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**COVER SHOT:** The new 2014 Boston Whaler 350 Outrage stacked with Triple Mercury Four Stroke Verados.  
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355



315



445

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# RITE OF PASSAGE

I remember my first U.S. Sailboat Show in Annapolis as if it were yesterday.

The year was 1999 and we had just bought our 1981 Wilderness 30. Apparently there was a rite of passage that went along with the purchase of a boat. New owners must attend a boat show to buy 'stuff' and continue to look at boats. "Didn't we just buy a boat," I

asked my husband as he was planning his strategy for the day. "Yes, but we need to see what the new boats have on them so I can buy the right 'stuff'," he replied as if I had asked the silliest question in the world.

The day of the show my husband was as giddy as a boy going to his first monster truck show. We went from booth to booth looking at electronics, sails, cushions, name graphics -- if there was even the slightest possibility that the item could work on our boat my husband was talking to the vendor. We climbed on every boat we could get on. Even the catamarans, which I completely did not understand since we had a monohull. "We always need to keep an eye out for our future boat," my husband explained. Oh brother! After eight hours we left with a boat hook, some Motioneaze™ (for seasickness), a few magazine subscriptions and a ton (literally) of brochures.

This year, I once again find myself having purchased a new boat, a catamaran, prior to the U.S. Sailboat Show but trust me when I tell you that you will not find me running from booth to booth, and boat to boat looking at 'stuff.' I have since learned that the Annapolis show is more about meeting up with old friends and making new ones. And those boat show discounts that everyone raves about? Here's a secret: All the vendors run these discounts throughout the month of October so relax and enjoy.

This issue is full of useful information to help you purchase 'stuff.' Roger Marshall begins a series on purchasing a dinghy. This month he walks you through the homework needed before pulling out the credit card. Also, read the results of the anchor test conducted in the mud of the Chesapeake Bay. Use this as a resource when making a decision on which anchor is best for your needs.

After touring all the wonderful new boats at the show, head to Baltimore to walk the decks of classic schooners participating in the 25th Annual Great Chesapeake Bay Schooner Race. Vicki Lathom tells us how this event began and provides us great first hand accounts from guest crew members.

Stop by our booth at the U.S. Sailboat Show in Annapolis. Tell me what you want to read about in our next issue. I can't wait to meet you.



**Terry Boram,**  
Editor



## ALL AT SEA SOUTHEAST

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# WHERE IN THE WORLD?

CONGRATULATIONS TO DAVID & TRISH AND THANKS FOR READING *ALL AT SEA*!



**ESCAPING THE HEAT OF A CARIBBEAN SUMMER TAKEN TO THE EXTREME!** BVI residents David Hildred and his wife Trish Baily sent us this 'cool' photo and I admit I'm rather envious. The intrepid couple joined adventurers Tom and Nancy Zydler on their 44ft Mason, *Frances B*, in Gloucester, Massachusetts, and set off north to the ice. Their cruise took them as far as 70° 59.3'N 52° 17.0'W to a place on the Greenland coast called Qeqertat, where David says sadly the ice prevented them from anchoring. As conditions deteriorated, *Frances B* headed south, to Resolution Island, and then onward to the east coast of Labrador. "It was one hell of a trip," says David. "We saw polar bears, black bears, whales by the score and caribou ... though no sign of Santa!" Of course, they couldn't leave the Caribbean behind completely and took their favorite waterfront magazine with them.

---

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PHOTO CREDIT: MIKE JONES



# SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION

PHOTO COURTESY OF JARRETT BAY BOATWORKS



## Jarrett Bay Acquires 12,000 sq. ft. Building for Additional Service Capacity

Jarrett Bay Boatworks has acquired an additional 12,000 sq. ft. indoor facility, adding to the list of amenities offered at their 175-acre Marine Industrial Park. With a 28-ft clearance entry door, the building will accommodate post-cabin installations of custom boats built by Jarrett Bay, as well as serve as an auxiliary location for overflow service projects.

This acquisition marks the fourth parcel recently added to Jarrett Bay's holdings - for a total of nine buildings covering 37-acres and 137,000 sq. ft. of indoor space used to accommodate the ever-increasing demand for the full-service offerings by Jarrett Bay and fellow Park affiliates. This new building acquisition further demonstrates the strength of Jarrett Bay's reputation and the continued increase in demand for their custom-built cold-molded sportfishing boats.

---

## Love Of Fishing Influences Anglers' Choices, Including Retirement, Vacation And Spending Decisions

Fishing is not a sport, it has been revealed. Rather, fishing is

a lifestyle that drives how anglers spend their money, where they vacation and retire and what they do in their free time, according to a new survey of 506 avid anglers commissioned by Honeywell, manufacturer of Spectra® fiber. The results make for shocking reading.

If given the choice, more than half (55 percent) of the anglers surveyed say they would rather buy new fishing gear than home improvement materials, home electronics, clothing or other items. Seven in 10 indicate that if they had a choice regarding how to spend a day, they would spend it fishing, as opposed to spending it with family, at a sporting event or participating in other outdoor activities, such as hiking or hunting.

Two-thirds of survey respondents (67 percent) admit to having missed work in order to go fishing. More than half (54 percent) of anglers would give up a chance to meet the president in exchange for a perfect fishing day.

As an industry, fishing has significant economic impact. Research conducted by Southwick Associates, Inc. on behalf of the American Sportfishing Association in January 2013, indicates that 33 million anglers in the United States spend an estimated \$48 billion per year on expenses re-



lated to the sport, including equipment, transportation and lodging. These expenditures support 828,000 jobs.

## Select Yachts Opens New Headquarters in Fort Lauderdale

Select Yachts has moved its main office and Corporate Headquarters to Fort Lauderdale, Florida, and will share space with Crew Solutions, the placement service headed up by Beverly Grant.

Select Yachts Corporate Director, Ann E. McHorney, a veteran of both Sint Maarten and Fort Lauderdale, says the move is a logical progression. The Sint Maarten office will remain as a support entity, but more of the online activity, banking, and marketing functions will take place in Fort Lauderdale.

Along with its charter sales to clients worldwide, Select Yachts has actively managed a rapidly expanding fleet of both sail and power yachts for over ten years. Fleet Manager Marilyn Eckel remains in the Caribbean and heads up Charter Marketing for the Sailing Fleet. More recent on the scene is charter veteran Bonnie Mims, now in charge of the Motor Yacht Division.

Stephan James, a regular on the SXM yachting scene as Dock Master and attendant for various marinas, as well as crew on motor yachts, will manage the existing Sint Maarten Select Yachts office. A Dutch and Sint Maarten citizen, James is in touch with how to make things work and get things done locally.

Dayle Reimer, who has an extensive corporate publicity background, manages Advertising and Promotions for Select Yachts Charter Sales and Charter Fleet departments. Dayle was formerly a Charter Broker with Adventures Afloat.

Lynn Norris, a CPA and Penn State graduate, joins Select Yachts and Crew Solutions for bookkeeping and office management, bringing a bright new face to the industry.



Left to right Beverly Grant (Crew Solutions); for Select Yachts we have Ann E McHorney (Charter Sales); Lynn Norris (Office Manager); Bonnie Mims (Charter Marketing - Motor Yacht Division).

## 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.

### BOAT SHOWS:

#### **NAPLES, FL**

**OCTOBER 4 – 5**

Naples Boat Show  
[www.miacc.org](http://www.miacc.org)  
[director@miacc.org](mailto:director@miacc.org)  
239-682-0900

#### **ANNAPOLIS, MD**

**OCTOBER 9 – 13**

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

**OCTOBER 16 – 19**

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

#### **NEW BERN, NC**

**OCTOBER 11 – 12**

Mum Fest  
[www.MumFest.com](http://www.MumFest.com)  
[director@swissbear.org](mailto:director@swissbear.org)  
252-638-5781

#### **FORT LAUDERDALE, FL**

**OCT. 30 – NOV. 3**

55th Annual Fort Lauderdale Boat Show  
[www.ShowManagement.com](http://www.ShowManagement.com)  
800-940-7642

### CARNIVALS/FESTIVALS:

#### **ELIZABETH CITY, NC**

**OCTOBER 11**

Dismal Day  
[www.DismalSwampWelcomeCenter.com](http://www.DismalSwampWelcomeCenter.com)  
[dstewart@camdencountync.gov](mailto:dstewart@camdencountync.gov)  
252-771-8333

#### **WASHINGTON, NC**

**OCTOBER 18**

Smoke on the Water  
[www.smokeonthewater.info](http://www.smokeonthewater.info)  
[pamsue.anderson@gmail.com](mailto:pamsue.anderson@gmail.com)  
252-944-6136

### CONFERENCE:

#### **FORT LAUDERDALE, FL**

**OCTOBER 9 – 10**

Yacht Symposium & Job Fair  
[www.yachtsym.com](http://www.yachtsym.com)  
[deenamt@gmail.com](mailto:deenamt@gmail.com)  
954-816-1199

### FISHING TOURNAMENTS:

#### **CHARLOTTE, SC**

**OCTOBER 2 – 4**

Bass Pro Shops Bassmaster Southern Open  
[www.Bassmaster.com/tournaments](http://www.Bassmaster.com/tournaments)  
205-313-0900

#### **ISLAMORADA, FL**

**OCTOBER 3 – 4**

Mad Dog Mandich Fishing Classic and Family Fun Weekend  
[www.maddogclassic.com](http://www.maddogclassic.com)  
305-667-0399

**OCTOBER 13 – 15**

Islamorada Fall All-Tackle Bonefish and Permit Championship  
[fishnfever@bellsouth.net](mailto:fishnfever@bellsouth.net)

#### **KEY LARGO, FL**

**OCTOBER 10 – 12**

Robert James Sales Baybone Celebrity Tournament  
[www.redbone.org](http://www.redbone.org)  
305-664-2002

#### **HOUMA, LA**

**OCTOBER 17 – 18**

IFA Kayak Fishing Tour Championship  
[www.IFATours.com](http://www.IFATours.com)  
478-836-4266

#### **BOYNTON BEACH, FL**

**OCTOBER 18**

eBoat Listings Annual Lionfish Tournament  
[blog.eboatlistings.com/lionfish-tournament/](http://blog.eboatlistings.com/lionfish-tournament/)  
[Jessica@eBoatListings.com](mailto:Jessica@eBoatListings.com)  
561-235-2628

### SAILING REGATTAS:

#### **LANCASTER, VA**

**OCTOBER 3 – 5**

Hospice Turkey Shoot Regatta  
<https://sites.google.com/site/>

**OCTOBER 24 – 26**

The Race for Independence Sailboat Regatta  
[www.yankeepointmarina.com/regatta.html](http://www.yankeepointmarina.com/regatta.html)  
[sandie@yankeepointmarina.com](mailto:sandie@yankeepointmarina.com)  
804-462-7635

#### **ORIENTAL, NC**

**OCTOBER 8 – 18**

Sunfish World/Youth World Championships  
[www.SunfishClass.org](http://www.SunfishClass.org)  
[Mass143@bellsouth.net](mailto:Mass143@bellsouth.net)  
910-620-6719

#### **SEABROOK, TX**

**OCTOBER 9 – 12**

Harvest Moon Regatta  
[www.HarvestMoonRegatta.com/](http://www.HarvestMoonRegatta.com/)



## Industry mourns founder of Carolina Skiff

Terry Stark, founder of Carolina Skiff, died Aug. 15 after suffering a heart attack. He was 68.

Stark began the company in 1982. The very first Carolina Skiff was designed and built to provide North Carolina fishermen with a better option than the aluminum jonboat at a better price.

By only building and selling fiberglass hulls and accessories, Stark kept it "simple and profitable," with a gross margin of more than 60 percent on everything he manufactured.

Carolina Skiff got to number 4 or 5 in terms of market share at the time, and did so within five years, "I bought a tin building and walked in with some drawings under my arm and barely enough money to do the tooling and produce something to sell," Stark told Trade Only magazine. "Didn't know much about the boating industry. Never had any intentions of being a 'boat builder.' I was setting up an FRP fabricating factory. I did know a little about doing that. The dealers were

the boatbuilders, assembling the kits I provided.

"I only started the company because I ran out of money cruising my 51 Morgan sailboat," Stark said. "All I ever wanted out of the deal was the money to get back on the ocean." [Source: Trade Only]

## Study at Deepwater Horizon Spill Site Finds Key to Tracking Pollutants

Nearly two years after the Deepwater Horizon oil spill, scientists from the Consortium for Advanced Research on Transport of Hydrocarbon in the Environment (CARTHE), based at the University of Miami (UM), conducted a drifter experiment in the northern Gulf of Mexico spill site to study small-scale ocean currents ranging from 100 meters to 100 kilometers. The findings provide new information to help predict the movements of oil and other pollutants in the ocean.

During the 12-day at-sea experiment called GLAD (Grand

PHOTO CREDIT: MISS GEICO RACING

## MISS GEICO HITS IT OUT OF THE PARK IN PENSACOLA



Miss Geico left the Pensacola Grand Prix with mission accomplished in late August, having captured first place in the Superboat Unlimited Class.

The 3300 hp racing catamaran averaged speeds of 105 mph over the 23-lap course on the final Sunday to win the Pensacola Thunder Run Race, after main class rival Lucas Oil won the Thunder on the Gulf dual heat race at Orange Beach, Fla. on the Friday.

The 11th annual SBI Orange Beach Grand Prix brought big crowds out to enjoy some of the world's fastest power boats, with the final day's racing moved to Pensacola Bay for the first time. While conditions were flat on the first two days, Sunday's racing in Florida saw some choppy conditions.

"The Pensacola race was a really tight course. The northern turn was very tricky and it took us several laps before we found our correct line. My team members chided us that on our first turn we went so wide they thought we were headed to Orange Beach!" said Marc Granet, driver of Miss Geico, who has earned 13

combined national championships and over 100 wins with throttle man Scott Begovich since 2008.

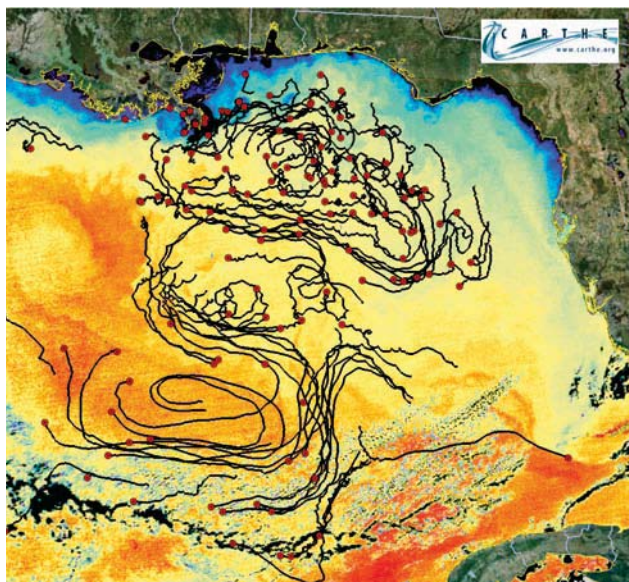
"I was really concerned about the heat. Being a big guy and having no air conditioning inside our cockpit really made it hard to focus over 20 laps," added Begovich, 47, of Jupiter, Fla.

Scott Colton, Team Manager said, "For a first time event, the city of Pensacola put on a great race weekend. We thoroughly enjoyed the street party on Saturday night and the 3.8 mile race course allowed the spectators to view all the racers," whereas Gary Stray, Crew Chief commented, "The Miss GEICO boat ran really well. We were concerned about the port side engine and overheating but the engine never reached a critical stage."

For Gary Goodell, partner, the series was an instant success. "We can't wait to come back next year," he said.

The series concludes in November with the 34th Annual Key West World Championships from November 2 through 9.





Lagrangian Deployment), the research team deployed 300 GPS-equipped custom drifters off the UM Rosenstiel School research vessel *F.G. Walton Smith* in a region where wind-driven continental shelf currents mix with buoyancy-driven Mississippi River outflow currents and deep eddy-driven currents in the Gulf of Mexico. The drifters flowed along the Gulf of Mexico currents for several months post deployment to capture a multidimensional picture of upper-ocean movements in the presence of wind and waves at DeSoto Canyon, the site of the Deepwater Horizon oil spill. This was the first experiment to deploy so many drifters at once. Data about their whereabouts was retrieved every five minutes.

"Our results conclusively show that ocean flows at small scales, below 10 kilometers, contain significant energy fluctuations to control the initial spread of pollutant clouds," said UM Rosenstiel School Professor and CARTHE Director Tamay Özgökmen. "Now that we have quantified this missing piece of the puzzle, we can improve our real-time predictive capabilities in the event of a future oil spill."

### **Bristol Finish Marine Wood Finish Brand Purchased By Lalandii Coatings**

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# A MUDDY TEST ON THE CHESAPEAKE

STORY AND PHOTOS BY TERRY BORAM



**A**n anchor, when it holds, can provide a boater the greatest peace of mind, or bring the most exasperated frustration when it does not. One of the most challenging places to anchor is in the thick mud of the Chesapeake Bay. The consistency of the bottom ranges from a soupy grey sludge mixed with sand and oyster shells to a thick clay that can be molded into pottery. What anchor holds best in mud? Fortress Marine Anchors took the lead in conducting an independent study of twelve of today's popular anchors. For four days in August, off the shores of Solomons Island, Md., I watched as anchors were lowered and retrieved in hopes of answering this question once and for all.

The test was conducted aboard the *Rachel Carson*, an 81 foot research vessel owned by the University of Maryland Center for Environmental Science. The ability to stabilize the





vessel within fractions of a meter using the Dynamic Positioning System (DPS) played a huge role in the test's protocol.

Each anchor was dropped at a specific location within a test zone. The initial payout was 5:1 scope with an additional 100 feet added to about 8:1 to begin the test. Once ready, the *Rachel Carson* enabled the DPS to stabilize its position. The anchors were then mechanically winched at a rate of 10 feet per minute over the course of 100 feet. A special tensiometer measured the torque on the line throughout the duration of each test. Once the test was complete, the *Rachel Carson* returned to the original drop location for the next test, altering its position slightly to pull the anchor in a fresh direction. All twelve anchors were tested in five zones. Chuck Hawley, a marine industry consultant and former Vice President of Product Test at West Marine, was the independent observer for the test.

Fortress went above and beyond requirements to establish a protocol that leveled the playing field for all anchors, but it was not without problems. The first throw of the day, the Lewmar Claw had great holding tension before breaking free after five minutes. Visual observations showed a slack rode, however the computers registered negative readings. Testing was halted to recalibrate the tensiometer before continuing.

Other variables also came into play. The wake of a passing work boat created elevated torque as it rocked the *Rachel Carson*. The DPS also played a role in the fluctuation while stabilizing the vessel. Even one location over another was favorable for some anchors. As Mr. Hawley observed, "In general, not surprisingly, where you anchor is really important, as well as what kind of anchor you use." Each anchor had moments of triumph and less than stellar performances throughout four test cycles.

A great concern for all involved in the testing was that the anchors were not given a chance to set properly. "We haven't been following our own recommendations for setting a Fortress anchor in mud," said Brian Sheehan of Fortress Anchors in Fort Lauderdale. After great debate and careful consideration to all anchors in the test, Hawley agreed to a change in the protocol in round five. The anchors were launched with an initial scope of 2:1 then pulled in 20 feet at 30 feet per minute until a load of 200-300 lbs. of torque indicated the anchor was set. From there the 8:1 scope was let out and the test resumed as normal. First up was the Fortress FX-37 at 45 degrees.

From the moment the computer began to display the tension, everyone on board knew we were in for high readings. The tension steadily climbed to over 2000 lbs. before breaking free at the nine-minute mark. True to Fortress' fluke style design the anchor quickly reset and immediately began climbing the chart again. At ten minutes, the test was over and it was time to retrieve the anchor. As we all began to



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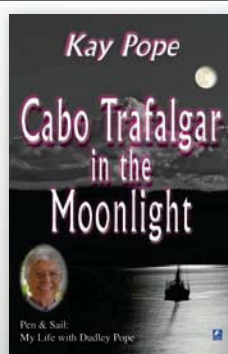
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## OBSERVATIONS

All plow-style anchors were in the 44 - 46 lb. range. The weights of the Danforth-style anchors are noted.

**LEWMAR CLAW** - When the Claw set, the results showed a steady, consistent rise in tension, however twice the Claw released and didn't reset.

**MANSON BOSS** - During all five tests the Boss set easily and steadily climbed in tension. In three of the five tests, the anchor released and never reset. However, in three of the five tests, the anchor released after five minutes and never reset.

**ULTRA SUPREME** - Very consistent throughout all tests. Only once did the anchor release and never reset. Maximum test readings peaked in the 900 - 1100 lb. range. Solid performance.

**DANFORTH HT (35 LB.)** - This pivoting fluke-style anchor handled the mud very well, digging in quickly and steadily climbed in tension. Twice the tension dramatically dropped from its max high but regained holding, and began setting again.

**FORTRESS FX-37 AT 45° FLUKE POSITION (21 LBS.)** - There was no stopping the performance of the Fortress once it set into the mud. Twice though, it struggled to set, not digging in until the last minute or two of the test. It demonstrated three maximum readings in the 2000-lb. range.

**MANTUS** - Steadily climbed in tension, reaching max performance within an average of four minutes

then maintained tension throughout the duration of the test. A solid 500-lb. performer.

**LEWMAR CQR** - This popular anchor appeared to struggle with the mud, only once climbing to a max tension of 800 lbs. All other tests were consistent in tension throughout, averaging 300 lbs.

**FORTRESS FX-37 AT 32° FLUKE POSITION (21 LBS.)** - With a fluke setting recommended for sand, this anchor handled the mud well. Only once did it fail to set. Once dug in the anchor maintained tension throughout test.

**LEWMAR DELTA** - Twice the Delta showed signs of handling the mud, reaching max tension of 700 lbs. Three of the five tests had very low tension readings indicating the anchor didn't set.

**ROCNA** - Only one test showed the potential for this popular anchor. The other four tests were flat, indicating the anchor never set.

**MANSON SUPREME** - Solid performance throughout all five tests maxing out at around 900 lbs. The anchor did, however, release three times at the seven to nine minute mark and did not reset.

**SPADE** - Four of the five tests the anchor set early then maintained whatever tension it had until the last three minutes when holding tension increased. Only once did the Spade appear not to set.

talk about the amazing results, an aura of urgency could be felt from the Chief Engineer and Chuck Hawley. The computer screen was still active so I could see the tension was continuing to climb. It was clear that the Fortress had buried itself deep into the Chesapeake mud and it would take extra attention to retrieve. In a blink of an eye, the wire rode snapped, rocking the A-frame on the aft deck. The frayed wire rode lay on the deck of the *Rachel Carson* with no anchor to be found. From all calculations, the Fortress F-37 was buried 13 feet in the mud - a testament that when set properly for the conditions the Fortress digs in and stays.

Not every anchor fared as well using this new protocol. The Delta, Rocna and Spade didn't show signs of setting while

the Boss, Ultra and Danforth HT initially set before breaking out, and never recovered. It is worth noting that, due to time, only one round was completed using this protocol.

So what anchor is the best in mud? I'm not really sure we answered that question during those four days. The Danforth style anchors involved, on average, had greater tension readings than many of the plow style anchors, however all anchors involved had their moments of glory. As Cap'n Fatty Goodlander wrote in the June issue of *All At Sea Southeast* "Different anchors do different things well." Use this test as part of your research to find the best anchor(s) for you.

*Final results for all anchors will be posted on [www.allatsea.net](http://www.allatsea.net)*





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# DINGHY DELIBERATIONS

STORY AND PHOTO BY ROGER MARSHALL



**S**o, you have decided to buy a new dinghy. What will you look for? Lightness as in the Walker Bay, ease of lifting aboard as in Zodiac's Cadet Fastroller with its air filled floor, or do you plan on going with a rigid bottomed tender stored in davits on the transom? Your choices are many and you would do well to consider every option before laying down your hard earned cash.

## Payload

The first consideration and the one that governs every other decision is the number of people you want to take aboard. For example, if you usually bring four people and a pile of groceries out to your boat, you will need a dinghy that can carry at least 700 pounds (assuming two guys at 200 pounds each, two gals at 130 pounds each and 40 pounds of groceries). Is there just you, your wife, and a dog? The payload drops to 400 pounds. Now add in the weight of the engine and fuel tank which might add another 100 pounds! So already you are beginning to define the size of the dinghy you need.

## Storage

Now that you have a base payload, where are you going to keep the dinghy when you are on passage or on a mooring? Storing a dinghy on davits off the transom is a popular option. Keep in mind that transom stored dinghies add weight at the stern which could affect the boat's balance and increase pitching. Be sure the davits can support the weight of the dinghy that you plan to carry and have the proper lifting hooks installed. Also check the width of the davits and the location of the dinghy lifting slings carefully. Too small a dinghy may require substantial modifications to the lifting sling location while too long a dinghy might mean its bow or stern goes in the water when the boat is heeled.

Storing the dinghy on the cabin top or foredeck while underway are also options to consider carefully. Think about making a cardboard template of the dinghy with the exact measurement of length, beam and height. Make sure you can maneuver around the stowed dinghy, that



all the sheets and halyards are clear, and the boom with boom vang in place clears the height of the dinghy. The placement might block the saloon hatch preventing quick exit in case of an emergency, or hinder your ability to change sails. Also be aware that in a gale, you may have to cut it free. Either option will require the use of a halyard to get the dinghy onboard.

Towing the dinghy while cruising is certainly an option but will slow your overall boat speed by at least one knot. Plus, you should insure it. Towed dinghies have a distressing habit of either turning over or snapping the tow line.

When in harbor most people simply let the dinghy ride on the end of its bow line but when the tide changes, the dinghy often rides up under the boat's transom. This only occurs at 4 a.m. on a rainy, cold and wet night.

### Hull Material

So now we come to the decision as to whether the dinghy will be fiberglass, wood, or an inflatable. You might want a hard dinghy or even a wooden dinghy. If you decide on either of those, have a fender rail installed around the dinghy hull on the sheerline to minimize damage to the boat's topsides.

My preference is for an inflatable dinghy. It is softest on your boat's topsides when you come alongside a little too fast. Plus, it will not thump the hull under the transom unless you are unlucky enough to hit the oarlocks against the hull.

### Engine Power

Most manufacturers list the allowable engine power for their dinghies. It is advisable not to exceed this power. Also keep in mind you will have to lift the motor off the transom when storing the dinghy. Do not buy an engine you cannot, standing in the dinghy, lift onto its transom storage pad. This simple operation has turned perfectly usable outboards into anchors.

### Lifting slings and Oarlock Locations

If you plan to lift your dinghy onboard when cruising, lifting slings are a far more secure method of handling it than is trying to put a harness under the dinghy. The eye bolts for the lifting slings should be installed at strong points by a reputable dealer. You should be able to lift the dinghy on a single eye bolt, giving you a factor of safety should one eye bolt or sling break.

You may also have to row your dinghy, so you should check the oarlock location. Make sure you can sit on a thwart and row the dinghy with your feet braced against something. I also like an oarlock on the transom to allow me to scull the dinghy with one oar.

Next month we will consider what you need to know before purchasing an inflatable.



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# SKILLFULLY SHOWING OFF MY BOAT SHOW SKILLS

BY CAP'N FATTY GOODLANDER



I love traditional boat shows. Where else can you see one hundred different 'new, improved' anchors, which don't work? I always watch the anchoring videos. Why is it Bikini-clad women with large top-hampers love to prance around and wiggle their cute little butts with cute little anchors draped about?

I dunno-but they do.

And ain't it marvelous that these new anchors need little scope, weigh less, and are super-easy to break out?

"This anchor is far and away the easiest to break out in its class," one anchor salesman told me.

Wow!

I purchased it, brought it home, tested it and he was telling the truth. That sucker 'broke out' of the bottom at the faintest hint of a thought! All you had to do was wish! No matter where you tossed, it was a Teflon-coated bottom! Fish hooks held better. Paper plates! This anchor had less drag than a Penn reel with stripped gears. Nada! Zilch!



I love the large, plush cruising boats high and dry inside the building, too. I mean, a truly knowledgeable builder isn't going to take any chances by launching his vessel where it is subject to the vulgarities of a marina. No siree! Plus, why risk a buyer getting seasick before he can sign the deposit check? Or having a floating styrofoam cup hit the hull and crack it? No, too risky!

On-the-hard is the best place to show a boat. The rigs are seldom lost unless the sails are mis-trimmed to a nearby air conditioning duct.

Of course, the brokers keep a booze bottle or two tucked out of sight. They know that a modern boat buyer usually needs his checkbook hinges lubed with alcohol, more alcohol, and lots more alcohol!

I love the new USB-powered marine devices - like anchor windlasses, electric outboard motors, and water-makers.

I love the boat shoe manufacturers as well, and how they thoughtfully price their shoes less than the average vessel - just barely.

Sailmakers are always out in force. Each claims that they can sew up hundred dollar bills into a faster shape than their rivals. Each has some new DYNA-FASTIC fabric which they say will revolutionize sailmaking and you'll never hear of them again.

Yes, there are always lots of bored sailmakers lounging about. If you are a racing sailor, lose on the race course, and can't get a job anywhere else; you end up selling sails on a per-stitch basis at boat shows. The truth is as slippery as the fabrics. For years, sailmakers tried to get both sides of the spinnakers the same length. Finally, they gave up and conceded defeat with the word 'asymmetrical.' Why not turn failure into victory?

The engine manufacturers always show up. There's that Japanese company that offers a line of 8 to 208 horsepower diesels 'conveniently based on the same block.'

Of course, they deny they're playing a numbers game. "No, really," said one gear-head salesman, "by adding a turbocharger, racing-flame decals, and rounding out the pistons we really do get an extra 200 horsepower."

Then he adds in a whisper, "Well, at 88,000 RPM, that is."

You ever hear one of those suckers spinning at full RPM? Not for long, you haven't.

My favorites are the 'Swiss Army knife' boats, which offer everything on the cheap: sailboat, powerboat, bass boat, ski boat, submarine, wave-piercer, kite-sailor, tug boat, land camper, jet-ski, multi-mono-hull, solar, oar-driven, RV, float-ing blimp, etc.

"Any disadvantages?" I asked the salesman.

"None!" he said happily. "Nobody thought of it before!"

"Lucky you," I said, and couldn't help but high-five him.

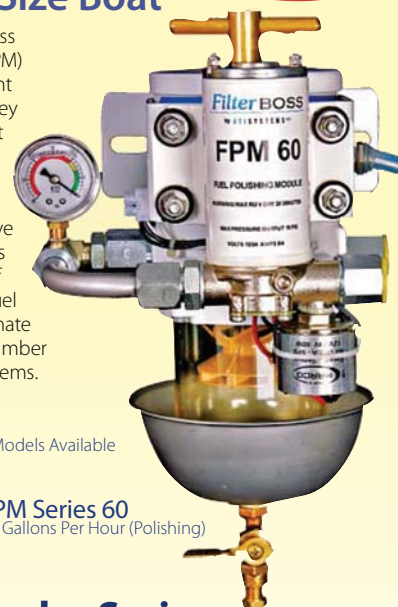
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# Skillfully Showing Off My Boat Show Skills



composting toilet folks all seem a tad, well, loony. Suggesting you eat peat moss hardly seems like the best way to market a 'labor saving' device. Plus, after they've 're-educated' you on pooping and peeing (yes, a vastly different procedure in their highly stratified liquid/solid world); they never mention what happens next with your belly full of peat moss, your pan full of you-know-what, and your bucket full of sloshing mellow-yellow.

This is progress? Just listening to the sales pitch constipated me for almost a month.

"Oh, I can barely wait," said my wife, "to invite guests over to our yacht to watch our bacteria feast!"

I'm usually giving seminars at boat shows. Thousands of male sailors approach me with the same two questions - how to find a good boat and woman.

"Forty-five and forty-five," I always say, and if they look puzzled, add, "LOA (length overall) and IQ!"

The reason that boats are primarily sold to men is because women are smarter. You can tell a man that the 22-footer he's considering sleeps eight, and he'll think, "Great! I can invite seven of my drinking buddies along!"

But the wife will know that number is just a fantasy because, "The boat is designed and built by men and for men, all of whom think this is six inches," she'll say, holding her fingers two inches apart.

Damn, sailor-gals are tough!

I also love the waterproof cases. I almost purchased a waterproof case for my mask, fins, and a snorkel - until my wife slapped me upside the head.

The 're-packaging' folks are getting more imaginative, as well. For instance, what offshore sailor would go to sea without a waterproofed iPad pre-loaded with fishing, burial at sea, and cannibalism apps?

Oh, iPads have a sense of humor. I had no idea the MOB

app on my charting program required an additional download and neither did my deceased crew member, I'll bet.

I was shocked to see the MOB Safety Harness display. Who knew there was an expensive 'trophy wife' model which would disconnect the elderly rich husband at the merest push of a Blue-toothed, silicone-enhanced nipple.

Wind speed meters used to tell you the wind speed. Now they politely suggest you (in various regional accents) take in the Yacht Ensign, roller up the Code Zero, take a tuck in the mainsail right up to removing and burying the entire rig.

I'm not so sure I'm into these talking gizmos like SIRI either. I asked her if she loved me and she said she 'respect-ed' me! I kid you not! Then I suggested a few specific physical things I'd like to try with her and, after a moment or two of shocked silence, she blurted out, "I'm telling Steve Jobs!"

Marine magazines often go to the boat shows and give away free copies to prove what their publication is worth. As a marine writer, I often refer to these publications as 'fish wrappers' but once, while on staff at Caribbean Boating in the early 80s, I was called by a volunteer at the local humane society and informed exactly how much the animals in their cages appreciated my writing.

At recent boat shows, LED lights are on display everywhere. Many of the lights are so dim you can't tell if they are lit or not. They aren't measured in lumens the same way incandescents are - not unless an LED candle is as bright as a prison yard searchlight. I love when the LED salesman breezily points to an expensive one-day-old unit with half its diodes out and says, "And they last for 50 million hours, on average!"

Who trains these people, Three Blind Mice Lighting and Pizzaria?

Most of all, I love the 'in the pool' demos of life rafts and inflatable PFDs. I watched the old lady with the 'mother-in-law' PFD unit drown many times before becoming bored.

Some manufacturers go too far - the 'hookah style' mainmast on the hippy sailboat seemed a tad over the top, as did the razor-blade-finned jet-ski named *BEACH TERROR!* Ditto, the ski boat named *MANATEE KILLER*.

In the end, I'm like any other blissed-out, product-drunk boat show attendee -- with aching feet, a giant brochure bag, a bulging tummy, and drained bank account.

"What did you buy," my wife will ask as I return home, and I'll freak her out by grinning and shouting maniacally, "Everything! Everything!"



---

*BIO NOTE: Fatty and Carolyn Goodlander are currently in Bali, teaching their too-cute three-year-old granddaughter how to panhandle on the dinghy dock of the local yacht club.*



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# JOAN CONOVER, COORDINATOR EXTRAORDINAIRE



Conover's Morgan 51,  
*Growltiger*, in Bermuda

Joan Conover literally has her fingers on the pulse of the world, the cruising world that is! From her home in the Hampton, Virginia area, noticeable for the tall SSB antenna in its back yard that Joan and husband Greg pass off jokingly to neighbors as “just another part of the local flora and fauna,” Joan keeps in close contact with nearly 160 Seven Seas Cruising Association (SSCA) hosts around the globe. Her ample experience as a cruiser herself, and a wealth of knowledge she’s gained along the way, make her a SSCA’s Cruising Station Coordinator extraordinaire.

Conover received her first taste of boating as a child, fishing with her grandfather in the Pacific Northwest’s San Juan straits. Several boats later, she, husband Greg and their two children moved up to their current Morgan 51, *Growltiger*. The family started sailing all along the East Coast in 1995, then made an initial offshore trip in 1998 in Steve Black’s Bermuda Rally. In 2005/6, the Conovers joined the SSCA. That association, founded in 1952, is an international, non-profit organization for cruisers. The family cast off with their then 18-year-olds as crew on a year-long voyage of the Northern Atlantic and Caribbean. For the last leg they joined Black’s Atlantic Cup in the BVI en route home to Virginia, where they have since navigated their kids through college and into adult life.



Joan receiving the South Bound II Blue-water Sailing Service Award. Photo – from left to right, SSCA President Dave Skolnick, Joan Conover and SSCA Association Director Judi Mkam.

“I became involved heavily with the SSCA Cruising Host program after seeing the critical need for this internationally. It’s just so important!,” says Conover, who has served at her coordinator post for eight years. In this role, her background in information systems, proficiency as a radio operator and her love of cruising enabled her to amass a large



network of Cruising Station hosts from Asia to Africa, North to South America, New Zealand to the Netherlands.

This position calls for Conover to do not only the day-to-day work of keeping global hosts' contacts updated, but also to band hosts and SSCA members together in times of need. One of these occasions occurred three years ago during a cruising rally that embarked off the U.S. East coast.

"A vessel in the Caribbean 1500 lost part of a keel and suffered major damage due to a grounding in Oregon Inlet," Conover explains. "We were able to monitor the boat, reach out to them as soon as they got through the inlet and find SSCA friends and members to help them with housing and boat repair. Members even personally took the family members home to relatives."

Conover's skills served international needs when she worked as communications volunteer for the SSCA's Clean Wake Project to aid Haiti following the country's devastating 2010 earthquake. In this role, she assisted in locating safe havens inside Haiti where vessels might land, using a combination of Skype, cell phones, email and HAM radio. One of the vessels involved in this effort, *S/V Tranquility*, has continued to provide assistance for the island's agriculture and schools.

Sometimes the situation has been a little lighter.

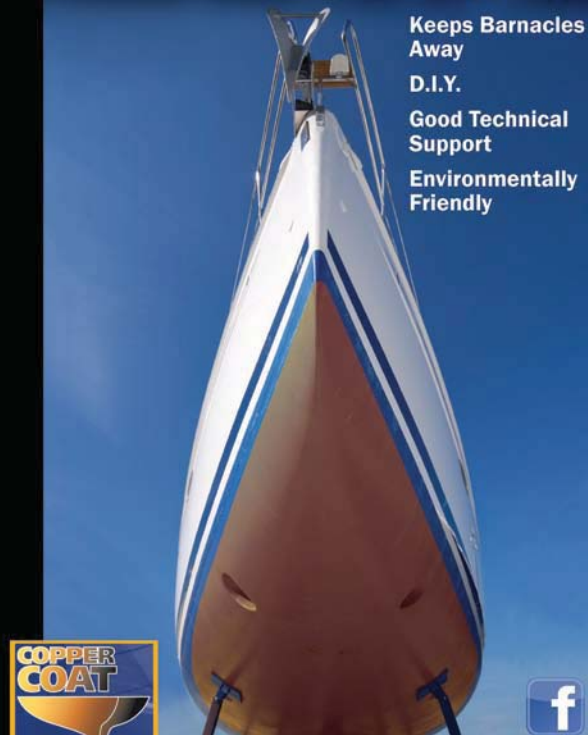
"A friend with an amazing around-the-world sailing resume visited us in Hampton and then managed to find a 'sand' bar at Duck, N.C., as she was rounding Hatteras," Conover explains. "Two days later she called to say she had arrived in Miami. We already knew the story as the video of twenty-something young men carrying her boat back into the water had gone viral! CBS even contacted her due to the video; a hint that everyone knew about her adventures."

Conover and her husband take their SSCA membership seriously. In addition to Joan's volunteer work as Cruising Station Coordinator, the two have coordinated the SSCA booth at the Annapolis Boat Show and started the tradition of a pre-boat show barbecue. They also attend the local area GAMS or get-togethers. The boat show and GAM events combined to earn the couple a special record. First, they became the only Morgan 51 to ground at a GAM when anchored at the Rhodes River prior to the Annapolis Boat Show. Second, they set a record the following year by arriving with thirteen dogs onboard – their three Havanese and 10 newborn puppies. The Conovers, who discovered the Havanese while cruising in the Caribbean, are both avid dog lovers who show their dogs plus train them as service dogs and provide them as gift boat-dogs.

"Our Cruising Station network is not just about the emergencies," says Conover. "It's about meeting other members whether it's at a pre-planned potluck or an impromptu get-together. It's the SSCA camaraderie that makes this program so special!"



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# BIG BLUE AT 41ST WHITE MARLIN OPEN

BY JEFF DENNIS

PHOTOS BY ROCK DOC FISHING TEAM

Harbour Island welcomes a sportfisher to the weigh station

**F**ive days of white marlin fishing is only one part of what is known as the world's largest billfish tournament. Sportfishing boats from up and down the East Coast congregate in Ocean City, Maryland for an annual August shootout. With a million dollars on the line for white marlin, the blue marlin can sometimes be overshadowed but that was not the case in 2014 with three big blues weighed in.

A total of 288 boats registered to fish in the 2014 White Marlin Open; organizer Jim Motsko is appreciative of all the support. "This is our third year of increased registration after the economy dipped," said Motsko. "Our heyday was back in 2006 when we had 400 boats fishing. The event is such a fun experience that anglers keep wanting to come back." The fun and the \$2.77 million purse too!

"The weigh-in and festivities happen at Harbour Island in Ocean City off of 14th Street," said Mostko. "There is public transportation to Harbour Island which helps with our large crowds of spectators, and we have been using this facility since we started the tournament. My cousin Andy performs the emcee duties at the weigh-in and I stay behind the scenes out on the dock."

A white marlin jumps out of the Atlantic Ocean.



In past years the white marlin bite has been rampant but not so in 2014. The White Marlin Open rules stipulate that any white marlin must weigh a minimum of 70 pounds or measure a minimum of 67 inches in order to be considered legal. Only one white marlin met these standards, weighing in at 78.0 pounds, giving angler John Bayliss the first place prize payout of \$1.29 million.

Bayliss' company Bayliss Boatworks, is also a proud sponsor of the White Marlin Open. He was fishing on an 80-foot Bayliss named *Dream Time* on Thursday, August 7, when he reeled in the winning whitey. Captain Rob Mahoney of Manteo, N.C. and mate Sean Dooley were part of the crew that found the winning white marlin. They released two more white marlin that day for good measure.

"The White Marlin Open release rate this year was 97.5 per-



cent," said Motsko. "I think it was about the same last year too. This shows that you can put on a solid release tourney but still award cash prizes to the winners." The boats can fish within 100 nautical miles of Ocean City, including the Wilmington Canyon, Norfolk Canyon and all points in between.


**A total of 288 boats registered to fish in the 2014 White Marlin Open; organizer Jim Motsko is appreciative of all the support.**

Two boats went out on Thursday, August 7, and found pay dirt in the form of big blue marlin. *Gratitude* out of Virginia Beach, Va. brought a 738.5 pound blue marlin to the scales that afternoon. *Generation* from Cape May, N.J. was fishing within sight of *Gratitude* and landed its own blue marlin that tilted the scales at 564.5 pounds. The crowd was in frenzy from the double dose of blue marlin, but one more fishing day remained.

On Friday August 8, a fleet of 270 boats went fishing for a white marlin that could displace Bayliss, or for another big blue marlin. The white marlin remained shy but *Rhonda's Osprey* out of Ocean City, Md. landed a blue marlin that went 723.5 pounds, which narrowly missed being in first place. Organizer Mostko said he couldn't recall a year when they had two blue marlin over 700 pounds at their tournament.

Angler Sam Lancelotta from Ellicott City, Md. reeled in the blue marlin for *Gratitude* taking home the first place prize of \$511,000. Angler Lawrence Julio from Reisterstown, Md. reeled in "the man in the blue suit" for *Rhonda's Osprey*, good for second place and \$105,000. Robert Guarini from Glen Mills, Pa. reeled in the blue marlin for *Generation* to claim the third prize of \$70,500.

Each fishing day brings fans to Harbour Island to watch for big marlin, but also to look at the daily meatfish weigh-in. Taking home the top spot for tuna was angler Doug Mazzullo from Kent Island, Md. with his 183.5-pounder caught aboard *Constant Threat* from Ocean City. Finishing first for dolphin was angler Eric Seigel from Aldie, Va. for his 38-pound mahi caught aboard *Trophy Hunter* from Oregon Inlet, N.C. The winner for wahoo was angler Kenny Lord from Cambridge, Md. while fishing from *Iceman* out of Secretary, Md.

The dates for the 2015 tournament are all set for August 3 – 7 in 2015. To view more information about the tourney visit the Internet at [www.WhiteMarlinOpen.com](http://www.WhiteMarlinOpen.com). 

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



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# FISH ARE ON THE MOVE

STORY AND PHOTO BY CAPTAIN JUDY HELMEY



L-R Darwin "Tennessee" Stout,  
Brady "Sharkey" Pierce and  
Vince "V-Dog" Jimenez

## INSHORE AND SOUNDS

The month of October offers Georgia inshore and sound fishermen a bigger bite scenario than September. Inshore fishermen get to experience the early big bull redfish migration. These monsters start their migration pattern from the creeks, rivers, and upper sound areas. Once making their way to the sounds, the bull redfish find a suitable place to "bulk up" before heading to the beach-fronts and then to the ocean. Schooling baits such as mullet and menhaden provide much feeding opportunity for these fish. Where you see any surface action stop, wait, and look for any turbulence of underwater feeding, or seabirds in a heavy feeding or holding pattern. Other places to look and fish are areas where currents come together forming some sort of a rip. Now, not all rips will hold the interest of fish, but I can guarantee you, once you figure out what to look for, instant hook-ups can happen.

Here are a few suggestions. Always look for any surface oils sometimes referred to as cat paws. If there is any bird feeding action always check out the size and type of the seabirds. A flock of pelicans most likely will indicate schools of menhaden under the surface. On the other hand if the

pelicans are mingled with other small sea birds then you have a possible big feeding frenzy going on down under! This would be your sign to "fish here!"

## OFFSHORE BOTTOM FISHING AND TROLLING

When it comes to offshore fishing during October lots of different bites can happen in the most unusual places. As the fall migration patterns begin offshore as well, fish have to bulk up fast which means major feeding times all of the time. Nearshore artificial reefs and natural live bottom areas will hold plenty of different size bottom and top water fish. For those fishermen that want to get some big bottom fish action I suggest filling the live well before reaching the fishing grounds. The best place to stop to load up on bait is wrecks located at the artificial reefs in 55-plus feet of water depth. Please know that most of the yellow buoys marking the offshore artificial reefs are gone. These buoys held the interest of all types and sizes of bait fish. Make sure that you have GPS coordinates for all structure on the artificial reef that you are going to fish. *For information about the Georgia's artificial reefs go to <http://coastalgadnr.org/node/2089>*







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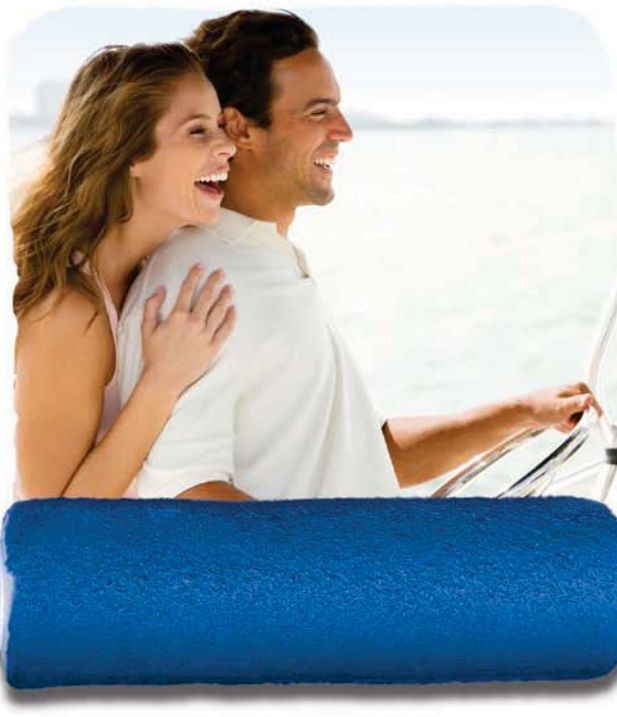
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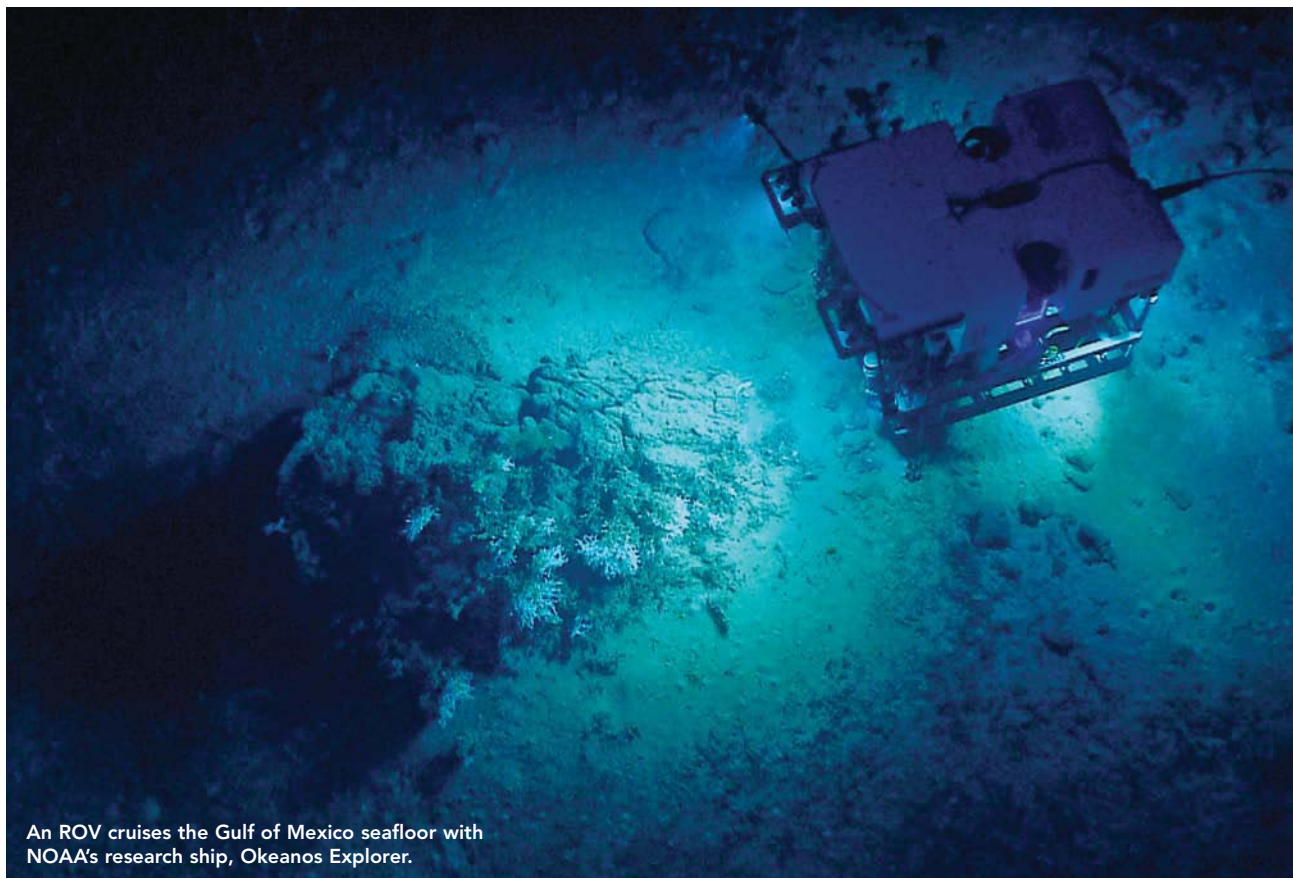


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# RESTORING THE GULF BEYOND THE SHORE

BY KARA LANKFORD

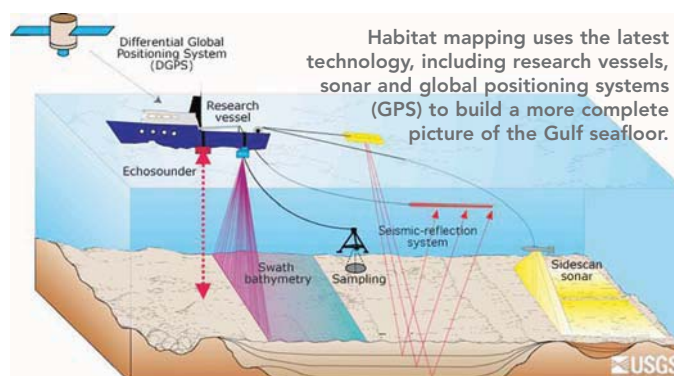


CREDIT: NOAA

An ROV cruises the Gulf of Mexico seafloor with NOAA's research ship, Okeanos Explorer.

**T**he Gulf of Mexico's rich waters touch our shores and our lives, oftentimes in ways we don't fully recognize. In addition to countless personal and recreational benefits for those of us who live here, the Gulf generates food and energy for the country and supports a vibrant tourism industry. And regardless of whether you live near or far, what happens beneath the surface of the Gulf affects our collective future.

With over 15,000 species calling these waters home, countless habitats and dozens of migratory visitors – Atlantic bluefin tuna, sperm whales and northern gannets, to name a few of my favorites – the Gulf plays host to an incredible and unique ecosystem full of interesting creatures and complex dynamics connecting land and sea. Even before the BP oil disaster, the Gulf was struggling under the weight of dead zones, overfishing, coastal habitat loss and more. With much of this damage underwater and out of sight, restoration becomes



CREDIT: U.S. GEOLOGICAL SURVEY

even more difficult to define, because we must imagine what we cannot directly see and estimate what we cannot directly count.

In the wake of the BP Deepwater Horizon oil disaster, everyone's talking about how we restore the Gulf Coast. But the Gulf of Mexico is more than what we can see from the



shoreline. If we restore the coast without restoring the deep waters, we're only addressing half the problem.

That's why Ocean Conservancy has created *Restoring the Gulf Beyond the Shore*. It's a short guide to the wild-life and habitats at home in the Gulf's waters and why it is so important that we ensure the health and safety of our fish, dolphins, seabirds, sea floor and whales (yes, whales in the Gulf!).

## The decisions we make now will impact the region for decades to come.

Along the coastline, restoration is defined as replacing something that has been damaged. It is a tangible process that creates new oyster beds, marshes and barrier islands. Out past where the eye can see however, restoration must take a different shape. Restoring deep-water species and habitats means gathering knowledge through science and technology that we can use to reduce human impacts and other sources of stress and give marine species the best opportunity to recover on their own. This approach is known as natural recovery and there are precious few other ways to restore fish, dolphins, turtles or deep-sea corals.

In an era of shrinking budgets, science and knowledge have been something of a luxury in the Gulf. And now restoration funds resulting from this disaster offer an unprecedented opportunity to repair what was damaged, fix chronic problems and enhance what remains. The decisions we make now will impact the region for decades to come. The only question that remains is how to invest in successful and strategic restoration projects and processes which restore the Gulf ecosystem upon which so much depends.

The long answer is that restoration must be comprehensive, from the rivers that feed the estuaries, to the deepest expanses of the seafloor; from the communities that call the Gulf Coast home to where the BP oil disaster began. Smart and immediate investments in projects addressing pressing needs in the Gulf must be made, as well as in foundational projects that support ongoing and future restoration efforts. If we are truly going to use this once-in-a-lifetime opportunity to protect and enhance the Gulf and its unique culture, we must ensure that restoration of the marine environment is an integral part of our approach.

The short answer? Let's make those decisions count.

To find out how you can help and learn more about Ocean Conservancy's recommendations for restoring the Gulf beyond the shore, visit our website: [www.oceanconservancy.org](http://www.oceanconservancy.org).



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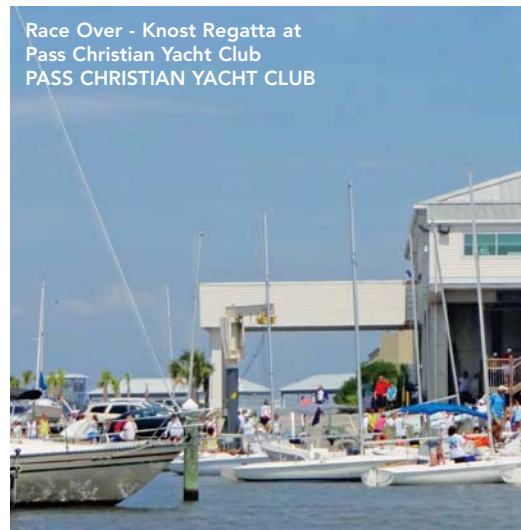
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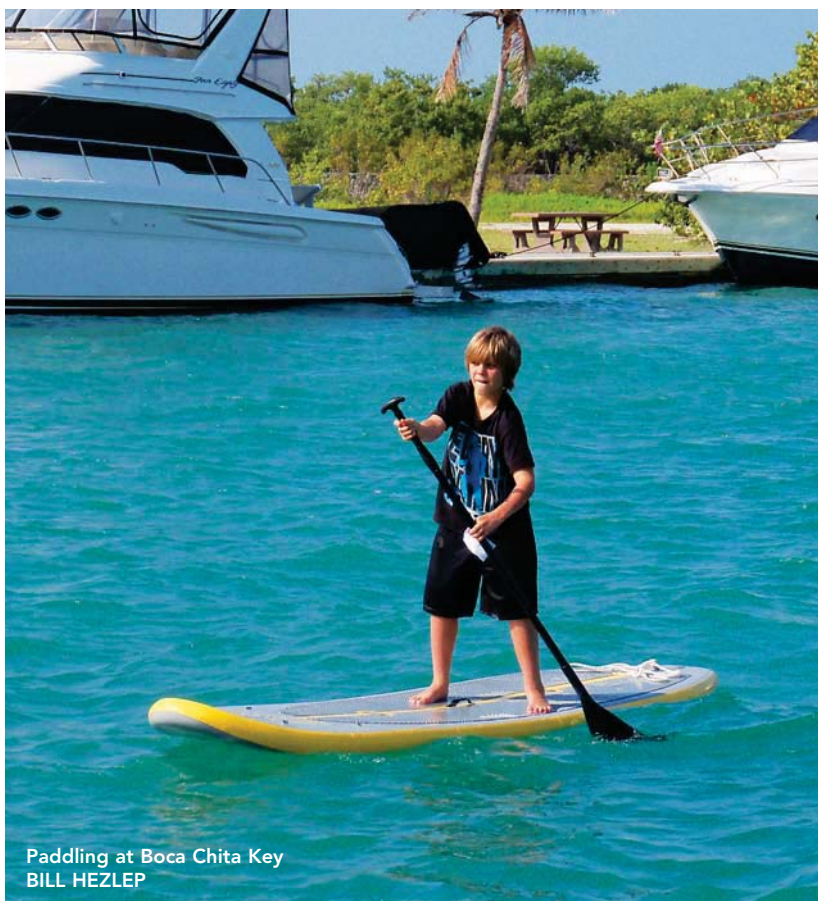




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# A CLASS ACT – CHESAPEAKE'S GREAT SCHOONER RACE

BY VICKI LATHOM

CREDIT: BOBMADDEN.COM



*Mystic Whaler and Lady Maryland  
at Start of 2009 GCBSR*

Right after the Annapolis boat shows in October, about 40 salty-looking, two-masted schooners take off from a starting line just south of the Chesapeake Bay Bridge and sail overnight 127 miles to Portsmouth/Norfolk. Welcome to the majestic fleet of the Great Chesapeake Bay Schooner Race, an annual event skippered by equally salty sailors.

A schooner can be separated from other sailboats by a front mast that is lower than the rear one. A few schooners have three or four masts.

The schooner has a particularly historic and appealing appearance. "When we started our cruise business," says Captain Jen Kaye, owner of Schooner *Woodwind* in Annapolis, "we asked ourselves, what is the most romantic looking of sailing boats – a schooner or sloop? The schooner won out and now there are two *Woodwinds* that take out

400 people a day in the harbor." *Woodwind* is also a regular in the race.

The race looks like a clip out of the movie, "Captains Courageous." There's something about a schooner and specifically about the race that inspires a feeling of nostalgia for a nobler time. There is as much concern with sportsmanlike behavior and a code of safety as there is about the competition.

It all started in 1989 when Capt. Lane Briggs, a charismatic sailor with white mutton-chop sideburns and a moustache, challenged Jan Miles, the skipper of *Pride of Baltimore II* to a race. It was to be a race reflecting the historical competition for trade in the early 1900s between two ports in the Bay: Baltimore in Maryland and Portsmouth/Norfolk in Virginia. The original schooners were workboats and the fastest ones got the cargo business.





Reflecting his unorthodox and creative personality, Briggs boat, *Norfolk Rebel*, was actually a tug retrofitted as a schooner. He called it a "Tugantine," since it was inspired by the Brigantines, which are historic, gaff rigged schooners.

Briggs' personality was a magnet for others to join in the race over the years, making it a significant event in both ports. This year's events take place Oct. 13 to 19. The schooners begin arriving early in the week, docking at the Baltimore Marine Center. Many are open to visitors. Wednesday evening the schooners participate in a parade of sail around Baltimore's Inner Harbor.

The race officially starts about 1 p.m., Thurs., Oct. 16, just south of the Bay Bridge. Participating schooners have a handicapped rating and are divided into four classes. They race against the others in the same class, as well as against the entire fleet for bragging rights. Vessels report

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at The City Marina. Limit one T-shirt per reservation.



# A Class Act – Chesapeake's Great Schooner Race

in at various times throughout the night for safety and verification of time-taken reasons. All schooners can be tracked throughout the race at [www.schoonerrace.org](http://www.schoonerrace.org). The race usually takes about 20 hours and the record for finishing was made in 11 hours and 18 minutes in 2007 by the schooner *Virginia*.

Weather during the race is classic for the Chesapeake. It can be the doldrums, squally with walls of rain or perfect winds for sailing. It's almost a Zen-like experience to hear participants talk or write about the race. One blogger describes "a moonset that looked like a tangerine slice melting into the dark black sea." Another writes about the dark night "with phosphorescence churned up by white caps."

Some of the best observations have come from guest cruisers. Susan Helbert, a retired law enforcement worker, calls herself "Frequent Sailor Susan" because she's been on *Woodwind*, 350 times. Having done the race a few times, she describes the experience as "screaming down the Bay with the current, slicing through the water in silence with only the sound of the wind and waves. It's truly the grandest adventure I've ever been on. It requires you to be in the present moment."

Capt. Aram Nersesian, a highly-respected captain, has raced every year since 1996 on *Heron*, a 60-foot schooner. Nersesian stresses the youth educational part of the schooner events as being as much of a reward to him as the racing. The proceeds of the race are donated to sup-

port children's education programs of the Chesapeake Bay Foundation.

Mark Faulstick, captain of schooner *Adventurer*, a 65 footer with a 7-1/2 ft. draft, takes a crew of nine for the race. Faulstick is another regular in the race and, for years, has brought his boat from Connecticut to participate.

"About 30 percent of the race participants are from outside the Bay and it takes a lot of work for these boats to come. Many continue on down to the Caribbean for the winter.

"The race can be challenging, especially with a large fleet of these boats heading down the Bay at once. One time a front came through and we had 50 to 60 knots of wind," says Faulstick. "Most went for cover."

Built in 1926 as a yacht for a Mystic, Conn. doctor, *Adventurer* was 70% rebuilt in the 90s.

"I bought her after I crossed the Atlantic on a schooner and was impressed with its seaworthiness. They are impressive boats and they draw a lot of attention," says Faulstick. "Once, while [I was] in a Maine harbor at breakfast, a diner who had seen the boat at anchor said, 'breakfast on me for the prettiest boat in the harbor.'"

As with most successful boating activities, there is a strong contingent of loyal volunteers who make the Great Chesapeake Bay Schooner Race live up to being great. Out of the race (and associated activities) comes a sense of family and lifetime friendships. "There are a lot of hugs," says Faulstick.



## 25th ANNIVERSARY OF THE GREAT CHESAPEAKE BAY SCHOONER RACE

EVENTS OF THE WEEK, OCTOBER 13 TO 19, 2014

OCTOBER 13 -14

Schooners begin arriving at the Baltimore Marine Center. Some will be open to the public.

OCTOBER 15

**10:00 am - 2:00 pm**

Schooners open to public (Canton)

**5:00 pm**

Parade of Boats can be seen from the Canton, Fells Point, Harbor East and Inner Harbor shorelines.

OCTOBER 16

**8:30 am - noon**

Schooners make their way from Baltimore to the start line south of the Chesapeake Bay Bridge.

**1:00 pm**

The Great Chesapeake Bay Schooner Race Start

OCTOBER 17

**RACE FINISH:**

The finish line for *classes A and AA* is an east-west line at Thimble Shoal Light.

**RACE FINISH CONT.:**

*Classes B and C* finish at Windmill Point. All schooners then proceed to docking in Portsmouth.

OCTOBER 18

Public viewing and education programs throughout the day (Portsmouth) Award dinner (by invitation only)

OCTOBER 19

Watch as schooners begin leaving Portsmouth for their next destination.



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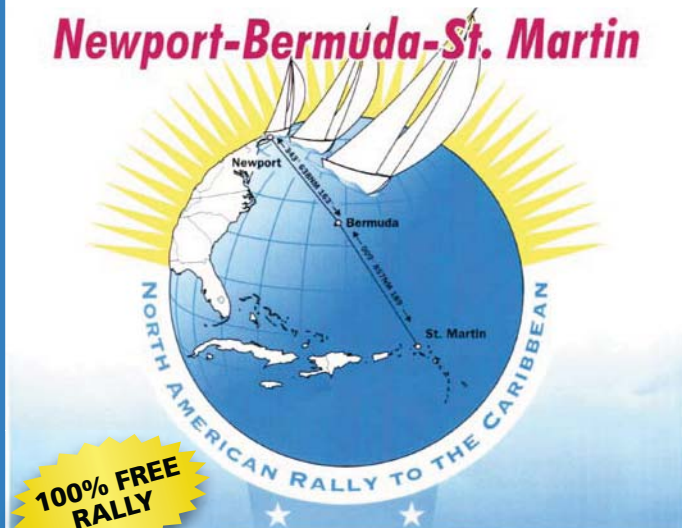
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# SUNFISH WORLD CHAMPIONSHIPS COME TO CAMP SEA GULL

BY HELEN AITKEN

PHOTO CREDIT: LAURENCE MASS



The International Sunfish Class Association (ISCA) and Camp Sea Gull in North Carolina, will host the 2014 Sunfish Youth World Championship October 8-12, and Sunfish World Championship October 11-18. Sailors from 15 countries will compete, including #1 World ranking, David Mendelblatt, from St. Petersburg, Fla. The last time a U.S. racer won the World Championship was in 2009, in the Bahamas.

To qualify for the Youth World Championship, competitors under age 19 submit a resume of Sunfish or dingy competition over two years, taking into consideration national and regional finishing positions. World competitors qualify based on winnings and rankings from 2013, or top ten finishers.

"Sunfish Championships are great events which attract top sailors from around the world, competing in the most popular boat ever built. The Sunfish class is growing and thriving, and the competition is getting better every year. Camp Seagull is a great venue, home to the largest Sunfish fleet in North America," said Laurence Mass, Southeast Region Representative, United States Sunfish Class Association.

This year 72 limited-edition Laser Performance (LP) Sunfish, provided by Triton Yachts in Oriental, N.C., will be chartered out to the competitors. They will be available for sale after the championship. Paul Welles, Triton Yachts owner and LP dealer, will include a Seitech Dolly for \$4495, a savings of \$970; a \$250 deposit holds the boat.



"All the boats are new, the sails are new and the competition is as true to the "One Design" concept as possible," said Welles. World's boats are Sunfish Race Models with custom hull and sail graphics featuring the logos of Camps Sea Gull and Seafarer.

"The challenges will involve playing the wind shifts, boat handling, tactics and strategy. Knowing when and where the wind shifts occur is always helpful. However, top sailors always seem to adapt," said Welles. "The Sunfish Class is like a large family. The people are friendly even though the competition is fierce. I like to say Sunfish sailors are just plain folks and are quick to share their knowledge with others to help everyone improve their game." His advice to the racers, "Sail fast, be fair, have fun."

The course will run on a 5-mile section of the Neuse River. Spectators may view the race along a 1000-foot pier or board a 60-foot deck boat that holds 100 passengers.

For more information: [www.seagull-seafarer.org](http://www.seagull-seafarer.org)







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# TRUSTED SOURCES FOR TRAINING

BY CAPT. JEFF WERNER

There was a time, in the not too distant past, when becoming proficient at one's job meant getting as much on-the-job training as possible to advance up the career ladder. Working as professional yacht crew was no different. During the 1980s, all that was required to become a licensed captain was gathering your sea time, reading a home study course and sitting for your United States Coast Guard exam. With your "captain's ticket" in hand, you wangled your way onto a small yacht and learned as you went along. Times have changed.

In the mid-90s, the International Maritime Organization (IMO) revised the Standards of Training, Certification and Watchkeeping (STCW) for professional mariners. The IMO's goal was to "establish a baseline standard for the training and education of seafarers throughout the world, and place an emphasis on quality control and competence-based training".

At that same time, the word "megayacht" entered our lexicon and referred to the penchant of wealthy private yacht owners to build ever larger floating palaces for their enjoyment. Their hired crew was along for the ride. That usually meant a leap of faith that they could transfer the skills learned running a 75-foot motor yacht to their boss's new 125-foot flagship.

This convergence of new international certification requirements for yacht crew, and the ever increasing size of the boats they were responsible for safely operating, spurred the establishment and growth of training schools around the world. Today, the Maritime and Coastguard Agency (MCA) of the United Kingdom has developed the de facto standards for operating large yachts. MCA approved training centers are now found in Europe, North America and Asia.

What was once a job punctuated by sipping rum and cokes at an island bar in the Caribbean on your day off has evolved into a highly regulated career







Deck crew keep superyachts in Bristol condition

PHOTO CREDIT: SUKI@YACHTINGTODAY.TV

path requiring major expenditures of time, effort and dollars to meet the licensing and continuing education requirements of the yachting industry. New yacht crew now spend weeks at a time at training centers, and even plan their next vacation around the schedule of the courses needed to upgrade their skills to help qualify them for their next job on an even larger yacht.

Add into this training mix, the Internet. There is a temptation by yacht crew to search YouTube for a video that covers the topic of the training needed to pass the exam for their next level of certification. The problem is whether or not YouTube is a credible source for maritime training. Will that crew member be able to trust the information on YouTube? Anyone can upload a video on YouTube and appear to be an expert.

To determine whether or not an Internet source can be trusted requires due diligence. Can the following questions be answered?:

- Who is the author and is he/she affiliated with a credentialed yacht training facility?
- Is the information being presented free of errors, and can that fact be verified?
- Is the training material up-to-date, and revised to reflect the latest industry regulations?

If the veracity of the sources cannot be verified, using the Internet for professional maritime training may lead to incorrect answers on a certification exam.

Then is there a role for the Internet in crew training? The answer is "yes".

According to a recent study by the U.S. Department of Education evaluating online learning, the Internet serves an important role by supporting blended learning. Blended learning combines online training with face-to-face classroom instruction.

In the near future, the most successful crew training will be accomplished by recognized bricks-and-mortar training facilities offering vetted online classes to supplement their classroom curriculum, along with the meaningful use of simulators and hands on training.

---

*Capt. Jeff Werner is a Senior Instructor with International Crew Training in Ft. Lauderdale, and is a 22 year veteran of the yachting industry. [www.yachtmaster.com](http://www.yachtmaster.com)*



# SOUTHEAST MARINAS

ALL AT SEA'S SOUTHEAST U.S. MARINA GUIDE

				Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning	Bar / Restaurant	Security	VHF Channel	Wireless Internet
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	•
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
Tybee Island	GA	<b>Tybee Island Marina</b>	912-786-5554	14'	165'	70	•	20/30/50 Amp		•	•	•	•	•	•			•
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, 480v & 208v, 3 phase	•	•		•	•	•	•	•	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
Providenciales	TC	<b>Blue Haven Marina and Resort</b>	+16499469910	8.5'	220'	78	•		•	•	•	•	•	•	•	•	16	•
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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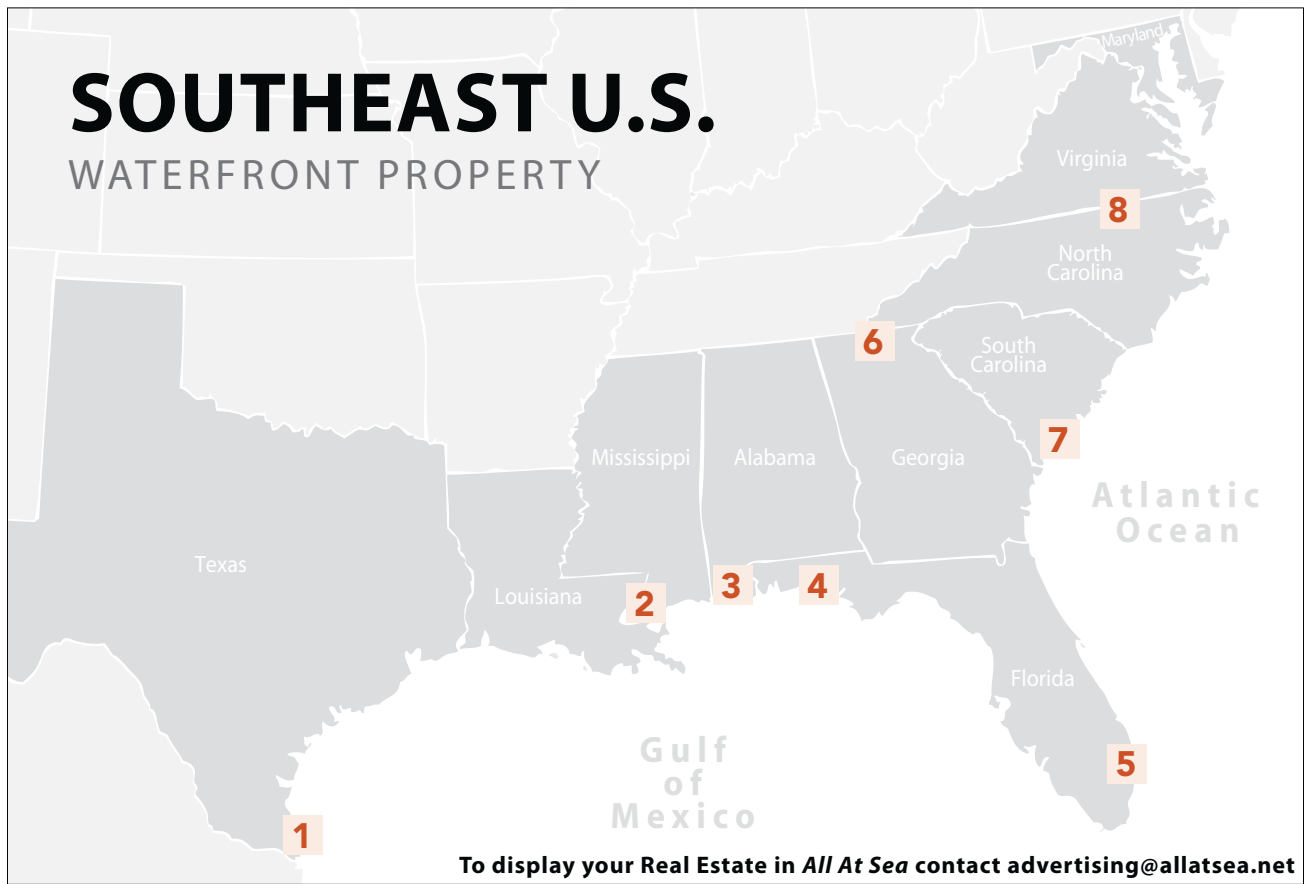
# SOUTHEAST BOATYARDS

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

				Maximum Draught	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Jersey City	NJ	<b>Liberty Landing</b>	201-985-8000	9'	75'	19'	no limit	50 Amp	24x7	60 ton travelift	•		•	•	•		
Chesapeake	VA	<b>Atlantic Yacht Basin, Inc.</b>	800-992-2489	12'	120'	25'	no limit	30/50/100 Amp	24x7	60 ton travelift, 300 ton railway		•	•	•	•	•	
Deltaville	VA	<b>Deltaville 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	•	•	•	•		•	•
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	•	•	•	•			•
Oriental	NC	<b>Sailcraft Service</b>	252-249-0522	6'	60'	17'	no limit	30/50 Amp	24x7	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		•	•	•	•	•	•
Gulf Shores	AL	<b>Saunders Yachtworks</b>	251-981-3700	10'	130'	28'	74'	30/50/100 Amp 3 phase	24x7	165 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		•	•	•	•	•	
Orange Beach	AL	<b>Saunders Yachtworks</b>	251-981-3700	6'	85'	21.5'	no limit	30/50 Amp	7-5 M-F/ Sa-Su by app't.	60 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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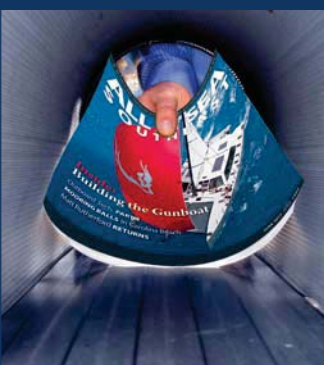
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PHOTO BY DON HERBERT

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**3**



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**4**



**Destin, FL.** Construction underway on 'Rendezvous' at Crystal Beach, a gorgeous Gulf-front villa. This is one of those truly rare opportunities to own a brand new Gulf-front estate on one of the most beautiful white sand beaches on the Emerald Coast in Northwest Florida. The villa is a magnificent structure encompassing 8,799 sq. ft. under roof, with 6,780 sq. ft. heated and cooled, plus a gulf-front pool and spa. Home features 7BR/8BA. Construction on target for December completion. \$5,950,000.

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**North Palm Beach, FL.** This property is located on Intracoastal Waterway with nearby Ocean access. One of the largest waterfront lots in Lost Tree Village. Meticulously maintained estate with more than 11,000 total sq. ft. boasts coral stone and oak floors throughout, floor to ceiling windows and one-of-a-kind master music room. Watch spectacular sunsets from the expansive outdoor entertaining area. \$12,900,000.

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**Beaufort, SC.** Overlooking the scenic Beaufort River and Intracoastal Waterway facing the prevailing sea breezes, this mansion represents one of Beaufort's finest examples of antebellum architecture and was featured in the movie, "The Prince of Tides." Grand in scale with elaborate mill work, eight fireplaces, and original heart pine floors, the home offers five bedrooms, each with a bath, a primary gourmet kitchen and a secondary catering kitchen and an elevator. Graceful double-tiered verandas span the 3-story residence containing 7,187sq. ft. \$2,450,000.

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**Henrico, NC.** Custom-built Lake Gaston waterfront sprawling estate more than 6,000 sq. ft. on 1.2 acres with 321-foot frontage. Private boat ramp, boat slips to accommodate at least four boats and slip designed for 40-ft. boathouse. 18x36 in-ground pool overlooking the lake. Lake views from every room in the house. 5BR/3.5BA, hardwood floors, beamed ceilings, wet bar, finished basement, lakeside deck and patio with lake views. Updated kitchen with granite, stainless steel appliances. Detached garage with 2BR apartment. Adjoining waterfront lot available for purchase. \$1,200,000.

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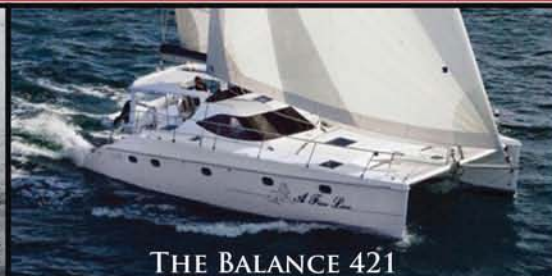
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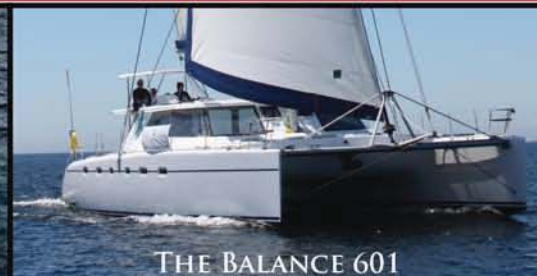
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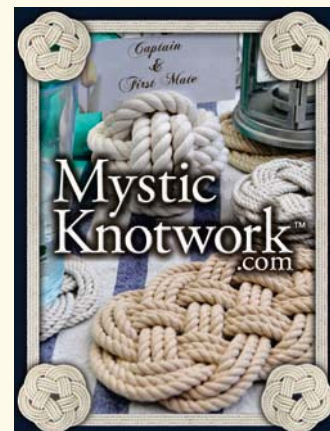
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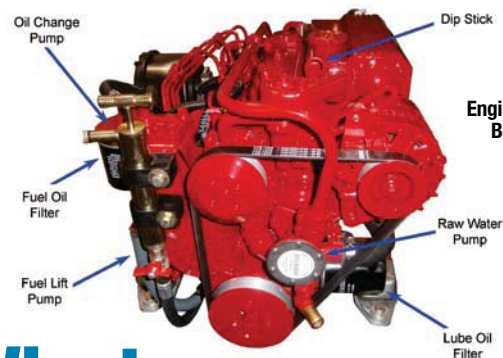


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# BOAT BITES

## COOL POTLUCK DISHES

BY JORDAN FRANCHINI-WOLFE



**N**o need to get the kitchen or galley hot when preparing a covered dish for the next potluck. These quick and easy dishes are sweet and nutritious. Make sure you bring a copy of the recipe.

### PICKLED BEET SLAW

*Golden Beet - 1, peeled & shredded*

*Chioggia Beet (Candy Stripe Beet) - 1, peeled & shredded*

*White Balsamic Vinegar - 1 cup*

*Honey - 4 Tbsp.*

*Garlic - 2 cloves minced*

*Sea Salt - 1/2 tsp.*

In a bowl, whisk the vinegar, honey, garlic, and sea salt. Add the shredded beets and chill overnight before serving."

### NECTARINE PIE

**Crust**

*Almonds - 1 cup*

*Dates - 4, pitted*

Blend in a food processor then press into a pie plate.

### FILLING:

*Thai Coconut Meat - of 3 Coconuts*

*Honey - 4 Tbsp.*

*Lemon Juice - 1 lemon*

*Sea Salt - 1/8 tsp.*

Blend in a food processor or high-powered blender.

Pour into crust and let cool for 1 hour before adding sliced nectarines and serving.

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. His favorite part of his work is inspiring and educating others on healthy eating.





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