage and charter vessels, along with select supplier exhibits. "We believe this event is an important step forward for the superyacht industry's expansion to corresponding luxury sector cross-promotion and a new level of aspiration by the industry," said NMMA President Thom Dammrich.

To showcase complementary luxury products, the NMMA has commissioned *SEAFAIR*, the 228-foot Luiz De Basto-designed International Fine Art Exposition (IFAE) yacht, which will provide fine dining, an open-air restaurant and bar, and related support to the event.

### Beta Takes on J Prop

Beta Marine is proud to announce it has been appointed the American distributors for Italy's J Prop. These feathering propellers are built to extremely high standards and are available in two-, three- and four-blade versions for vessels with shafts and with sail-drives.



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# WHAT TO LOOK FOR IN A CENTER CONSOLE:

## HELM/CONSOLE

BY DOUG SIMMONS



**Y**ou know a feature is important when it's part of the boat segment's name. In the fourth part of our series on what to look for in a center console boat, we asked our experts about considerations when it comes to the helm/console. Here's what they had to say.



### **Alan Lang, Scout**

"Accessibility and comfort should be the primary considerations when looking at a console. We try to place every component so that the captain can reach it easily. Trim tab switches are placed in areas where you

don't need to take your hand off the steering wheel to use them. Electronics are placed at an angle and location that resists the glare of the sun and allows for easy visibility.

"It's important that the features that control the boat's maneuverability are placed with the most focus to ensure the boat's safe operation. We think of all of these things and more before we take a console to market.

"Exact features will ultimately depend on the size of the boat and how it will be used. However, it will always be a console's function to provide protection from the elements and storage of some type.

"You're also starting to see more and more consoles come to market that are more pleasing to the eye, with sleeker shapes. Scout has always focused on this, as the console is where the captain spends most of his time. We put a lot of time into our consoles, as some of the more aesthetic consoles are much more labor intensive."



### **Bryan Harris, Everglades**

"You need to look at how ergonomically put together a console is. Can you sit comfortably? Can you reach the wheel? Do you have a place to put your feet? Is it functional and does the overall design work?

"Next, consider how big the console is. Does it meet your needs based on what you plan to do? How much protection do you get from the elements? Does it have a T-top? If so, is it fiberglass or canvas? With a hardtop, you can have a lot of things built in, like lights and speakers. That may or may not be important, but you need to think about how you plan to use the boat and make that distinction.

"What kind of windshield does it have? Our boats have sliding, adjustable windshields — either manual or hydraulic. How big is the dash? The electronics are getting bigger and bigger. We now made it so our consoles will fit 12-inch electronics. Consoles have also gotten bigger inside. Having a head on the boat has become important. Can you get in and out easily?

Lastly, consider the cosmetics. If you look at T-tops now, powder coating is big. Ten years ago, most T-tops were stainless steel. But the powder-coating process is much better and more respected now. And obviously people like it, because boat builders are doing more and more."



### **David Neese, Grady-White**

"The primary consideration is always going to be safety. Assess the sightlines. How long do you lose visibility at planing, and on plane, can you see five or seven boat lengths ahead? Most consoles are built

pretty far back and at floor level, so seeing over the bow or console can be a challenge.

"The second part is comfort or ergonomics. Can you reach the wheel and shifter when seated? That's a pretty good test. You don't want to have to move yourself to be able to control the boat. If you're a fisherman, if you run far offshore and fish all day, it's a long day, and you don't want to work to drive the boat, it just tires you out more.

"You also want good protection. How tall is the windshield? How will it protect you on a really nasty day? One feature that we've kind of focused on is a windshield wiper on all of our consoles. It mystifies me that this isn't included on more boats.

"Things have gotten much softer over the years, with better padding and vinyl, bolsters to stand and lean on. There are more refinements — more stereos and cup holders. The insides of some of our consoles are air conditioned and heated. I'm 6'1" and in our boats 28 feet and up, I can stand and move around in the consoles, so there's more room for rod storage and other things in general."





# What to Look For in a Center Console: Helm/Console



## Jeff Vaughn, Boston Whaler

"When people are looking at a center console, they need to think about how they're going to use the boat — the people that will be with them, the conditions they will be in. Then, visualize how the console will help them achieve their usage goals.

"Two areas that come to mind right away are visibility and ergonomics. The console is either easy to see over and around, or it's not. Some consoles can be too high. Almost all of them have T-tops now, with pipe structure, so it's easy for a console to not have the visibility it ought to.

"By ergonomics I mean how comfortable is this piece of equipment to use in various scenarios? Can I stand up and drive the boat and sit down and drive the boat? Do passengers have a place at the console to rest their legs and put down their drinks? We make consoles where

**The primary consideration is always going to be safety. Assess the sightlines. How long do you lose visibility at planing, and on plane, can you see five or seven boat lengths ahead?**

people can put their feet and hands in the proper place to be comfortable.

"The shape at the top of our consoles, it slopes down ever so slightly — it's not flat on top. That's so we can have 'tuck space,' a place to put your hat or binocs. It takes extra to engineer that in. Another thing we've done is try to accommodate the bigger display screens that electronics' manufacturers are giving to us.

"These days, consoles are getting finished off inside. They're all fiberglass with vents and heads and storage. Some of them even have sinks, galleys and accommodations. The evolution over time has become to use each inch of space and create more of a multi-tool."



### Joan Maxwell, Regulator

"The console should be laid out with a thought for operation of the boat. Are the throttles in close proximity of the helm? Where are the trim switches located? What about electronics? Can they be added to the console and still be visible?"

"Our consoles are slightly sloped forward, so the bow is more easily seen while the boat is in operation. In addition, they have large, flat faces that allow for installation of the newest thin electronics. The breaker panels are visible — no bending down to see whether or not we've turned on the correct switch.

"All Regulator consoles have tempered safety glass windshields, built to take heavy seas. Whether it's a passenger holding onto it or a wave breaking over the bow, we want to make sure that the windshield stays in place. Cheaper Plexiglas windshields could snap off in these conditions.

"Serviceability is also important. On our boats, access to the back of the electronics, wiring and steering systems can be easily achieved through the hinged doors inside of the console compartment. Enough head room to actually stand up.

"Our consoles are scribed and fitted onto a boss/lip on the liner. This allows for the fasteners to be placed vertical and not horizontal. Imagine the lid of a shoe box sliding down on the box...there isn't a flange sticking out. Flange-mounted consoles are easier to install, but they don't provide an even surface for the angler/operator to walk around. They could become a source of toe-stubbing."

*COMING UP: Look for our article on center console features and amenities in the next issue of All At Sea. To comment on this article, email [editor@allatsea.net](mailto:editor@allatsea.net).*



## MEET THE MANUFACTURERS:

### BOSTON WHALER

Boston Whaler builds a full line of unsinkable fishing and pleasure boats, including 17 center console models. New are the 210, 240 and 270 Dauntless, and the 350 Outrage. [www.bostonwhaler.com](http://www.bostonwhaler.com)

### EVERGLADES BOATS

Known for its luxury family fishing boats, Everglades produces 11 center console models from 21 to 35 feet. The newest is the 355T, the brand's first purpose-built tournament design. [www.evergladesboats.com](http://www.evergladesboats.com)

### GRADY-WHITE BOATS

Grady-White has won a National Marine Manufacturers Association Customer Satisfaction Index Award for 12

consecutive years. The company makes nine center console models, from 18 to 37 feet. [www.gradywhite.com](http://www.gradywhite.com)

### REGULATOR MARINE

Regulator manufactures six ocean-ready, center console models from 24 to 34 feet. A new 25-foot model recently debuted at the Ft. Lauderdale Boat Show, and a new 23 is due in the spring. [www.regulatormarine.com](http://www.regulatormarine.com)

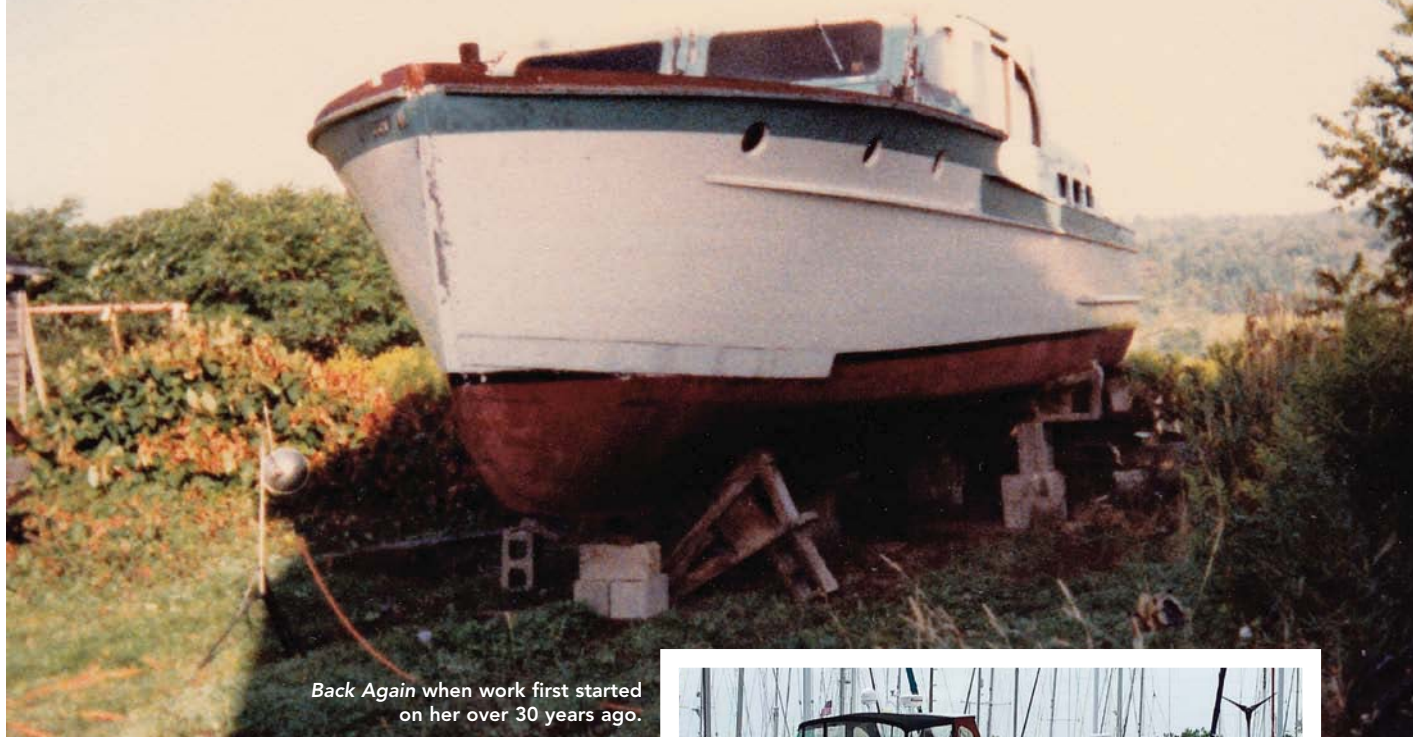
### SCOUT BOATS

An innovator in the industry, Scout builds 19 center console models from 17 to 35 feet for the bay and off-shore environment. A new 420 LXF luxury sportfisher is scheduled to launch this spring. [www.scoutboats.com](http://www.scoutboats.com)



# BACK AGAIN

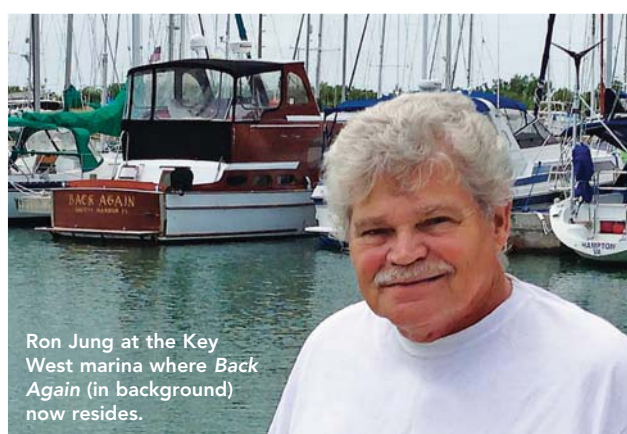
STORY AND PHOTOGRAPHY BY GLENN HAYES



*Back Again* when work first started on her over 30 years ago.

There are many beautiful boats docked at the various marinas in Key West, but there's one vessel in particular that seems more at home there than the others. A gleaming 1938, 40-foot Chris Craft *Back Again* looks right at home in these waters. You almost expect to see Hemingway returning from a fishing trip, docking his boat, *Pilar*, in the slip next to her. *Back Again* has had an interesting history, and it was determination and grit that got her to her home in Key West.

Any boat restoration takes time and energy, and *Back Again's* restoration story started back in 1982, when Ron Jung decided to find a boat that he could fix up and use as a cruiser. He spotted a derelict wooden boat resting on her bottom in a boatyard near Buffalo, New York. After paying the yard owner \$100 to load it on a flatbed truck, Jung became the proud owner of the aft cockpit Chris Craft. Despite her very rough condition, he thought he would have her restored and floating again within a year. At the very least if things went wrong, it would make a good chicken coop on his farm or a playhouse for his kids, he thought. Little did he know it would become the challenge and promise of his life, and the thing that would keep him going through the toughest of times. Twenty-six years later, he



Ron Jung at the Key West marina where *Back Again* (in background) now resides.

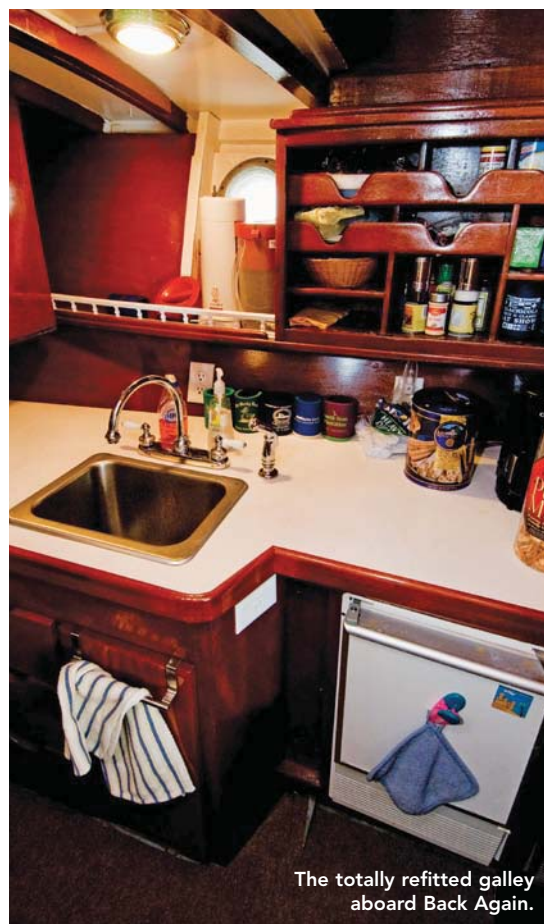
would finally launch her, fully restored and ready for a new life on the water.

Jung started off slowly, just tinkering at first, but he soon sold his farm and gained more free time to start serious restoration work on the Chris Craft. The first major tasks were to replace the stem and transom. With no prior restoration experience, the work was slow going. He learned as he went, reading whatever he could get his hands on. He also recruited the help of his son Joe and his brother Skip.

As things were moving along with *Back Again*, they moved the boat to an inland yard in Oldsmar, Florida, near Jung's new home and work. But life got in the way of the restoration; the oppressive heat and constant rain showers,



The gleaming interior of the salon and help of *Back Again*.



The totally refitted galley aboard *Back Again*.

along with a hectic new work schedule, meant that very little was accomplished. They stored the boat under a canvas, and work crawled to a near stop.

It was at this point that tragedy struck. Jung's son and brother both passed away within a short time span, and he was left alone to do the restoration. Before they passed, however, Jung had made a promise to both that he would finish the restoration – a promise that would give him the drive to complete their dream and would help him through tough times ahead.

Jung sold off the rental apartments that were taking so much of his free time and went back to work on his boat, installing a new deck during the drier winter season. The next season he fiberglassed the wooden hull. The following season he built and installed the sundeck. *Back Again* was finally starting to take shape, but work was still going too slowly for Jung. He decided to move the boat one last time, to a warehouse in Safety Harbor where he could work on her year-round and not have to worry about weather delays. Every day for four years Jung went to work on her, driven by his promise.

Tragedy would strike again, however when Jung was diagnosed with throat cancer. He had to undergo debilitating radiation and chemotherapy that would drain him of all his

energy and leave him in a perpetual state of discomfort. Jung was determined though, and less than six months into the treatment, he returned to the warehouse and started work again. The work was slow — his first day back he was only able to place three screws before exhaustion stopped him. As the days and weeks passed, he regained his strength and his work became a therapy of sorts, giving him a way to mark his physical improvement.

Then Jung suffered another unexpected blow. While cutting a piece of wood for the boat, he had an accident with a table saw and almost cut his thumb completely off. Work shut down for two weeks, but after everything that had happened Jung was not going to stop. He recruited friends to help him with tasks that required two hands and even took on hourly help until he was able to have full use of both hands again.

Tragedy and health issues weren't the only things slowing the progress of the restoration, either. The new Yanmar diesels that Jung bought were taller than the engine compartment, so the cabin deck had to be raised 9 inches to accommodate the new motors, and the main salon ceiling consequently had to be raised as well. With the help of an engineer, the already-restored crown roof and windshields were painstakingly raised to the new required height. An



# Back Again

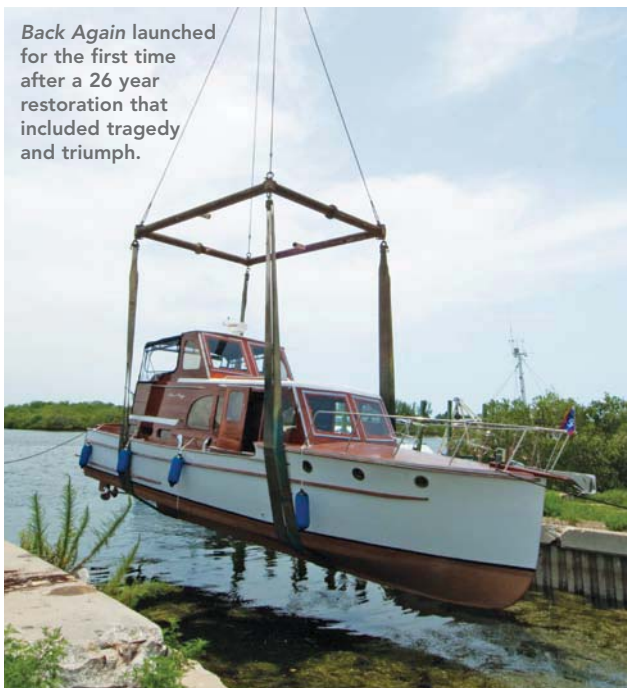
air-conditioned fly bridge was also added, to keep Jung out of the sun and provide him with a better view while cruising.

Finally, with the majority of the main hull and structure completed, Jung turned his attention to the interior and the yacht's systems. A new galley, heads, multiple A/C systems, electronics and custom salon fixtures and furniture were added. The galley got a full set of custom cabinets and the salon was fitted with a custom couch and crab trap coffee table. No detail was ignored, and after 26 years and thousands of

hours of meticulous labor, along with a more than \$300,000 investment, *Back Again* was ready to launch. A promise kept.

After brief shakedown cruises on the West Coast of Florida, Jung took the boat cruising the East Coast and on to Key West, where *Back Again* sits today, awaiting her next journey. Jung has dreams of taking her to Cuba, and judging by his determination and grit, there's no doubt he will make that happen. May you have fair winds and calm seas, Ron — you deserve them.

*Back Again* launched for the first time after a 26 year restoration that included tragedy and triumph.



*Back Again* ready for another adventure.



*Back Again* floats for the first time after a 26 year restoration that saw its owner through tragedy and illness.





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# BUYING AN OLDER BOAT

PRICE IS IMPORTANT, BUT IT'S NOT THE ONLY FACTOR IN CHOOSING AN OLDER YACHT

BY JODY REYNOLDS

PHOTO COURTESY OF BAYPORT YACHTS



61' Hatteras

The best day of your yachting life should be the day you buy your boat. In buying that boat though, you want to be sure you're not going to become one of those unfortunate boaters for whom the second happiest day of your life is the day you finally sell it. Recognizing the values and pitfalls of choosing a newer or older boat is one way to avoid that.

Before beginning your search, you need to assess — objectively — *your needs and those of your spouse or significant other*. Write down your "must haves," and "don't wants," and price point. Head to one of the many online research tools like [www.yachtworld.com](http://www.yachtworld.com) or [www.boattrader.com](http://www.boattrader.com) and do a quick search. Should you discover that an older boat is going to best fit your needs and budget, the next step is to recognize and map out the upkeep of that vessel. Let's look at an example.

Let's say you have two Hatteras yachts of comparable size, built more than 30 years apart. The new yacht retails



Hatteras 60

for approximately \$3 million, but the older boat, priced at 10% of that cost, has really held its value.

"While there's no question that price is a huge deciding factor, there are other considerations that can make an

older yacht a really good choice," says David Lacz, owner of Bartram & Brakenhoff Yacht Brokerage.

"There are certain brands, years and models that become classics, like a Corvette. The key is to do your research to find those models. If a person buys an older boat with good bones and has the passion and ability to upgrade, that boat can be as good, if not like new condition to that particular buyer."

For those who intend to cruise, the risks of having interrupted voyages and costly repairs is exponentially greater with an older boat. If your car breaks down along the highway, you can call AAA. If your yacht breaks down, you may be in trouble before TowBoatUS, SeaTow or the Coast Guard can reach you.

"Some buyers are gun-shy of buying older yachts," notes Eric Horst, owner of Bayport Yachts brokerage, which specializes in used yachts. "We sell both newer and older boats, but we stay away from older boats we don't feel are built for prolonged use."

"It's as important to assess the buyers as it is the boats they're considering," he adds. "While some people think they don't mind undertaking extensive refurbs and yacht repairs, it's our job to make them aware of the consequences in terms of time and money."

If you are not an electronics wiz, a competent plumber and a good electrician, think carefully before buying an older boat. Be realistic about what you are willing to take on, and spend over time. It's also important to find a competent boat yard that will either let you work on your boat (many don't) or one that you can trust to implement repairs in a timely and cost-effective manner.

You also need to do your homework to make sure you aren't buying someone else's problems unless you are looking for a project yacht.

For example: a lot of boats were severely damaged in Hurricane Sandy. Others were badly grounded or sunk. Learn the boat's provenance. It's always safer to purchase a boat if the owner has kept receipts or, even better, a detailed log of service records. You also want to know if the boat was used in fresh or salt water, as saltwater boats are subject to far more corrosion.

Just like a car's VIN, a boat manufactured after November 1972 has a 12-digit hull identification number located in the upper right corner of the transom. This tells you manufacturer, model, hull number and date built. You can go online to research the boat with services such as [www.boathistoryreport.com](http://www.boathistoryreport.com). This tool is great to find out about previous accidents, groundings and hurricane damage.

Finally, choosing a competent surveyor to perform a detailed pre-purchase survey can save a lot of money and heartache down the road. My partner, Capt. Mike Wright,

who's surveyed yachts up and down the East Coast for a couple of decades has seen too many buyers get burned. His condensed advice to anyone looking to buy an older boat:

- "Deals can be had, but not for free. If a boat looks shoddy....it is."
- "Unkept means not maintained. Use your nose. Smelling bad usually means bad."
- "Dirty engine spaces and rusty parts are a bad signal. Take the oil filter off, and if there is cream colored gunk, back away. Drawers full of parts and rusty tools may mean lots of piecemeal work has been done. This may not be a good sign."

New or used, there is no perfect boat. Find what works best for you then go out and have fun.

## QUESTIONS TO ASK WHEN BUYING AN OLDER YACHT:

- What is the real condition of hull, engines and other critical systems?
- Will this boat be safe for my intended cruising grounds?
- Older vessels are harder to insure. Can I get this vessel insured?
- Can I buy or extend a warranty?
- What is the reputation of this manufacturer, year and model? A good resource is [www.boattest.com](http://www.boattest.com).
- How does resale value compare to similar vessels? Check out [www.yachtworld.com](http://www.yachtworld.com) or [www.boattrader.com](http://www.boattrader.com)
- What is this boat's history? A great site is [www.boathistory.com](http://www.boathistory.com)
- Has the owner kept good logs of maintenance and cruising? If so, ask for them. If not, beware.
- Where has the yacht been, i.e., salt versus freshwater, offshore versus local?
- How is this boat equipped? Will you have to buy new electronics, engines, running gear or refurb the interior? Even docklines and fenders, life vests and throw rings should be factored in if they aren't on the boat.





# BASIC STORMS TACTICS FOR CRUISING SAILBOATS

BY CAP'N FATTY GOODLANDER



I'm 61 years old, and have lived aboard and ocean sailed for 53 of those years. I've only been scared at sea four times. By scared, I mean worried that I wouldn't see dawn. Three of those episodes involved major gales with opposing ocean currents. The fourth was a different combo — a major storm combined with a jammed sail. We made it through that last one, but it was stressful.

This isn't to say I haven't been worried or uncomfortable at other times. I have been, truly. In fact, I've been miserable for week-long stretches. But misery is my middle name. Offshore sailors have to be stoic. Suffering is just part of the mix. I like to think of the experience as an organic social strainer that naturally weeds out the bozos, landlubbers, and dirt dwellers who are better off hugging a rock.

The reasons I am not scared offshore are many.

One of the chief reasons is that I'm not scared of death. I fear dying in some uncomfortable, prolonged way, true. But

everyone dies. It's part of life. Change is our only constant, and death is the ultimate change. I view death as really just a scheduling conflict: you might want to croak off on a Saturday so you get one more Friday night beer-blast in, but God might send you off on a Wednesday morning. There's no shame in death; only in not living while alive.

My life's goal is freedom. My boat is the ultimate tool to achieving that lofty goal.

On the outset of my first circumnavigation, on the lip of the Eastern Pacific, I thought about the 3,200 miles of empty ocean before me. I asked myself: If I knew that sailing offshore would kill me, would I continue?

My answer surprised me. It was an unqualified "Yes!"

The life I lead is so intoxicating and riveting and free and fulfilling that I'd gladly sacrifice all my tomorrows for another one or two minutes of today. I'm in the moment, and it is a very, very nice moment.

If sin exists, this is it.

But the 'death thingie' is only a small part of my off-shore philosophy.

I'm seldom scared at sea because I work hard to be prepared to survive the conditions I'll encounter. Most disastrous voyages begin at the dock with a lack of foresight and preparation.

I do not 'hope for the best' and pray I'll be okay. Instead, I prepare for the worst. This gives me a level of self-confidence and serenity that others may lack.

Let's take a peek at anchoring, for instance. Anchoring is the bedrock skill of the coastal sailor. I have over \$10,000 invested in having my anchor hold. Many people find this amount excessive, while I, frankly, find it paltry.

I spend the vast majority of my cruising life "on-the-hook." What's more important than having my anchor hold to a person such as myself?

That's why I have five anchors, a 250-foot chain rode, four 200-foot Nylon rodes, an anchor windlass, and various other bits to ensure my vessel stays put.

The concept is simple: I should be able to safely and dependably anchor my vessel at will, given a decent bottom (sand or mud) and appropriate depth. If any vessel can hold, I should be able to hold. Thus, I mouse my shackles, rig my chafe gear, and juggle my chain claws with a clear and definable goal — to maintain position while others drag. Yes, I have three different anchor snubbers aboard. Yes, all this gear costs money and takes up space. But that's the price of admission in Minerva Reef, Beveridge Reef, and Chagos, locations where we regularly anchor in horrible weather conditions for months at a time.

The other reason I'm not worried at sea is because I'm away from shore. Shore is the danger, not the open sea. I like to think I'm always the first sailor to leave an exposed anchorage *before* it turns into a lee shore. I'm proactive. I crank up. I move.

My job is easier offshore. While sailing in deep ocean, I have many options as a storm approaches.

First and foremost, I reduce sail. This is the primary difference between an inshore sailor and an offshore veteran — the seasoned veteran always has the correct amount of canvas up. (Yes, we still say canvas in this Age of Dacron.)

My current vessel, a sturdy 43-foot French ketch, is a delight in a blow. As the wind increases, I roll up the genoa while unrolling the storm staysail. Then, as the it increases more, I tuck in a single reef, a double reef, and finally I douse my mainsail, hoisting my storm trysail.

With my flat-cut storm staysail, my tiny storm trysail, and a double-reefed mizzen, I can (semi)comfortably and safely sail to windward in 40+ knots.

If my course is off the wind and my vessel is experiencing

any tendency to round up or brooch, I trail a little something astern. This can be as simple as two fenders on 75 feet of line, or a small 'gale-rider' drogue. Anything that creates a mild turbulence will do, and the effect is often dramatic and immediate. A vessel that is wallowing and fighting its helm instantly becomes manageable upon launch of the fenders.

Usually, it isn't the storm gear that saves a vessel from floundering. It's the experience of her crew.

There are times, of course, when the sea and wind builds to such a crescendo that all forward movement is inadvisable. In these conditions, I heave-to.

Heaving-to is easy and fast. You merely allow a tiny amount of sail to remain up to steady your vessel's roll and to keep her positioned approximately 45 degrees off the wind. This usually means I have the extremely rugged storm trysail up — with perhaps a double or triple reefed mizzen — and my helm hard over.

### **I'm seldom scared at sea because I work hard to be prepared to survive the conditions I'll encounter.**

Helm hard over? Yes. I leave the helm hard over as if to come about. Since the boat isn't moving there is no water flow past the rudder, so the rudder doesn't work and the boat *doesn't* come about. But it tries to, and stalls out on repeat. The boat gets a little forward speed, the rudder kicks in — and kills that speed.

If at first she hunts, I micro-adjust my mainsheet, traveler, vang, and helm until she is almost dead in the water. She will sit there for days (I've hove-to for 72 hours plus, at times) as pretty as you please.

This has worked for 90% of the gales I've encountered on my circumnavigations.

If you perfect heaving-to to the ultimate degree, your vessel will have zero speed forward and be pushed directly downwind sideways with your keel making considerable turbulence in the water.

This resulting 'slick' to windward serves to trip/trick the waves into breaking before they reach you.

I've made it through major gales with patches of dry deck showing amid huge breakers, all because of this 'slick' effect. Remember — losing all forward motion isn't easy nor quick to accomplish, but it's well worth the effort. As a test, drop a wet paper towel into the sea to windward. If it appears to be magically sucked up directly to weather, that's perfect, because it means the boat is drifting directly downwind!

Another option is to 'run off' before the wind and breaking seas. This can be done if 1. the gale isn't too severe; 2.



# Basic Storms Tactics for Cruising Sailboats

you have plenty of sea room, and; 3. you'll be heading fast in the direction you desire. One advantage of this method is that it presents your highly buoyant transom to the waves.

The downside of this method is that, as the wind and waves increase, your vessel starts sliding down the face of such large seas so fast that her rudder aerates. She can spin out (broach) or tumble end-for-end (pitch-pole) during such conditions.

Pitch-poling is nearly always catastrophic to the vessel, and often fatal to the crew.

This is where a Jordan Series Drogue is worth its weight in gold. This is basically a long rode (line, Nylon) with (in the case of our 43-foot ketch) 136 small cones or drogues attached.

The advantage is that the series drogue isn't in one wave while the boat is experiencing a different wave (and the horrible resulting shock load), but rather it is immersed in many waves.

Thus, there's little shock loading (except when a large sea breaks aboard) and the Series Drogue suffers almost no damage even in prolonged hurricanes.

Of course, the boat is oriented transom-to the waves. This makes the rudder vulnerable. So it must be secured amidships. The plus side of this is that 99% of sailboats want to drift nose down, so it is easier to keep them in this attitude

than to maintain a 'head up' position to the wind and waves.

If I don't want to offer my transom to the waves, I deploy my Paratech sea anchor on 250 feet of stretchy Nylon attached via a shackle to 250 feet of heavy chain. I'm careful to make sure that we're crest-to-crest. This means that the boat and the parachute anchor crest on the waves at precisely the same moment about 400 to 450 feet apart. This is important. If the boat crests a wave while the parachute is in the trough, they are suddenly 40 to 60 feet different, and the resulting shock load can snap lines, rip off chocks, and decapitate the main bitts.

All these tried-and-true options, once mastered, take the sting out of storm strutting. Now, in many ways, I look forward to an approaching gale. I call them to me — not in challenge, but in acknowledgment of their power and beauty and majesty.

I've never seen God's face, but the closest I've come is aboard a small boat in a large ocean, pirouetting atop a giant wave.



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*(EDITOR'S NOTE: Cap'n Fatty practices what he preaches. He is currently heading south towards the Southern Ocean, to play in the Roaring 40s once again.*



# CRUISING OFF THE BEATEN PATH

## VETERAN SAILORS DISCOVER SOUTH CAROLINA'S CONGAREE RIVER

BY SUZI DURANT

PHOTOGRAPHY BY CLAIRE GORGEN



**Y**ou might wonder how two accomplished Minnesota sailors wound up in one of the swampiest areas of South Carolina aboard a 42-foot Hatteras. The story is as interesting as Chuck and Claria Gorgen are.

The Gorgens were serious small sailboat racers for over 25 years, even winning two national championships in their O'Day. One summer in the '80's, after George had retired, the couple spotted a gathering of cruising boats in Ontario, Canada while they were at a regatta. The idea of converting from the racing life to the cruising life intrigued them so much that they moved from Wayzata, Minn., to Beaufort, S.C., to have access to the Intracoastal Waterway (ICW). They bought *Odyssey*, a 42' Hatteras, and went about fixing it up themselves specifically to cruise the Great Loop.

The Great Loop goes from the Atlantic seaboard into New York's Hudson River, the Great Lakes, the Canadian Heritage Canals, the inland rivers from the lakes down to the Gulf of Mexico and the Gulf ICW. They joined America's Great Loop Cruiser's Association (AGCLA) and completed the whole circuit. But of course as soon as they'd finished,

the Gorgens craved more adventure and decided to take on the Downeast Loop. That starts by heading west on the Erie Canal to Lake Ontario then down the St. Lawrence River passing Montreal and Quebec City to the Atlantic Ocean, and finally turning south to follow the East Coast of New England back to New York.

They went home to Beaufort for three months to make the necessary improvements for the journey, then they took off again. That trip took two years, mostly because an engine threw a rod in Quebec. "It took us a while to find a replacement for a 39-year old engine," Chuck recalls.

"We just like to do crazy stuff," Chuck admits. "We've also been up the Virginia inside passage between the outer islands and the mainland, between Cape Charles and Lewes, Del. We got as far as Ocean City, Md., only running around three times, but then we had to go outside there."

Once back at home again in Beaufort, Chuck started looking into exploring areas closer to them. His research led him to the Old Santee Canal, one of the oldest canals in the country. He found that they could cruise from Charles-



## Cruising Off The Beaten Path



ton almost to Columbia, S.C., using the Santee Cooper Lake system, a 162-mile marked waterway.

The trip from Charleston goes up the Cooper River to where the Tail Race Canal connects to Lake Moultrie. Crossing Lake Moultrie, boats enter the Diversion Canal into Lake Marion. There the channel follows the bed of the Santee River, ending at the convergence of the Congaree and Wateree Rivers.

Chuck did a lot of research and recommends getting in touch with Santee Cooper, the electric cooperative that oversees the lakes. "They have charts and are anxious for the area to be used. They couldn't have been nicer," Chuck said. In addition, he found a topographical map of the area that shows all the old channels before the lakes were created.

Chuck asked through the AGLCA network if anyone else wanted to join him on this adventure. Several people were interested, but only Glen and Brenda Young on *Young at Heart*, a 41' DeFever, actually agreed to do it.

In October 2012, the Gorgens brought *Odyssee* to Charleston, staying overnight at the Maritime Center on the Cooper River. In the morning, they rendezvoused with *Young at Heart*, and headed upriver. They reached the first railroad bridge that had to be opened for them 35 miles up the river.

Chuck advises, "You must call to request an opening six hours before arrival, then again as you get close." Appar-

ently the same bridge tender operates two bridges 10 miles apart and has to drive to each one. He also notes, "These bridges and lock have no VHF radios so all communication is by cell phone."

Ten miles further, they tied up at Gilligan's dock in Moncks Corner on the Tail Race Canal to spend the night. "If you eat dinner there, your dockage and power are free," Chuck hints.

The next morning, they had the second railroad bridge opened, just before reaching the Pinopolis Dam and chamber lock into Lake Moultrie. The lock has a floating dock secured to the bollards so *Odyssee* tied up with *Young at Heart* rafting to it, which Chuck said was a fascinating experience, with very little turbulence. The only difficulty was that apparently no one monitors boats entering the lock. Upon leaving, the lock operator asked when they would be returning, so he could be ready.

Once on the lake, Chuck reports, "there is a six-mile buoyed straight channel that takes you to the Diversion Canal (7.5 miles long) connecting Lake Moultrie with Lake Marion." Not only are parts of Lake Moultrie over 90' deep, but it's actually man-made, intentionally flooding over roads, bridges and towns that now lie deep below. The oval-shaped lake is also up to 14 miles wide and can develop large waves during high winds so check for weather advisories.



Once through the Diversion Canal, you are on Lake Marion, the largest lake in the state, and another man-made construct, created by the Santee Dam. This lake is much shallower with swamps and blackwater ponds, and was never completely cleared of trees and stumps. Chuck warns that here, "It's important to stay in the buoyed channel."

The two boats anchored for the night behind the Santee National Wildlife Refuge on the northeast corner of the lake, enjoying the fascinating wildlife, especially the birds. The next morning, they continued up the lake "with the intention to get to Santee State Park. About halfway up the lake, we go under Interstate 95."

"The lake was getting shallower," Chuck recalls, "except for the old Santee River bed which winds all over between the trees." At the far end of the lake "we ran into an area that really looked shallow, almost like a delta had formed with lots of plants. We were still in six feet of water so we went on," and finally found that the river opened again to 16-18 foot depths.

"A little further upstream, the Wateree River goes off to the north and the Congaree goes to the west towards Columbia." After crossing under a railroad bridge with a reported clearance of 18-feet, they soon found a second bridge with a new span under construction. "About three

miles further up the river, we came to the third bridge with an 18' clearance. It was also under construction but there was a temporary span with only 15' clearance. We could make it under but *Young at Heart* couldn't." Disappointed, they turned around at Cedar Creek. "At that point, we were only 23 miles from the heart of downtown Columbia!"

Both going up the river and returning, they spent the night at the Santee State Park, enjoying the facilities and the 7.5 mile bike trail. Chuck recommends the fishing shack restaurant there, noting they went for breakfast and returned for dinner.

The return trip was uneventful except for a damaged prop on a submerged log. Ever resilient, Chuck dove in and changed props. Back at Gilligan's, they took the dinghy down to the Old Santee Canal Park. "The Heritage Center at the park presents the history of the early canal systems used in South Carolina back before the Civil War." While the Great Loop provides a larger look at the waterway systems, Chuck says, "We learn so much of our country's history traveling the waterways, particularly of the times before locks and dams were built."

Now the *Odysee* is for sale as the Gorgens set their sights further afield. Chuck is already researching renting charter boats to explore the rivers in Europe. Bon Voyage again! 🚢



# THINK DOCK PARTIES!

BY FRAN CARLSON

PHOTOS BY WICKI LATHOM AND FRAN CARLSON

If you believe provisioning means loading up your cooler with beer and deli meats, listen up! Living the cruising lifestyle means new friends at every port and many opportunities to celebrate those new friendships over shared meals or drinks. Here's how to plan for the inevitable dock parties and potlucks that are bound to crop up if you're cruising right.

## Spice It Up

The first year my husband and I were cruising in the Bahamas, the only spice I brought was a bottle of dried basil. It worked well on fish and Italian dishes, but it didn't do much

for the stir fry. Now I include ethnic blends of herbs in my spice rack, which provide a variety of flavors without taking up much space. I also keep cans of peppers, mild to hot, to add a bit of sizzle to almost any dock party dish -- when that sweet couple from down the dock brings a prized plate of eels and insists that you try them, it's nice to have a bruschetta nearby that's juiced with jalapenos to cleanse the palate.

If you're cruising for longer periods of time, go home grown with a fresh herb garden in a few small pots on deck. Basil, rosemary, lemon, thyme and dill will go a long way to enhance the flavors of locally caught fish and bring an authenticity to your dishes that will have people asking for your recipes.





## Sauce It Up

Packages of powdered rubs and dry salad dressings to be mixed with olive oil are a great way to keep flavor without losing space. Read the labels on your favorite sauces, tapenades and bruschetta and decide on the ingredients you really need. Reserve any glass jar purchases for top grade taste enhancers like green and black olives, roasted red peppers and capers. You can purchase quality vinegar, olive oil, honey, mustard and mayonnaise in plastic containers.

## Cheese It Up

The idea of cruising is to have fun and relax. Cheese is the ultimate quick and easy snack in rough water or calm, and cheesy dishes are always the first to disappear at dock parties. I make sure I always have some onboard. When you run low on fresh products, canned items made palatable by your spice rack or cheese supply will substitute. Include a variety of multi-colored beans, diced tomatoes and artichoke hearts, so you can wow everyone with a spicy hot artichoke, bean or corn dip.

The day we took part in our first dock party, we were out of most fresh ingredients and had no crackers or bread. I used thick slices of large radishes as a substitute, topping them with dried salami, brie cheese and an olive to finish. Cheese is the answer to most questions in the galley, but in that case, toothpicks were my savior.

## Grains

Stocking up on crackers, chips, quinoa, and grains is always a good idea. At the end of a hot day, quinoa mixed with green onions, carrots, and fresh herbs in a vinaigrette sauce and served cold makes dinner planning easy. Beware, though, as water can be an expensive commodity depending on your cruising location. In the Bahamas, water can cost from 8 cents per gallon to 50 cents per gallon depending on the island!

## Libations

Some cruisers start drinking early and don't stop, but I'm one of those people who just can't function drinking in the hot sun. My secret weapon has become the sparkling water maker. Many of the brands available also sell flavor packets, which means you don't have to stock up on heavy cans for the rum and Cokes for your guests. More importantly, I can add a slice of lime to my glass of fizzy water and join in the fun.

Now you're ready to party. Remember, if you are bringing a dish to a dock party that requires the use of a plate, you are expected to provide the plates. And when the captain of that big yacht asks, "Who made this sublime bruschetta?" take a bow. But be careful, you're on the end of a dock! Bon Appetit.





## STORY AND PHOTOGRAPHY BY GLENN HAYES



The Federal Aviation Administration (FAA) currently

Historically, the charts have been printed in large runs, meaning many copies of the same chart were printed at the same time. Those charts were then stored and delivered to outlets as needed, until the supply ran low and a new printing was ordered. That meant each batch of charts was only as

accurate as the date they were printed. It was left to the purchaser or end user to hand correct any changes or updates.

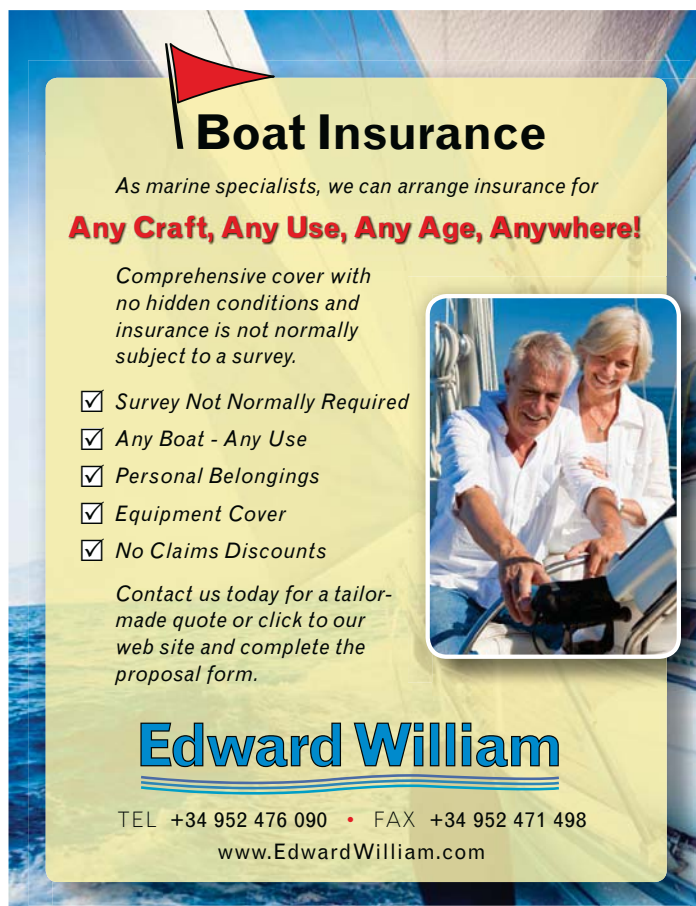
The advantage of POD charts is that they can be as up to date as possible prior to the point of sale. They contain all the most recent changes to navigational aids, shoals, wrecks, obstructions and shorelines, just to name a few. Under the old system, a new print run wasn't commissioned until there were enough changes to justify the cost. The NOAA and POD buyers are anxious to see what entrepreneurs will come up with as value-added features in future charts.

POD is not a new phenomena. It has been an alternative way to get charts since 1999, and is presently available through two certified NOAA agents, OceanGrafix and East View Geospatial. Both companies are brick and mortar businesses that also do business online and will ship charts within 24 hours of receiving an order. These charts qualify as "published by" the NOAA, thus satisfying federal navigation safety regulations for large ships. Print quality and materials must meet NOAA standards, and the prices are regulated via an agreement with the agency, wherein it also takes a small portion (50 cents) of each chart to offset the cost of managing the program.

The NOAA is open to new companies applying to become agents, adding to their suppliers list, and is keen to see what value they can add to existing charts. Possibilities include such features as tides and current tables printed in the borders. Suppliers can also offer certain different types of paper, including folded and waterproof varieties.

The NOAA also has other offerings in cartography. With processes aboard, including charting, becoming evermore electronic, now the agency offers free downloads of Raster Navigational Charts (NOAA RNC) and Electronic Navigational Charts (NOAA ENC). You need commercial software to use these formats, but the charts themselves are available at no cost. In fact, the agency is now offering most of its standard nautical charts in a PDF format on a temporary trial basis. This seemingly popular offering received over a million hits the week it was announced. Of course, unless you have a large format printer these charts will be limited to smaller segments not sufficient for serious mariners who require the fuller size of a traditional chart.

At the end of the day, even with elimination of government-printed charts, mariners will have more options than ever in charting, and can benefit from high quality, up-to-date publications. "Our primary concern continues to be making sure that boaters, fishing vessels, and commercial mariners have access to the most accurate, up-to-date nautical chart in a format that works well for them," says Capt. Shep Smith, Chief of the NOAA office of Coast Survey's Marine Chart Division. The content comes from the same place, even if the ink and paper doesn't.

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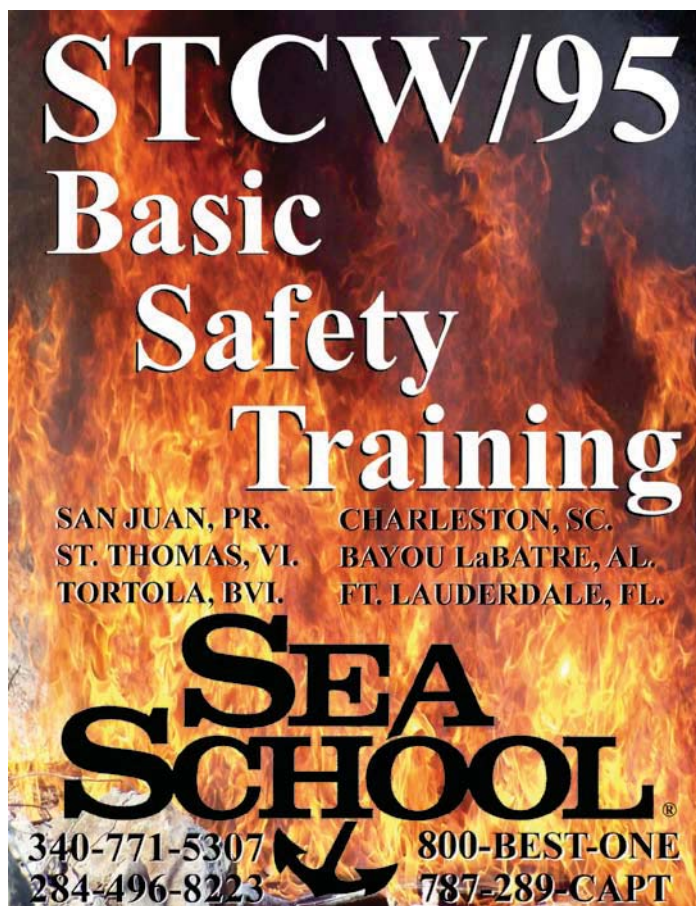
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# FISHING REPORT:

## IT CAN BE A BIG FISH CATCHING ORDEAL!

BY CAPT. JUDY HELMEY



During the month of January it's not unusual to see large trophy red fish in the inshore and offshore waters. This picture was taken of a 42 inch caught fought tagged, and release red fish.

**B**y the time the month of January rolls around the migrating inshore fish are gone, and everything left has gone into hibernation. Spotted sea trout are wintering in deep holes in the creeks, rivers or sounds, so the best way to catch them is to use small freshwater jigs with curly tails or super grubs on a 4-6 pound test main line. I prefer old-school monofilament for a main line because of the extra stretch and cushion it adds, but the braided main line also will work. However, you need to make sure the drag set matches the main line used. Spotted sea trout have soft mouths, and a hook can easily be pulled free.

Cast in the deepest part or the hole, let your lure hit the bottom, wait, reel a few times, wait, and repeat. Then cast the lure to the sides of the hole and repeat again. The secret to catching trout in the cold is to work your lure as slowly as possible while still keeping it on the bottom. To



David Miller holding the rod that caught the fish, and his son Christopher holding his father's fish!

get a trout's attention during hibernation you almost have to hit them right on the on the head with the lure!

Jiffy Jigs are freshwater jigs, but also work in the salt water, and they come in assorted sizes and colors. If these aren't available select 1/16 to 1/24 ounce jigs dipped in red, white, or black plastic, or use naked unpainted lead. For some reason fish can't seem to pass up a piece of lead with a screw tail (any light color as long a white is involved works) or real shrimp. Add a hook to this rigging equation and hook ups are likely to happen!

**Cast in the deepest part or the hole, let your lure hit the bottom, wait, reel a few times, wait and repeat. Then cast the lure to the sides of the hole and repeat again.**

On the other hand, redfish in the cold water, act and eat funny. Fish around low tide, especially if the sun is straight up and shining. Two hours before the low through two hours after the turn of the tide are the best hours to fish. During the higher tide hours, you can still find redfish in the grass. The best bait are lip-hooked live finger mullet or live shrimp hooked under the horn. If you're going to use dead bait, use smelly mullet cut like a loaf of bread, also known as mullet steak.

### **Catch and release trophy bull reds offshore**

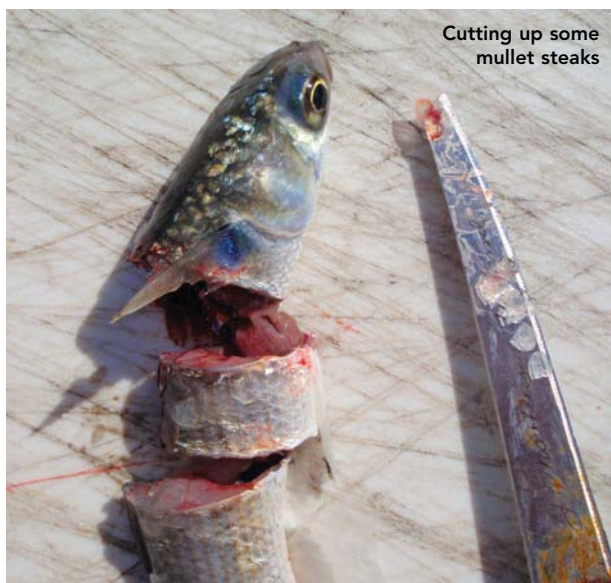
For those fishermen who want a shot at a trophy redfish, or "Bull Redfish," now is the time. Redfish caught offshore are catch and release only, but just think about the picture you can take! Just handle them with care and release them as quickly as possible. The best natural bait,

believe it or not, are cut squid or fish. The best artificial bait are any sort of jigs with white hair or small plastic tubes attached. Once you've cast into the school, the redfish should hit your lure on the fall. If there are of you fishing, throw the first artificial lure and then wait about 5 seconds to throw the second.

If you want to keep what you catch offshore, that can be done as well. Near-shore artificial reefs hold some pretty good table fare this time of year. Sheepshead, flounder, black drum, and summer trout (also known as a weak fish) are all running well. The best bait for Sheepshead and black drum are live or frozen fiddler crabs, raw oysters, barnacles in the shell, green mussels out of the shell, or crickets. Yes, I said crickets! While these are normally freshwater bait, they work enough of the time and offer just enough crunch appeal to make it worth a try. As for fishing for flounder, I suggest fishing on the outskirts of the structure with live bait, such as jumbo mud minnows, sand perch, or smaller fish caught on a sabiki rig, or stripped bait such as the stomach wall of any fresh caught sheepshead or black drum, or the fillet side of any bottom fish. The secret to catching flounder off an artificial reef is to fish the outskirts of the structure. The only time flounder are inside the structure is when they are situated with heads in and tails out, not feeding.



*To learn more about how to catch inshore and offshore fish, give me a call at 912-897-4921. I'm holding classes for inshore fishing February 8, 9, 15, and 16, 2014 and March 1 and 2, 2014 for offshore fishing. Some classes for both inshore and offshore fishing will be held out on the water.*



Cutting up some mullet steaks



Smelly mullet on the hook



# LADY LUCK VISITS THE LOW-COUNTRY REDFISH CUP FINALS

STORY AND PHOTOS BY JEFF DENNIS



Wes Hudson from Shallow Sport, the winning anglers and Chris from Butler Marine



Team Flats Broke demonstrates that ALL redfish are released



Team Alderman collects checks and trophies





Todd Fusco and  
Craig Bradford  
win a Power-  
Pole anchor

The 2013 Lowcountry Redfish Cup consisted of five tournaments along the coast of South Carolina. Spread out over the calendar year, the two-angler teams fished in Georgetown, Charleston, Edisto Island, Beaufort and Hilton Head. The top teams competed in the finals on November 9, with bragging rights and a new Shallow Sports boat package on the line. The sole female angler in the entire Series got a hot hand in the Finals, and caught the biggest redfish of the tourney.

Lady Angler Shannon Clark weighed in the largest redfish at 5.08-pounds. Her husband is fishing guide Rennie Clark, who weighed a redfish that went 3.11-pounds, giving them the first place winnings. The Clark's reside in Wilmington, N.C. and they took home a modest cash prize and a \$40,000 voucher towards a Shallow Sport Boat with a Wesco trailer and Yamaha engine provided by Butler Marine.

Wes Hudson of Shallow Sport Boats came from Texas to present the winner's check. "My grandfather started the company in 1951, and have been family-owned ever since, and we are glad to support the Lowcountry Redfish Cup," said Hudson.

"This was our first year fishing together as a team," said Shannon Clark. "I told [my husband, Rennie] that I would enjoy tournament fishing with him, and I'm so glad we gave it a try!" Her husband has been fishing the IFA redfish tour for years, and won the Atlantic Division in 2009, 2010 and 2011.

"We were fishing with Category Five soft plastics, and most of the fish ate a black manic minnow with a chartreuse tail," said Rennie Clark. "When Shannon caught what became the winning redfish, I could not believe it was only 22-inches long, since it was so tall and thick. This was the ideal fish to catch during the finals, and this win kind of salvages the whole season for us."

Finishing in second place was Team Crews Chevrolet, led by Captain Reed Simmons and Ashley Lowder, both of Charleston. Third place went to Team Natural Light out of Mt. Pleasant, led by Capt. Jamie Hough and Ronnie Pitts. A special Team of the Year Award went to brothers Vince and Geoffrey Payne. Tournament organizer Brian Rose reports that the 2014 tournament trail will begin with an event in Charleston, either in February or March. You can bet that Shannon and Rennie Clark will be there!



Ashley Lowder and Capt. Reed Simmons  
finished in second place

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)



# GULF ISLANDS

BY TROY GILBERT  
PHOTOGRAPHY BY TONY GILBERT



**A**fter the ravages of Hurricane Katrina and the BP oil spill, the barrier islands of Louisiana and Mississippi are about to benefit from a major investment that could be worth several billion dollars. These narrow, sandy spits of land are the first line of defense for the coast, and while well known to locals for their world-class fishing, they are a forgotten cruising ground outside of the region.

The Mississippi Gulf Islands are wholly undeveloped and part of the Gulf Islands National Seashore, which stretches into the Florida panhandle. However, according to the U.S. Geological Survey, each of these islands have lost between 50-60% of their landmass since they were initially surveyed in the 19th century. Federally protected since the 1970's, studies have confirmed that the deepening of shipping channels serving the Mississippi Coast have directly contributed to their rapid erosion. Always prone to damage

from hurricanes, there was a natural sand replenishment process in place to repair them, but the transport of sand in the water column has been disrupted by these channels, which act as sand sinks.

Having learned the lessons of the importance of barrier islands, the Army Corps of Engineers allocated \$500 million to their restoration after Katrina. The first project concluded in 2011, with the reconstruction of the northern shore of West Ship Island, adding 150 to 550 feet of beaches into the Mississippi Sound. In 2014, East and West Ship Islands will be rejoined by filling in the nearly 6-mile Camille Cut, formed by Hurricane Camille in the 1960's. Further projects are scheduled for Horn, Petit Bois and Cat Islands, and studies are underway as to how best reintroduce beach quality sand dredge into the water column.

In Louisiana, the majority of the Army Corps spending post-Katrina has been on storm protection, including re-



**Having learned the lessons of the importance of barrier islands, the Army Corps of Engineers allocated \$500 million to restoration projects after Katrina.**

pairing and raising levees and building flood control storm locks. Federal dollars have been spent on barrier island restoration in Louisiana, but the majority of near-term funding will come from BP fines from the Deepwater Horizon oil spill, which could top \$20 billion. These fines under the Natural Resources Damage Assessment (NRDA) will be divided between the Gulf Coast states impacted by the 2010 oil spill, with Louisiana and Mississippi receiving the lion's share for coastal restoration.

Currently being litigated in court, BP agreed in 2011 to a \$1 billion upfront payment towards these fines, but they

only agreed to release the majority of the money this year. Of this, \$320 million was allocated for Louisiana barrier island restoration, including target projects on Whiskey Island, Cheniere Ronquille, Shell Island and Breton Island. The Chandeleur island chain will also be targeted for major projects in the next installment of BP payments.

These barrier islands along both states are important ecosystems and breeding grounds for seabirds and turtles, as well as incredibly bountiful shrimp and oyster harvesting waters. Add to that the natural protections the islands provide against storm surge for the developed coastlines, and there are many interests intersecting along the coast. Neglected for far too long, these investments in the restoration of the islands should provide ample opportunity for cruisers to discover the quiet sugar sand beaches and dunes of the Northern Gulf Coast into the future.





# GOOD SEAMANSHIP

## HOW THE YACHT *TOPAZ* COPEd AFTER AN ACCIDENT OFFSHORE

BY ANDY SCHELL

I'm going to kick this column off with a story I've been involved with over the past three weeks. My wife Mia and I have been running the Atlantic Rally for Cruisers (ARC) Caribbean 1500 rally now for a few years, and it takes up most of our time in October and November. It's something I love and part of the reason I had to leave the editor's post at this wonderful magazine. The rally runs from Portsmouth, Va., to Nanny Key, Tortola, and this year the smallest boat in the fleet, *Topaz*, admirably dealt with what could have been a disaster offshore.

*Topaz* is a gorgeous 36-foot wooden sloop owned and designed by Chuck Burns. A few days prior to the rally start, Chuck found himself without a crew. He got in touch with my friend Austin, a 20-something kid from Texas who I'd only just met last spring sailing a Tayana 48 north to Rhode Island. *Topaz* was to be Austin's second big offshore passage. Rounding out the crew was Percy Lidback, another friend-of-a-friend Chuck had found. On November 2, they set off with the rally fleet from Portsmouth.

Three days out, the weather turned rough, and late in the afternoon *Topaz* took a wave at a weird angle. Percy was jolted into the cockpit seat and dislocated his shoulder. Mia and I were home and received a phone call from a satellite phone. It was Austin, who calmly explained what had happened. I told him to call me back in 10 minutes. I got on the phone with the U.S. Coast Guard (USCG) in Norfolk, and they got in touch with a doctor. A dislocated shoulder can be a serious injury, but it's something treatable in the field. When Austin called back I gave him the number for the USCG, who then patched them through to the doctor. They offered to keep me on the line in a conference call, but I didn't want to influence their decision-making.

Austin called back again a while later, and explained that rather than treat without training, they had immobilized the injury and taken Percy off the watch rotation. Chuck decided to alter course and aim for Marsh Harbor in the Bahamas. Over the next few days, I had regular contact with both *Topaz* and the USCG. Percy's condition was fine, other than the obvious discomfort, and it appeared he had not suffered any long-term nerve or blood vessel damage.

Three days after the initial incident, *Topaz* made it to Man-of-War Channel in the Abacos. Their engine had conked out, so Austin and Chuck had gone purely under sail double-handed, an impressive feat. The Bahamas Air and Sea Res-



cue (BASRA) were in contact with *Topaz* and arranged to tow the boat through the reef. They had Percy off the boat and into a hospital where he was treated that night.

Chuck, though disappointed at not being with the fleet in Tortola, seemed happy to be in the Bahamas and proud of how he and the crew handled the situation. "Diverting to the Bahamas was the right thing to do," Chuck wrote. "I have nothing but praise for everyone involved who all worked together to expedite our entry into the Bahamas and get medical help for Percy...I also have much appreciation for Austin who worked hard aboard *Topaz* to help get us to safety."

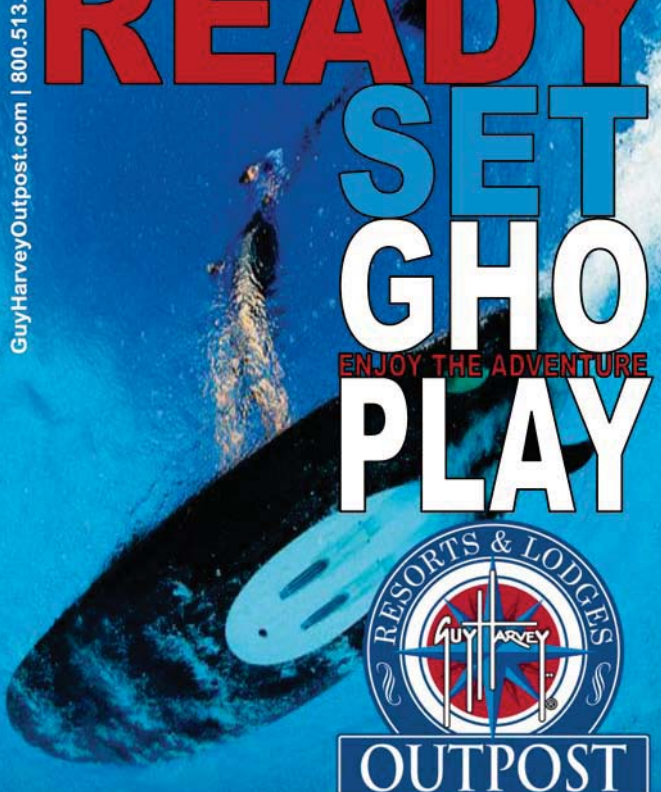
*Topaz's* experience reminded everyone of the value of being prepared for all contingencies on a long ocean passage, and the boat was awarded the Seamanship Award in absentia in Tortola. They handled the entire situation with a calmness and professionalism that made me proud. Austin, in his second passage, has certainly gained a wealth of experience. I think he actually enjoyed the challenge. *Topaz* will remain in the Bahamas for the foreseeable future while Chuck returns to the U.S. for the holidays. After that, he might explore the Bahamas, but isn't making any commitments just yet. And in cruising, that's how it should be. 🍷

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# WETA TRIMARANS

FUN, FAST, EXCITING AND ALL AROUND GREAT SAILORS

BY TERRY BORAM

PHOTOS COURTESY OF WETA MARINE



**M**y introduction to the Weta trimaran came on a snowy winter day in Baltimore, along with a promise of a free koozie. The 14-foot trimaran was one of the few sailboats on display at what was traditionally a power and fishing show. Three years later, I'm a proud Weta owner, learning by trial and error how to sail it smarter and ultimately faster. And fortunately for me, there are three great regattas in my home state of Florida that attract Weta owners from across the country. At the end of the day, though, it's not all about the racing.

My husband, Clint, and I were exactly who Roger and Chris Kitchen had in mind when they designed a boat that was simple but still quick enough to be exciting. As a novice, I was looking for a small, stable boat to brush up on my sailing skills. The carbon fiber elements in the Weta make it light enough for me to assemble the boat and launch on my own. Once on the water, the helm is responsive and the three hulls keep the boat stable, giving me the confidence to explore and grow as a sailor.

But don't let my mild-mannered description fool you. When Clint is at the helm, the training wheels comes off.



**Once on the water, the helm is responsive and the three hulls keep the boat stable, giving me the confidence to explore and grow as a sailor.**

He trims the racing sails and pops the screecher for a fast, controlled, fun sail across the bay.

"Weta racing is a heap of fun," says Class President Bruce Fleming "The Weta is easy to maneuver, so it's super tactical upwind, and then it's all on downwind, picking the best angle to sail with the screecher and looking

out for shifts. Throw a blasting reach in and you have the perfect Weta day!"

Winner of the 2010 Sailing World International Boat of the Year, the fleet has grown to over 900 boats in 24 countries. U.S. fleet members travel great distances to race year-round, and with a chill in the air over much of the country in February and March, many of them head to Florida for great racing and even better social activities.

The Charlotte Harbor Regatta, now in its fifth year, is set for Feb. 6-9, 2014. Last year's event had over 100 one-design boats in 10 classes, including six multihull classes.





The well-protected harbor just north of Fort Myers provides outstanding conditions for all skill levels.

Regatta Chairman Brian Gleason explained that the mission of this regatta has always been to promote sailing on Charlotte Harbor. "We are one of the few regattas where the yacht clubs from around the harbor open up their doors to host dinners for the racers," Gleason said.

Gleason said they have enjoyed having the Weta fleet right from the beginning. "They are just a fun loving bunch, not a cut throat class, who are willing to share information with anyone who asks," he explained. Port Charlotte Beach makes a great beach launch for the Wetas, and offers a secure place to keep the boats rigged overnight. The three full days of racing make for a great tune up for the WetaFest just four weeks later.

On the panhandle of Florida is Fort Walton Yacht Club, host to the ultimate Weta get together, this year taking place March 7-9, 2014. A large cross section of Weta sailors attend the event each year, from the boat's designer, Chris Kitchen, to people like me who have never raced their boats before. No matter what happens on the water, the friendly camaraderie at the end of the day reigns supreme.

Last year's winner Toni Sacco, from Ithaca, N.Y., explained, "There was always a hand to help catch you when you sailed into the beach, guide you in adjusting your rigging, give you a tip on how to get the most out of your sail trim, and, in my case, help raise my mast each day."

When the breeze picked up beyond what Sacco's petite frame was able to handle alone, fellow racers called around to find her a crew. She ended up with Olympic medalist and multihull guru Randy Smyth. When Toni and Randy collected their awards at the end of the weekend, there were nothing but cheers.

With major support from Weta Marine, the event seems to grow every year. "Last year we had 15 Wetas on the line, and are anticipating 25 this year. Our future goal is 50 Wetas at WetaFest," said organizer Cliff Farrah.

Sailors traveling from the more Northern states should consider extending their respite from the cold and leaving their boats at the yacht club for the Trimaran Nationals, March 22-23, 2014. Racing alongside the larger Corsair and Farriers trimarans brings a whole new level to the competition, but the same great camaraderie prevails. Not only do the Weta sailors learn from the "big boys," they also get to show how much fun it is to sail their pocket-size trimaran.

Whether you are a novice like myself or a hard core racer like my husband, come to Florida to see what this Weta racing is all about. I'll be there, Weta koozie in hand.

**FOR MORE INFORMATION:** *Charlotte Harbor Regatta:* Brian Gleason at [gleason@charlotteharborregatta.com](mailto:gleason@charlotteharborregatta.com) or [www.charlotteharborregatta.com](http://www.charlotteharborregatta.com)

*WETA FEST:* Miranda Powrie at [miranda@wetamarine.com](mailto:miranda@wetamarine.com) or [www.wetamarine.com](http://www.wetamarine.com)



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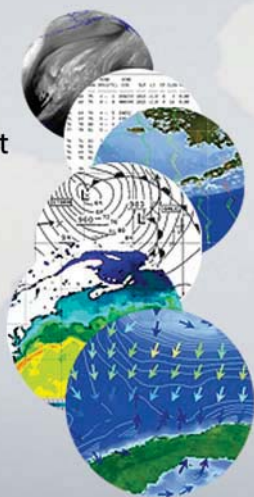
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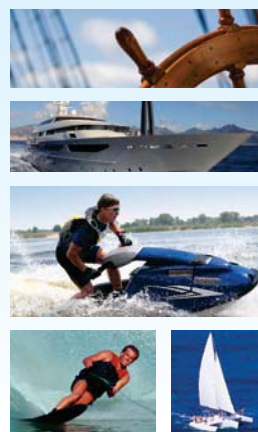
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Jersey City	NJ	<b>Liberty Landing</b>	201-985-8000	15'	200'	520	•	30/100 Amp		•	•	•	•	•	•	•	16	•
St. Michaels	MD	<b>St. Michaels Marina</b>	800-678-8980	10'	200' +	50+	•	30/50/100 Amp Single Phase	•	•	•	•	•	•	•	•	16	FREE
Deltaville	VA	<b>Deltaville Marina</b>	804-776-9812	10'	110'	80	•	30/50 Amp		•	•	•	•	•			16	•
Deltaville	VA	<b>Deltaville Yachting Center</b> www.dycboat.com	804-776-9898	10'	70'	78	•	30/50 Amp	•		•	•					16	FREE
Manteo	NC	<b>Shallowbag Bay Marina</b> www.shallowbagbaymarina.com	252-305-8726	6-7'	65'	72	•	30/50 Amp		•	•	•	•	•	•	•	16	•
Washington	NC	<b>McCotters Marina</b>	877-272-6632	6'	65'	180	•	30/50 Amp				•	•				16	FREE
Bath	NC	<b>Bath Harbor Marina and Motel</b>	252-923-5711	8'	70'	43	•	30/50 Amp	•			•	•	•	•	•	16	FREE
Havelock	NC	<b>Matthews Point Marina</b>	252-444-1805	5.5'	50'	110	•	30/50 Amp		•	•	•	•			•	16	FREE
Morehead City	NC	<b>Morehead City Yacht Basin</b>	252-726-6862	8'-10'	200' +	88	•	30/50/100 Amp	•	•	•	•	•		•		16	FREE
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-7100	10'	135'	30'	•	30/50/100 Amp		•	•	•				•	16	FREE
Charleston	SC	<b>Charleston City Marina</b>	843-723-5098	25	300'	415	•	480v & 208v, 3 phase		•	•	•	•		•	•	16	FREE
Amelia Island	FL	<b>Amelia Island Yacht Basin</b>	904-277-4615	6'	100'	135	•	50 & 30 amp		•	•	•	•		•	•	72/16	
North Palm Beach	FL	<b>Old Port Cove Marina</b>	561-626-1760	15'	200'	202	•	30/50/100 Amp	•	•		•	•			•	16/8	•
North Palm Beach	FL	<b>New Port Cove Marine Center</b>	561-844-2504	5'	80'	43	•	30/50/100 Amp		•	•	•	•			•	16/8	•
North Palm Beach	FL	<b>North Palm Beach Marina</b>	561-626-4919	10'	150'	107	•	30/50/100 Amp	•	•	•	•	•			•	16/68	•
Boca Raton	FL	<b>Boca Raton Resort &amp; Marina</b>	561-447-3474	8'	170'	32	•	200 Amp	•			•			•	•	16	
Fort Lauderdale	FL	<b>Bahia Mar Yachting Center</b>	800-755-9558	14'	un-lim	250	•	30/50/100 Single & 3 Phase	•	•	•	•	•		•	•	16	
Fort Lauderdale	FL	<b>Pier Sixty-Six Marina</b>	954-728-3578	17'	290'	127	•	30/50/100 Single & 3 Phase	•	•	•	•	•		•	•	16	•
Fort Lauderdale	FL	<b>Hilton Ft. Lauderdale Marina</b>	954-728-3578	17'	un-lim	33	•	30/50/100 Single & 3 Phase	•	•	•	•	•		•	•	16	•
Sarasota	FL	<b>Hyatt Regency Sarasota Marina</b>	941-953-1234	6'	38'	32	•	30/50 Amp	•	•	•	•	•		•	•	16	•
Captiva	FL	<b>South Seas Island Resort and Marina</b>	239-472-7628	10'	120'		•	30/50/100 Amp	•	•	•	•	•		•	•	16	•
Bahamas	BS	<b>The Marina at Emerald Bay</b>	242-336-6100	14'	250'	150'	•	30 & 50 single phase; 120/208 3 phase	•	•	•	•	•	•	•	•	16	FREE
Fajardo	PR	<b>El Conquistador Resort &amp; Marina</b>	787-863-1000	12'	70'	35	•	30/50/100	•			•				•	16	•
Canyon Lake	TX	<b>Canyon Lake Marina</b>	830-935-4333		85'	449	•		•			•			•	•	16	
Canyon Lake	TX	<b>Cranes Mill Marina</b>	830-899-7718		45'	250	•			•	•	•		•	•		16	
Austin	TX	<b>Hurst Harbor</b>	512-266-1800		100'		•			•	•	•			•	•	16	

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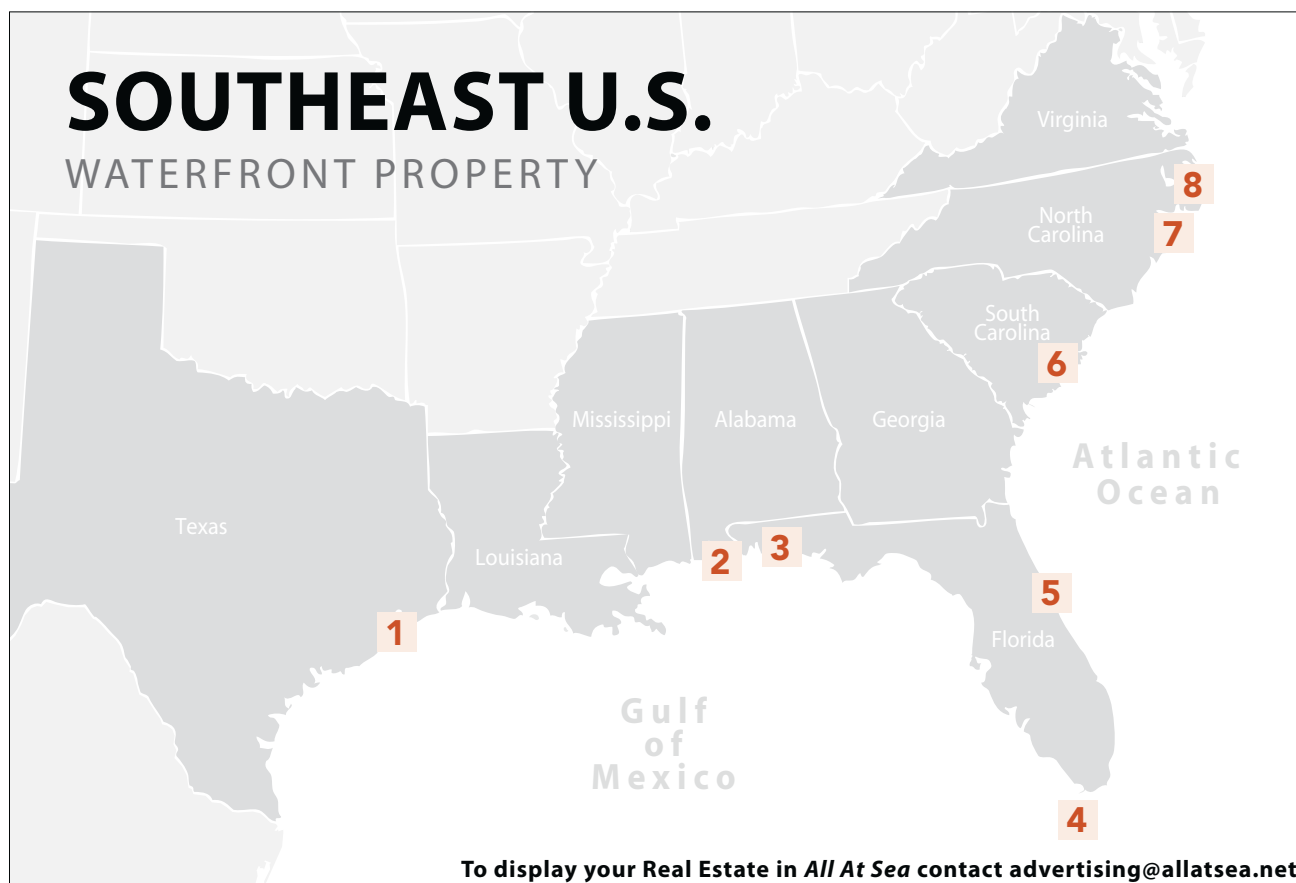
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Jersey City	NJ	<b>Liberty Landing</b>	201-985-8000	9'	75'	19'	no limit	50 Amp	24x7	60 ton travelift	•			•		•	
Chesapeake	VA	<b>Atlantic Yacht Basin, Inc.</b>	800-992-2489	12'	120'	25'	no limit	30/50/100 Amp	24x7	60 ton travelift, 300 ton railway		•	•	•	•	•	
Deltaville	VA	<b>Deltaville Boatyard</b>	804-776-8900	9'	80'	25'	no limit	30/50 Amp	7-5 M-F	35/75 ton travelift	•	•	•	•	•	•	
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>Moore's Marine Yacht Center</b>	252-504-7060	10'	130'	30'	no limit	30/50/100 Amp	8-4 M-F	50/75/200 ton travelift		•	•	•	•	•	•
Brunswick	GA	<b>Two-Way Boat Yard</b>	912-265-6944	7'		16.5'	no limit	30 Amp	8-4:30 M-F	30 ton travelift	•		•		•	•	
Amelia Island	FL	<b>Amelia Island Yacht Basin</b>	904-277-4615	11'	100'	19'	no limit	30/50 Amp	8-6 x7	36 tons							
Stuart	FL	<b>Apex Marine</b>	772-692-7577	8'	65'	19'	no limit	30/50 Amp	7-3:30 M-F	65 tons			•	•	•		
Fort Lauderdale	FL	<b>Apex Marine</b>	954-759-7212	9'	90'	22'	no limit	30/50/100 Amp	7-4 M-F	92 tons			•	•	•	•	
St. Petersburg	FL	<b>Progressive Marine Service/Boat Yard</b>	727-822-2886	10'	100'	26'	no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton travelift		•	•	•	•	•	•
Mobile	AL	<b>Dog River Marina</b>	251-471-5449	8'	85'	22.5'	75'	30/50/100 Amp 3 phase	24x7	70 ton travelift		•	•	•	•	•	
Kemah	TX	<b>South Texas Yacht Services</b>	281-334-7245	7'		16	no limit	30 Amp	7:30-4 M-F 8-12 S	37.5 ton travelift		•	•	•		•	•

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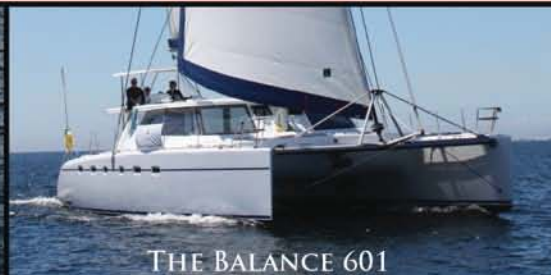
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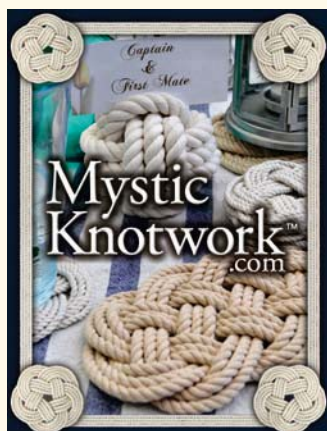
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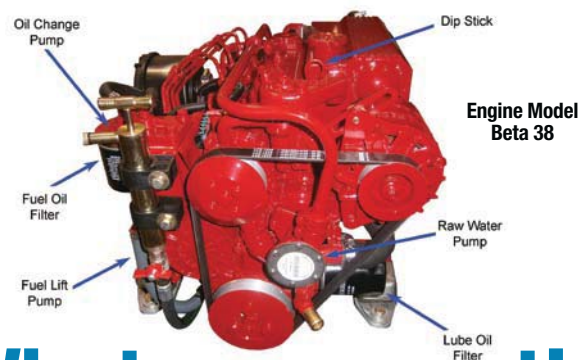
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# BOAT BITES

## ADD A VEGAN RECIPE TO YOUR MENU PLANNING

BY JORDAN WOLFE

**A**s you are reworking your diet to begin the new year, try adding at least one Vegan recipe a week. This Bean and Pesto Soup is packed full of fiber and protein to get you through the day.

### FEEL GOOD BEAN AND PESTO SOUP

Serves 8

- |   |  |
|---|--|
| <b>2 cans no salt added<br/>cannellini beans-rinsed<br/>&amp; drained</b> | <b>1 stalk celery-diced</b>                    |
| <b>3 cups water</b>   | <b>2 cups kale-torn to pieces</b>              |
| <b>2 cups low-sodium<br/>vegetable broth</b>                              | <b>2 cloves garlic-<br/>chopped coarse</b>     |
| <b>1 medium leek-diced</b>  | <b>1 tsp sea salt</b>                          |
| <b>2 medium carrots-diced</b>   | <b>red &amp; black pepper to taste</b>         |
| <b>2 medium potatoes-diced</b>  | <b>*vegetables can be fresh<br/>or frozen.</b> |

Combine water, broth, and leeks in a pot and cook on high heat for 5 minutes. Reduce to medium heat and add carrots, celery, garlic, and potatoes and cook for another 15 minutes. Add beans and cook for another 5 minutes. Add kale and sea salt and cook briefly for 2 minutes. Stir-in a dollop of Fresh Basil Pesto.

This soup just makes ya feel good...hence the name. This recipe is perfect for any time of the year, but tastes best on a cold winter night. This dish is loaded with nutrients and is delicious with the pesto! I garnish mine with fresh kale and leeks.

### FRESH BASIL PESTO

- |                                |                             |
|--------------------------------|-----------------------------|
| <b>1 cup walnuts</b>           | <b>1 clove fresh garlic</b> |
| <b>1 cup pine nuts</b>         | <b>4 cups fresh basil</b>   |
| <b>1/4 lemon-cut from peel</b> | <b>1/4 cup water</b>        |
| <b>1/2 tsp sea salt</b>        |                             |

Combine ingredients in a food processor and blend on high until smooth.

This is the real deal healthy fat pesto. Super rich and full of flavor, this pesto is amazing mixed into the Feel Good Bean Soup, spread on a crostini, or tossed with your favorite pasta! This pesto can be made fresh and then stored frozen.

### TROPICAL CASH CREAM

Serves 8

- |                                    |                            |
|------------------------------------|----------------------------|
| <b>2 cups dried bananas</b>        | <b>3/4 cup raw cashews</b> |
| <b>1 cup fresh or frozen mango</b> | <b>40 oz ice cubes</b>     |
| <b>1/2 cup pitted dates</b>        |                            |

In a high-powered blender, blend bananas, mango, dates, and cashews until consistently smooth. Add ice cubes and blend



again until the ice cubes are fully integrated. Serve with shredded coconut and diced pineapple.

I love cashew ice cream. The tropical fruit flavors in this dessert work amazingly together and the shredded coconut gives it a decadent crunch right off the spoon! Along with the shredded coconut, I served this Cash Cream in a sliced pineapple to give it that authentic island vibe!

Jordan Wolfe is the Healthy Eating & Green Mission Specialist at Whole Foods Market South Beach. He is an expert on the plant-strong green lifestyle, and he is a life-long vegetarian. Wolfe teaches that there are many paths to nutritional excellence and everyone can benefit from adding more plants to their plates. His favorite part of his work is inspiring and educating others on healthy eating.

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