

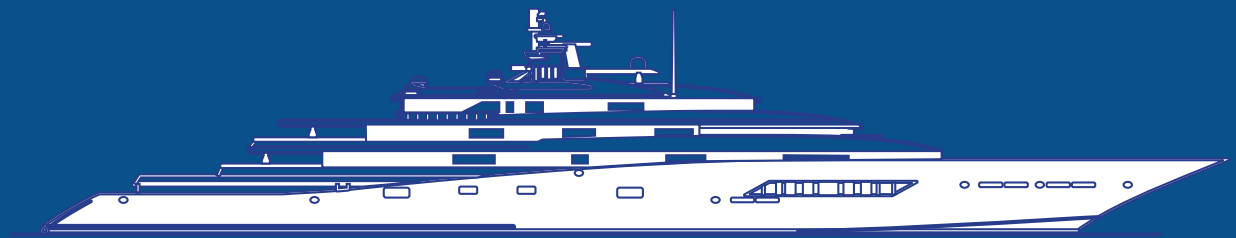
# ALL AT SEA

## SOUTHEAST

A woman with dark hair and sunglasses, wearing a pink tank top and dark shorts, is steering a white sailboat. The boat is on a blue sea under a clear sky. A yellow life preserver is visible on the boat's deck.

### Inside: The Return of Anita Valium

Pam Wall: **BAHAMA NEEDS LIST**  
**SURF FISHING** in North Carolina



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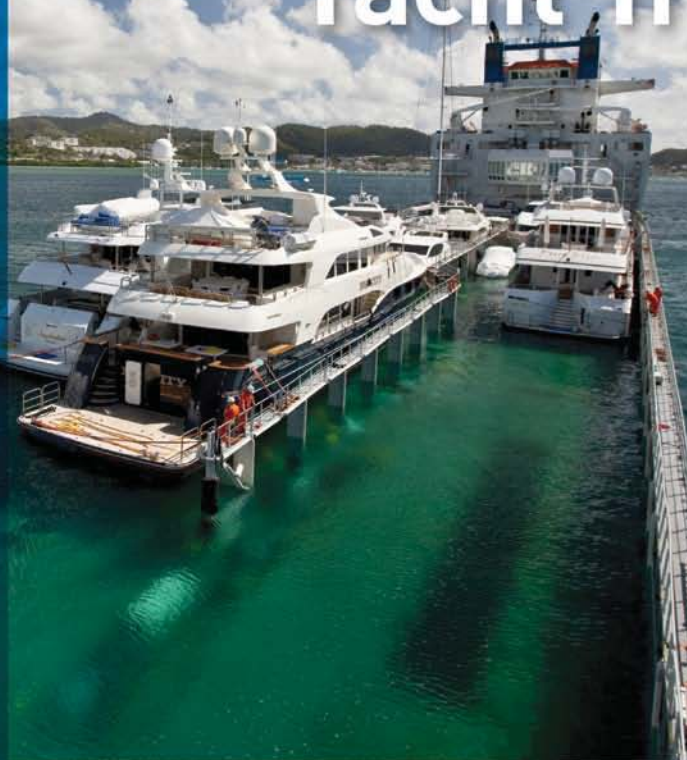




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THE SOUTHEAST STATES' WATERFRONT MAGAZINE

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COVER SHOT: New contributor, Pam Wall, sailing her boat KANDARIK. [www.pamwall.com](http://www.pamwall.com) | Photo by Billy Black



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# KNOWLEDGE IS POWER



Terry confident to take the helm after attending "Women and Cruising" Seminar

Someone recently said to me, "You sure do ask a lot of questions." Call it being thorough or simply being a Libra. Either way I need as much factual and first-hand information as I can get before pressing forward on even the simplest of tasks. When my husband announced that he wanted to retire on a boat and sail around the world, that thirst for knowledge kicked into high gear. Being a landlubber, I simply couldn't imagine the hows, whats or even whys of such a lifestyle. So I headed straight for the experts; women cruisers.

Seven Seas Cruising Association offers webinars on topics cruisers crave. Diesel Engines, Weather, Home Schooling and Cruising Destination are just a few subjects presented by cruisers, for cruisers. But there was one webinar that had my name written all over it, "Women and Cruising." The moderators, Kathy Parsons, Gwen Hamlin and Pam Wall, are well-known cruisers with many nautical miles under their keels.

After these ladies gave their bios they chuckled and said, "We're not sure how this is going to work so start asking questions and all three of us will give our answers." Being in the virtual world with a bunch of women, the dialogue box began lighting up. Seeing the flurry, the moderators selected the top ten for that session. One by one they answered questions ranging from seasickness remedies to how to prevent feeding your partner to the sharks after an argument.

I was immediately drawn to Pam's no-nonsense approach to cruising. I can still hear her saying, "There are no pink jobs or blue jobs on a boat." Her message was clear; learn as much as you can about your boat, for one day you might need to do everything yourself.

Since that first webinar, I've attended several live sessions of this popular seminar, meeting all three wonderful moderators. I am so pleased to announce that Pam Wall will begin sharing her knowledge with *All At Sea Southeast* readers. This month she expands upon the "First-timer's Guide to the Bahamas" list with her own "must take" list.

My thirst for knowledge and hopefully yours doesn't end there. This sailor from the Chesapeake has a lot to learn about the yacht industry. Our new exclusive Yacht Section will feature some of the writers many of you may recognize from *Yacht Essentials* magazine. Back by popular demand is Anita Valium providing her blunt and informative advice for yachties.

November is also our Heading South issue. For great fishing along the way stop at Bald Head Island, N.C. for some surf fishing or head straight to the Keys for magnificent sail fishing. Also learn what you can do to help prevent further erosion to the shores of the ICW.

What knowledge are you hungry for? Send me your suggestions to [terry@allatsea.net](mailto:terry@allatsea.net).

**Terry Boram,**  
Editor



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Owned and Published by  
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382 NE 191st Street #32381  
Miami, Florida 33179-3899  
**phone (410) 929-2248**  
**fax (815) 377-3831**

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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# WHERE IN THE WORLD?

CONGRATULATIONS TO KATHRYN AND THANKS FOR READING *ALL AT SEA*!

On a recent trip to Bodrum, Turkey, Kathryn Bates from Naples, Fla, proudly showed off her favorite waterfront magazine while walking the docks of the marina below the famous Bodrum Castle built by the Knights Hospitaller in the 15th century.

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

## LETTER TO THE EDITOR

Dear Editor,  
Regarding the recent article "First-Timer's Guide To The Bahamas" in the September 2014, I felt the author must have been a first timer herself due to various novice comments. For example, the crossing being likened to being in a washing machine. Certainly this is possible if one chooses the wrong time to cross, but having made the trip 8 times ourselves, we have yet to be uncomfortable. The author also fails to report the fee for craft under 35' being \$150 & how having documentation speeds the check-in. Further, buying fuel from frequently used docks guarantees nothing. We assumed this as well in Spanish Wells our first trip

only to realize after filtering that it was quite dirty. The problem resulted from the rusty fuel delivery barge, not the tanks at the marina. Also, although there are quite nice well stocked groceries in many locations like Rock Sound, or Spanish Wells, far more locations lack adequate supplies & stocking up beforehand is to be encouraged both for convenience & economy.

— Jim

Dear Jim,  
Thank you for taking the time to leave us a message on our website. That is truly the only way we know how we are doing. The writer, Vicki Lathom, has been traveling to the Bahamas for several years. I on the other have never been. When Ms. Lathom suggested this article I asked her to write the article with me in mind. She gave me the basics in the space that I allowed.

Writers pass along the knowledge that they have so that others can learn. You in turn did the same by providing us the fee for craft under 35'. That exchange of information is why I love my job so much.

I hope you continue to read *All At Sea Southeast* as we continue to explore the Bahamas. Again, if you have any more information, you know where to find me.

— Terry Boram, Editor







PHOTO CREDIT: CAPTAIN WARREN EAST



# SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION

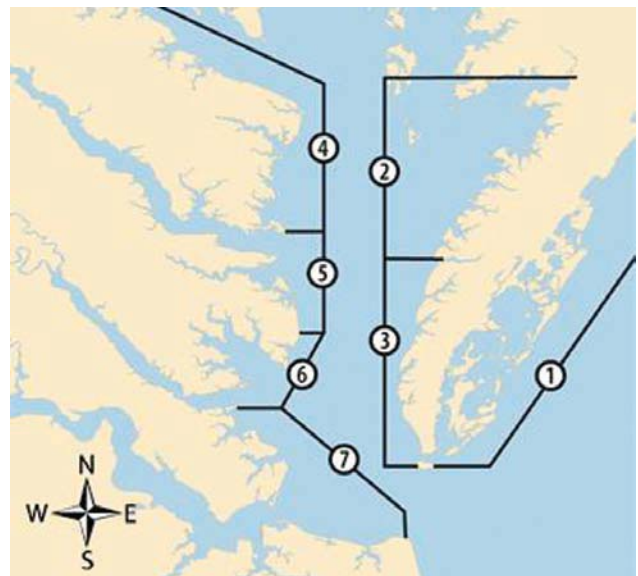


## Governor McAuliffe Announces Creation of Virginia Oyster Trail

Virginia Governor Terry McAuliffe has announced the creation of the Virginia Oyster Trail, a major tourism development project connecting travelers to Virginia oyster purveyors, raw bars and restaurants, and to the watermen culture throughout Coastal Virginia, the Northern Neck, Middle Peninsula and Virginia's Eastern Shore.

"Virginia produces the best oysters in the world and as the oyster industry continues to grow, we want to let it be known that Virginia is also the Oyster Capital of the East Coast," said Governor McAuliffe. "In addition to growing, harvesting and selling the best oysters, our watermen are providing good jobs in their communities, generating revenue and tax dollars throughout their regions, and helping improve the environment of the Chesapeake Bay as their oysters filter millions of gallons of water each day."

This year, a public-private partnership of stakeholders began working together to brand the Virginia oyster travel experience to show the world that Virginia is for Oyster Lovers. The trail offers visitors a way to enjoy Virginia's seven different oyster regions, as well as experience the unique culture of



watermen in the Chesapeake Bay. As a result of these exciting developments with the Virginia oyster, Governor McAuliffe officially declared November as Virginia Oyster Month and named Virginia the "Oyster Capital of the East Coast."



Virginia's oyster harvest increased by 25 percent from 2012 to 2013, with more than 500,000 bushels – the most in nearly a generation. Over the past 12 years, the oyster harvest in Virginia has increased from approximately 23,000 bushels in 2001 to last year's level of just over 500,000. This is the highest level since 1987. The dockside value alone of the oyster harvest in 2013 was more than \$22 million, up from approximately \$16 million in 2012.

## Islander Resort Opens its Doors in Islamorada

Islander Resort, a Guy Harvey Outpost, was opened recently by Dr. Guy Harvey before a crowd of Islamorada village officials, civic leaders, media representatives and residents.

After a year-long multi-million dollar renovation, the popular resort joins the expanding collection of Guy Harvey Outpost Resorts, oceanfront resorts and lodges that showcase the marine wildlife art, scientific research and conservation advocacy of Dr. Guy Harvey, the company's chairman.

"As the Sportfishing Capital of America, I am genuinely honored to fly our Guy Harvey Outpost flag here in Islamorada," commented Dr. Harvey. "Without question, the waters around Islamorada offer our adventure travelers some of the world's best diving and fishing, and for my scientific colleagues, endless opportunities for important cutting edge marine research. I know I'll be here often."

The popular Oceanside resort is situated on 22 acres with 1,300 feet of oceanfront, making it one of the largest resort playgrounds in the Florida Keys.



## CGMTA to Host First Gulfapalooza

The Central Gulf Marine Trades Association (CGMTA) will host the first Gulfapalooza, a three-day social event for transient boaters on the Alabama Gulf Coast this month from November 12-14.

Gulfapalooza will offer its participants the opportunity to network with other boaters, and give CGMTA members a chance to demonstrate their capabilities for boating support in the area.

According to CGMTA President John Fitzgerald, the event is open to all boaters, but the association is specifi-

## 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:

**FT. MYERS, FL**  
**NOVEMBER 13 – 16**  
Fort Myers Boat Show  
[www.SWFMIA.com](http://www.SWFMIA.com)  
954-570-7785

**NEW ORLEANS, LA**  
**DECEMBER 3 – 5**  
The International Workboat Show  
[www.workboatshow.com](http://www.workboatshow.com)  
[customerservice@divcom.com](mailto:customerservice@divcom.com)  
207-842-5508

**ST. PETERSBURG, FL**  
**DECEMBER 4 – 7**  
St. Petersburg Power and Sailboat Show  
[www.showmanagement.com/st\\_petersburg/event/](http://www.showmanagement.com/st_petersburg/event/)

### FISHING TOURNAMENTS:

**ANNAPOLIS, MD**  
**NOVEMBER 1**  
Pit Stop Upper Bay Rockfish Tournament  
<http://goo.gl/soJcYZ>

**NOVEMBER 8**  
Fish for a Cure Rockfish Tournament  
[www.fishforacure.org](http://www.fishforacure.org)  
[fishforthecurebay@gmail.com](mailto:fishforthecurebay@gmail.com)  
410-349-4070

**NOVEMBER 15**  
Rocksgiving  
[www.rocksgiving.com](http://www.rocksgiving.com)  
[rocksgiving@datocwitten.com](mailto:rocksgiving@datocwitten.com)  
410-268-1969

**DECEMBER 6**  
Eastport Yacht Club Rockfish Tournament  
[www.eastportyc.org](http://www.eastportyc.org)

**HOUMA, LA**  
**NOVEMBER 15**  
Adventure Fishing Regional Championship  
[www.AmongstIt.com](http://www.AmongstIt.com)  
[info@amongstit.com](mailto:info@amongstit.com)  
828-490-1305

**ISLAMORADA, FL**  
**NOVEMBER 13 – 15**  
The Cheeca Lodge All-American Backcountry Tournament  
[www.cheeca.com/experience/fishing/all-american-fishing-tournament](http://www.cheeca.com/experience/fishing/all-american-fishing-tournament)

**MADEIRA BEACH, FL**  
**NOVEMBER 6 – 8**  
21st Annual Fall King of the Beach / Mad Beach Food Fest  
[oldsaltfishing.org/tournaments/](http://oldsaltfishing.org/tournaments/)

**MORGAN CITY, LA**  
**NOVEMBER 6 – 8**  
Old Milwaukee B.A.S.S. Nation Championship  
[www.Bassmaster.com/tournaments](http://www.Bassmaster.com/tournaments)  
205-313-0900

### CONFERENCES:

**ORLANDO, FL**  
**NOVEMBER 16 – 19**  
Marine Dealers Conference & Expo  
[MRAA.com/MDCE](http://MRAA.com/MDCE)  
[liz@mraa.com](mailto:liz@mraa.com)

### SAILING REGATTA:

**ANNAPOLIS, MD**  
**NOVEMBER 29**  
Leftover Bowl Regatta  
[www.eastportyc.org](http://www.eastportyc.org)

**MIAMI, FL**  
**NOVEMBER 7 – 9**  
Melges 32 Gold Cup Regatta  
[www.melges32.com](http://www.melges32.com)  
[classadmin@melges32.com](mailto:classadmin@melges32.com)

### CRUISING RALLY:

**ST. MARYS, GA**  
**NOVEMBER 27**  
14th Annual Cruisers Thanksgiving  
[www.BigDumBoat.com](http://www.BigDumBoat.com)  
[info@riverviewhotelstmarys.com](mailto:info@riverviewhotelstmarys.com)  
912-882-3242



## DOMETIC LAUNCHES REFRIGERATED CUP HOLDER

Dometic Marine, a division of Dometic Group, has announced the launch of the Dometic Cup Cooler, the industry's first thermoelectric refrigerated cup holder for boats. The Cup Cooler keeps drinks refrigerator-cold, and can replace most standard cup holders on-board pleasure or workboats.

"The Cup Cooler makes your last sip even colder than your first. It allows boaters to keep a can, bottle or any appropriately sized beverage container chilled on even the hottest days, something that a typical cup holder or can koozie can't begin to accomplish," said Ned Trigg, Sr. VP of Global System Sales at Dometic Marine. "A soda or beer may be cold enough when you pull it out of the ice chest, but from that moment on, it starts warming up. Now, for the first time in the history of boating, your beverage will actually get colder as you drink it. The Dometic Cup Cooler brings a new element of luxury and comfort onboard."

The Cup Cooler is large enough to fit a 20-ounce

(591 ml) water or soda bottle, and also accommodates a standard-size beer or soda can. A specially angled bottom insert keeps bottles or cans of any size in constant physical contact with the sidewall thermoelectric cooling element.



cally targeting those who are navigating south along the Great Loop. These boaters travel down the Tennessee-Tombigbee Waterway in the fall and pass through on their way to cross the Gulf of Mexico.

"Traditionally, only a handful of them slow down long enough to enjoy our beautiful Alabama coast," Fitzgerald said. "We're hoping Gulfapalooza will encourage these boaters to dock in one of our member marinas for a few days and explore."

For more information or to register for Gulfapalooza, please visit [www.cgmta.org/gulfapalooza](http://www.cgmta.org/gulfapalooza) or contact Ashley Rainer at [arainer@saundersyacht.com](mailto:arainer@saundersyacht.com) or (251) 981-3700.

Camachee Cove Yacht Harbor (CCYH) a few years beginning in 2008, and most recently returned as office manager. Longtime CCYH harbormaster, Tom Huston, recently decided to relocate closer to family and Lisa has been promoted to fill that role.

## Brandon Flaherty Joins MarineMax Fort Myers

Brandon Flaherty has joined MarineMax, the world's largest retailer of new boats and the largest brokerage house of boats in the U.S., at the Fort Myers store, located at 15700 S Tamiami Trail.

An industry veteran, Flaherty has been immersed in the yachting world since he was a small child. By the age of 21 he held a Masters Merchant Mariner Credential and had already navigated the majority of the midwest river systems, the entire east coast of the U.S., and the Bahamas multiple times. In addition to his detailed yachting apprenticeship as a captain, Brandon opened, owned and managed a successful yacht brokerage in Fort Myers for ten years.

"We are excited to have Brandon join our team," said Ryan West, MarineMax Fort Myers Store Manager. "Brandon has the passion and experience that our customers have come to expect from MarineMax. With his knowledge of the brokerage industry and of the local area, Brandon is able to help all of his customers step into the boat that is right for their boating lifestyle."



## Camachee Cove Yacht Harbor Appoints New Harbormaster

WESTREC Marinas' Vice President Jim Frye has announced that Lisa Duncan will take over the helm as harbormaster at the Camachee Cove Yacht Harbor in St. Augustine, Fla.

A native of St. Augustine, Duncan worked first in the marina industry at Turnberry Isle Marina in Miami and was later the dockmaster at the prestigious Pier 66 Marina in Ft. Lauderdale. Before joining the recreational boating industry Lisa served for four years with the U.S. Coast Guard in South Florida. An entrepreneur and a professional manager, Lisa first worked at



### New Engineer Joining Sparcraft America

Sparcraft America announces Russell Miller has joined the team as a Design Engineer and Project Manager. Graduated from the University of Rhode Island with a Bachelor of Science in Ocean Engineering, specialized in Marine Structures, Russell also has extensive experience in sailing, having represented the USA at the 2007 Student Yachting World Cup in La Rochelle, France.

Sparcraft America, based in Charlotte, N.C., is the leading manufacturer of high end, custom aluminum spars and is the aluminum One Design spar specialist.

### NISI XPRESSO Wins World Yachts Trophy

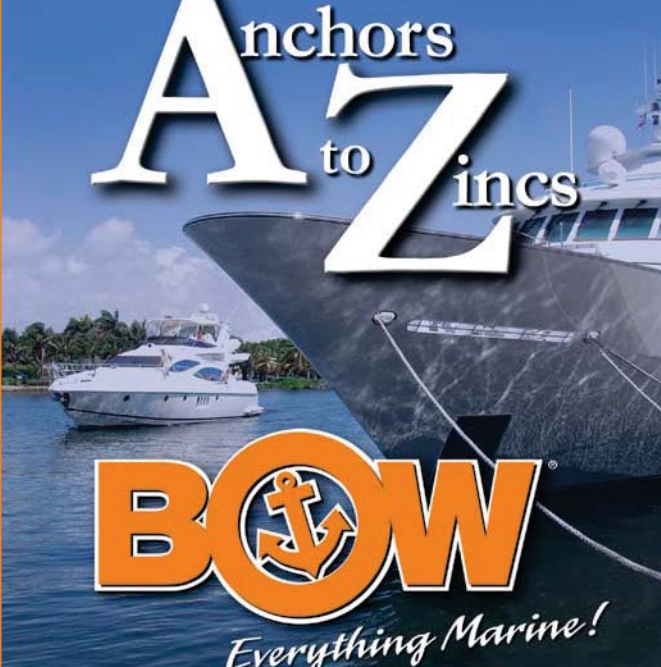
NISI Yachts is pleased to announce that its recently debuted GTX50 (54'/15m)—the first model in the company's XPRESSO power-multihull series—has been awarded the coveted 2014 World Yachts Trophy for "Most Innovative" among yachts under 80'/24 meters. GTX50 is the first multihull to focus on the desires of traditional monohull owners. Drawing on demands from these owners and NISI's own award-winning megayachts, GTX50 brings unprecedented styling, strength, abundant social areas and performance.

"We've engineered the GTX50 to fill a need that integrates the best of mono- and multi-hull designs, one that embodies a balance between the design disciplines of performance and effective space planning," says Christos Livadas, chairman of NISI Yachts. "Her expansive layout rivals even our own larger megayachts to offer abundant areas to mingle and relax in. She is exceptionally comfortable in open seas, with unprecedented speed while delivering superior fuel efficiencies."

Finalists in the Innovation Category included the Sacs Strider 18m and the Cranchi Eco Trawler 53'LD. The World Yachts Trophy is the most prestigious award of its kind and is awarded annually to select yachts by the World Yachts Trophies Committee.



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# CHOOSING THE RIGHT INFLATABLE DINGHY

STORY AND PHOTOS BY ROGER MARSHALL





**S**o. You've decided inflatable dinghies are the way to go now that you have to purchase a tender. You've learned inflatables don't dent the topsides. And, they stay afloat even when you are caught in a torrential rainstorm. In addition, they have tremendous capacity, so great, in fact, there may be a temptation to overload them. Power choices include sail, oars or sculling with a single oar, and inflatables offer possibilities for a two- or four-stroke engines, or even an electric outboard. You've learned a lot. But you're not done yet. There are many more options to consider when purchasing an inflatable.

## THE FLOOR

I once walked on water. At least it seemed like it when I rowed ashore in an inflatable dinghy with a thin skin of rubber material for the floor. The dinghy was an early Avon and is still in my garage somewhere. The seat was wood and was the only place to sit while you tried to brace your feet against the rubber floor and row.

Today, you have many more floor options. Zodiac has a wooden roll up floor and an air filled floor to make it easier for you to walk on water. If you want to be more comfortable (and motor faster) you can buy a hard bottomed inflatable (RIB), but they tend to be heavier, require more power and are harder to stow on board.

## TUBE MATERIAL

Most inflatables are made of one or two materials; thermoplastic polymer polyvinyl-chloride, commonly known as PVC or Hypalon, the DuPont trademark name for chlorosulfonated polyethylene (CSPE), a synthetic rubber-like material known for its resistance to extreme temperatures and ultraviolet light. PVC dinghies are usually less expensive because they are heat welded and assembled by robots on a production line. Hypalon tubes have to be glued together by real people.

When buying a dinghy look at the thickness of the tube material. It must be able to resist buckling, abrasion, and to some extent sharp points such as fish hooks or knives. Also, you should take into account the tube dimensions, the number of tube chambers, how the tubes are attached to the rigid part of the hull, and how the other parts; such as the rub rails, handrails, and seats, are attached to the

tubes. Most are simply glued on and may eventually come off. If these parts are welded on, they may tear the tube if they are accidentally torn off.

In general, the larger the diameter of the tubes, the less likely it is that spray and water will get aboard. Small-diameter tubes allow water to splash over the sides and can get people onboard wet. The height of the tubes above the waterline also has an effect on the amount of water that comes aboard. Boats with high bow tubes tend to be drier than those with lower tubes. Also check tube shape. Zodiac makes tubes wider at the stern to support heavier 4-stroke engines.

Check the alignment of the rub rails and other parts that are attached to the tubes. The straightest alignments show that the manufacturer either has automatic machinery or has taken reasonable care in this part of the manufacturing process. While looking at the rub rails, you might also inspect their design. Many are produced with a downward facing lip or water deflector intended to throw spray clear of the hull when the boat is underway. Also, make sure the rub rails are constructed of a material that will not leave skid marks along the topsides of the yacht.

## THE NUMBER OF AIR CHAMBERS

The number of chambers is another critical factor. In general, there should be at least two chambers, with larger boats having three, four, or even five. Each of the chambers should be capable of supporting more than just the weight of the boat to ensure that the boat stays afloat if a tube is holed.

## TUBE TO HULL ATTACHMENT FOR A RIB

You may not think about how the tube is attached, but if you have to replace a tube this is an important feature. In general, the simpler the attachment, the better. Some tubes have a tape, rather like a luff tape, that slides into a slot in the fiberglass collar. Others have a metal collar bolted onto the hull over a strip of material welded or glued to the tube.

No matter which inflatable you choose, you should spend a little time at a boat show or a dealer and check out all the offerings. Only that way will you be sure you have the right tender for your boat.



**The height of the tubes above the waterline also has an effect on the amount of water that comes aboard. Boats with high bow tubes tend to be drier than those with lower tubes.**



# MOTOR-SAILING AND OTHER SAD TALES

BY CAP'N FATTY GOODLANDER



Once a poetic passer-by quipped,  
"All Butt, No Boat!"

**M**any naval architects can't design a good powerboat—they squat, throw a big wake, and are tippy. Some of these office-bound designers can't design a good sailboat, either. Now, I realize this seems strange. After all, shoeboxes can be blown downwind. But a true 'farmer' at the drafting board can somehow manage to screw it up—perhaps by putting the keel on sideways or something. Many multihull designers started out designing tennis courts, vacant lots, and parking spaces and bring their inane sense of ugliness to each compound curve they draw. But if a yacht designer fails at all of the above—if his work truly makes King Neptune barf—then he is sentenced to design motor-sailers.

What is a motor-sailer? It is a vessel which neither sails nor motors well, while looking very ugly and extremely awkward.

It's a boat that the Swan-owning sailboater in the slip next to you erects a privacy fence to avoid seeing.

Some MSs are so disgusting in appearance that they don't sink... because the bottom of the oceans won't accept the debris. Yes, even ocean junkyards have criteria.

How, exactly, is this 'putridness' of design achieved?

One, by using straight-edges instead of French curves. Two, by thinking that topsides make the boat and the higher you are, the better. (This might work with drugs but not, alas, with hull shapes). Three, by also thinking that Big Wakes and Big Egos and Big Money go together. Four, by desiring to 'hot up' the planet as much as possible. Five, by admiring large transoms, with large lettering, so you can read their stupid names.

How do I know all this? Because I've fallen victim. Why? Because I wanted a bigger boat. Why? I dunno. Maybe to accommodate my wider, older ass. Or my inflated ego. Or to hold all the money I thought I'd earn. I can't remember, exactly. All I know is that it didn't work out. None of it.

Between 2000 and 2012, I circumnavigated twice on a boat



with a transom smaller than the ports in my current transom.

My current transom is so big, it blots out the sun. I had to put three sets of reef points in it before heading offshore. Topsides? I can barely see the water. We have oxygen masks in our cockpit. You could bungee jump off our bow rail. I had to go to West Marine and purchase a special "MS combo" PFD—one that first pops open a parachute, and only later (below 500 feet) inflates a life vest.

And large lettering and stupid names? Well, I named my boat GANESH. I thought English speakers wouldn't have a problem; after all, it rhymes with 'fresh.' Not so. White folk can't pronounce it. One NYC fuel dock jockey told me, over the VHF on Channel 16, "Your vessel's name sounds like a Taliban's sneeze..."

"Hindu," I said, and considered if I should get into it on the radio—only to plunge onward with, "Ganesh is a Hindu god, not a Muslim one."

"We don't serve foreigners," said the Brooklyn dock boy as he rang off.

**What is a motor-sailer? It is a vessel which neither sails nor motors well, while looking very ugly and extremely awkward.**

Now you'd think that a huge boat with a huge transom which is worth a huge amount of money and is a huge hassle to own—would have a decent amount of living space. And it could; but it doesn't. See, I had to repower her. But the engine she was designed for was no longer manufactured. So, right off, I had to pick a different engine. Of course, I consulted an expert.

"You are no spring chicken, Fatty," he started off with—and I wondered how he'd obtained my medical records. My doctor had recently uttered those exact words. But before I could inquire, my 'marine propulsion engineer' rushed on with, "and for each passing year after the age of 60, you should add two horsepower..."

"But where do I start?" I asked.

"I see that you are a child of the '60s," he said, nodding at my tie-dyed Grateful Dead tee shirt, "and so I'll be blunt. How many caps of Viagra have you dropped this month?"

"Eighty-two," I admitted, "but that's only because its a month with more than 27 days."

Okay, so I'm a bit of a hedonist. Besides, its aerobic. And, hell, I'm running out of time to sin!

"I'd say you need a 92 horsepower diesel," he said.

"Wait," I said. "Wouldn't a larger engine require more fuel and cost more money to run?"

"Not at all," he said. "Let's say you need 20 HP to push your vessel at 6 knots. Well, 20 HP is 20 HP! What's the big deal?"

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So I replaced the original 60 HP engine with a 92 horsepower one and only had to double the size of the engine beds and engine room to do so. Still, there was some living space left over inside my vessel—not much, but some.

Alas, my range was minuscule. I barely had enough fuel aboard to limp from fuel dock to fuel dock. So I added more fuel tanks which, pretty much, filled up the main cabin, forepeak, and aft cabin.

We now sleep in the aft head, curled around the 'porcelain pillow' as we call it.

And the guy wasn't exactly 'full disclosure' on the "20 HP, big deal," statement. It turns out a 92 HP diesel runs too cool while lightly loaded and glazes its cylinder walls. Thus, you need to run it at 60% of its full load, if you want it to last for more than few months.

"Well, of course, there's that," sniffed my marine engineer as he drove off to cash my mega-check.

Needless to say, a bigger engine and more fuel weigh more, which makes my boat sit lower in the water and slows it down under sail.

## **But I don't mean to belly-ache. We all have our crosses to bear. And, occasionally, we have fun aboard *Ganesh*.**

This is a problem. My design waterline is now so low that you have to be PADI certified for a compression dive to see it.

And, actually, 'slows it down' barely covers it. I can barely tell the difference between 'anchor up' and 'anchor down.'

Small speed boats keep swinging up alongside and asking, "Are you aground?" and I shoot right back, "How would I know?"

I don't have a knot meter on my boat—a 'tear-away-a-day' calendar is sufficient. There's no rush. And it is a good thing I named her GANESH because she is so slow that, well, reincarnation better be true. She's a good boat on a long trip—and so slow that even returning to my slip from the fuel dock takes a while.

Yes, we have to factor in continental drift on long passages. True, jellyfish often pass us. And, no, she is not 'quick in stays,' which means, when tacking, we throw the helm over, have dinner/desert/coffee/sex and then straighten out the helm and sheet in on the new tack.

Once, off Cape Horn, we were passed by a glacier.

I tried everything—new racing stripe, a dollop of carbon fiber dripped in the bilge, 3DL sails from North, new sailing gloves, Harken shoes—nothing worked.

Sad.

Once, while being measured to compete in the Heineken Cup Regatta of Sint Maarten, Alfred, the kind and consider-

ate measurer, said, "Hey, have you considered starting the day before?"

It is embarrassing—having a sandbar silt is faster than my vessel can sail.

Needless to say, a 43-foot vessel with as much windage as an aircraft carrier needs a big anchor and a long, massive chain. Did you hear that recent report of an earthquake in Mill Valley? Actually, that was me dropping the hook in San Francisco Bay.

We don't encourage the use of sunblock on Ganesh. If our anchor is up, you tend to slide forward, if its down—you ooze aft. Yes, my sailboat isn't much of a sailboat but its a hell of a water slide.

Not that I hoist those 'white floppy things' much anymore—not since I hoisted aboard the 55 gallon drums of antifreeze, lube oil, ATF fluid, etc, on deck.

Another factor is that spinning a larger engine requires a bigger battery bank. I've had to buy eight new 'deep cycle' batteries, which has put me in deep debt as well. Just the battery water alone is a problem to stow.

Yes, everything on a cruising vessel is related. To recharge the larger battery bank, I've had to add some solar cells, so there's very little deck left. And, suddenly, shadows became a major issue.

For instance, my wind generator shadows my solar cells and makes them less efficient. Why do I have a wind generator? Because I have an aft cabin, which is really just like a giant soundbox or floating guitar that amplifies the sound so much we can't even enter the aft cabin without our Bose Noise-cancelling headphone firmly clamped to our skulls.

Why not shut off the wind gen?

Because we need the electrical power because our solar cells are shadowed by it!

And, yes, I want to weep when people hear about me and swoon with admiration for my laudable lifestyle. "Such a simple life," they email me innocently, "So Zen!"

But I don't mean to belly-ache. We all have our crosses to bear. And, occasionally, we have fun aboard *Ganesh*. I hit the starter button and my new engine roars to life. My wife tosses off our dock lines. We're free-free-free to go anywhere we want.

"Where to, skipper?" my wife sings out.

"To the fuel dock," I cry.

"I love yachting-per-gallon," she sings back.

"Yes, the wind-is-still-free!" I harmonize, "And it's a sailor's life for me!"



---

*Bio note: Fatty and Carolyn are currently sneaking Ganesh up to fuel docks in Southeast Asia at night—and draining the diesel fuel hoses.*



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# CRUISING THE BAHAMAS - DON'T LEAVE HOME WITHOUT IT!

BY PAM WALL



PHOTO BY BILLY BLACK

Pam sailing her boat KANDARIK

**W**hat should I take with us when we go to the Bahamas? This is a good question not only for the first-timers, but also for many who have already been. I certainly am no expert, but I have had the marvelous opportunity and luck to have been sailing in the Bahamas since 1965. With each passage I find something that could make it even better the next time.

Let's talk about the **NEEDS** first. I really do believe these little things will give you a better time in the lovely Bahamas.

**Lots of Suntan Lotion!** Lest we forget, the most dangerous thing we have to consider in cruising the Bahamas is the sun! I speak from a lot of experience, and it is not pretty. So, please protect yourself at all times in the gorgeous sun that is constantly your companion while sailing in the Bahamas.

Also, a couple of really good **hats** because dollars to donuts you will lose one at some time or another. The best offer UPF 50+ protection with enough coverage to protect the back of your neck, ears and face. You should also have a good way to secure the hat to your head. A clip to the shirt or a good chin strap keeps the hat around to see another day.

Then, there are **polarized sunglasses**. Take about six inexpensive pairs. Do you know what I am saying? How many can say they have never lost their sunglasses? You are going to be using your eyes as the best aid to navigation you have. Reading the water from behind polarized sunglasses

is the **BEST** way to navigate.

Protect yourself aboard your boat with a good **bimini top and dodger**. Your best options are those that can attach to one another when the sun is high so that middle part between bimini top and dodger has a covering over the entire cockpit. Believe me, this will save you from that terrible creeping up burn that you forget could be happening as you merrily sail around.

Good **ground tackle** and an **anchor** that is known for its holding ability in the conch grass, a light layer of sand over coral, or scoured bottoms often found under your boat in the Bahamas. I hesitate to suggest what I think is the best anchor, but you know an anchor is like a wife; if she works for you, she is the best! So, be sure you have total confidence in your anchor and its ability to hold in the Bahamas bottom. A lot of heavy chain, even in the shallow water, also improves the holding of any anchor. A good **anchor snubber** will help keep all the pressure on a bow cleat and not the chain and windlass for your anchor rode when you are anchored in a bit of chop.

I think it is a need to have a **roving, or secondary anchor**, lighter weight than your primary anchor, that you can deploy easily from the deck of your boat or from the tender. **YOU WILL GO AGROUND!** No one can say they have never been aground in the Bahamas! With a lighter weight, well-holding anchor and roving anchor rode, you



can quickly kedge off and be on your way again. Remind me over conch fritters and rum and coke to tell you all the stories about the many times we have run aground. You will get a giggle out of this, I guarantee.


Be sure to have a **reliable depth sounder** in your cockpit that the helmsperson can easily see and read. I am convinced the shallow draft boats go aground more than the deeper draft vessels because the captains think they do not need to keep a careful eye on their depth sounders. Those of us with long legged boats (we draw 6.5 feet) **always** keep our eyes on the depth sounder, especially when going into a shallow harbor, anchorage, or pass between islands.

Speaking about kedging off, another need is a **portable handheld depth sounder**. This is an indispensable little flashlight sized depth sounder to always have in your tender. If you go aground, or should I say, when you go aground, that little battery powered depth sounder will help you find the deepest water. It will second as a meter to show the depth of a coral head, where you see a conch, when a ledge drops off into deep water, and best of all charting your own little anchorages that have no chart soundings but look delectable for overnight anchoring. Anchor the mother ship and take the tender to these little gunkholes, and use the handheld depth sounder to make sure you can get in and out and have enough swing room in the hundreds of uncharted places in the Bahamas.

You really do need to have a good **funnel/strainer for your fuel**. Any time you put fuel in your tanks, raise your right hand and say "I promise to always filter my fuel before letting it into my tanks." The article "First-Timers Guide to the Bahamas" (AAS, September 2014) mentions some good spares to have, and the most important spares you NEED to take are extra fuel filters for your Racor filters. Amen!

#### A few more must haves are:

- A really good **boarding ladder** for easy access to and from the wonderful clear water;
- Several **jerry cans** for water and fuel to replenish no matter where you are, and;
- A comfortable, dry, **fast tender** that is easy to stow on deck when crossing the Gulf Stream and easy to tow once you are in the Bahamas.

Next month we'll take a look at the "Wants" list that will make your Bahamas adventure memorable. 

Pam Wall is well known for outfitting world cruisers, consulting on prospective routes for sailing, providing sailing instruction, and giving seminars that encourages the cruising lifestyle to all who attend. Follow her on Facebook at Pam Wall Cruising and Sailing Consulting, visit her website [www.pamwall.com](http://www.pamwall.com) or contact her directly at [pam@pamwall.com](mailto:pam@pamwall.com).

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# KEYS SAILFISHING: WELL WORTH THE FIGHT

BY RICK MAESTRE

MAURICIO HANDLER/NATIONAL GEOGRAPHIC CREATIVE

**K**nown as the acrobat of the ocean, sailfish once again entertain as the season for catching these charmers begins in November throughout south Florida and the Florida Keys. During the season, sailfish are plentiful enough to bet on a strike. A thrill and challenge is getting your bait on the fish and landing the fish in your boat. Florida's state fish can reach speeds over 65 mph. Hook one up to enjoy the fishing fight of your life.

A real thrill is watching them perform magnificent acrobatic jumps with head shaking attempts to spit the hook. A typical sailfish solidly hooked in the jaw will usually make a sudden, drag-scorching run followed by lots of jumps. You can never guess in which direction one will land. So it's important the angler be prepared to reel up line quickly. Sailfish are known to barrel straight toward the boat. Captains must be prepared to make evasive maneuvering to avoid a fish jumping into the boat.

The action can start close in at three to five miles offshore near the edge of the reef at 20 to 150 feet deep. An

experienced charter captain can "sight fish" inside the reef from his tower high above the deck. Sailfish are often seen in shallow water, however the ideal depths are found five miles offshore near the Gulf Stream.

Once you have baits to the targets, your next challenge is getting them to the boat. They may seem slow and awkward when trying to eat your bait, but sailfish are explosive and run like race horses. Determined fighters, sailfish will challenge your tackle, your angling skills and the ability of the captain.

For the most fight and excitement, light tackle at 12 to 20 lb. test have produced the best fights. Good sailfish reels hold 300 to 400 yards of line; a fish on a hot run can take it all. The captain has to be ready to chase down a really wild fish.

The consistency of bait flow along the reef provides feeding for a nice variety of game fish. This bait frenzy attracts good numbers of kingfish, tuna, mahi-mahi and snapper. Sailfish love to feed on blue runners, pinfish, mullet, scads, ballyhoo and squid. From Key Largo to Marathon, the lottery is hitting bait pods of ballyhoo as shallow as 70 feet.





Live ballyhoo are one of the easiest baits to fish with. Sailfish also like to strike trolling lures and rigged dead trolling baits, though live baits really increase your odds to land a ferocious, acrobatic warrior.

During the summer months, sailfish spawn near shallow water, remaining near the surface. Females are slow swimmers extending their dorsal fins above the water during spawning, and followed by one or more males. Voracious feeders on small fish, sailfish grow very rapidly 4 to 5 feet long in their first year. The sailfish record at 126 pounds, was landed near Big Pine Key south of Marathon.

Sailfish are all about catch and release. Always consider the safety of the fish. They tire quickly due to their exciting and intensive fights. It's important to revive and care for a sailfish gently to ensure its survival. A picture in the water is the best way to remember your catch of a lifetime; or you can order what's called a release mount, a fiberglass replica of your fish, custom painted to look just like yours.

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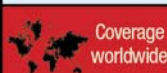
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# SHRIMP ARE TRUE HEAD TURNERS IN NOVEMBER

STORY AND PHOTO BY CAPTAIN JUDY HELMEY



Chad Rogers-Coxhead is holding up a nice genuine red snapper.

When the month of November rolls around, the inshore bite in Savannah, Ga., certainly does pick up. Fishermen get their best chance for catching the well known "Savannah Slam"; redfish, spotted sea trout, and flounder. The secret to catching more inshore fish during November is to use live shrimp as bait. All fish like shrimp because it's easy to eat, easy to kill, and it's plentiful. Once you get the bite "going" it's simple enough to change straight to any sort of artificial shrimp pattern. DOAs (rigged or not), Berkeley scented gulps, Strike King soft baits flukes, are all worth trying.

I prefer presenting live shrimp using popping corks with 3- to 4-foot leaders. It's best to put a shot weight about one foot above the hook to help keep the bait deep under the cork. Popping corks sound just like a shrimp flapping its tail up against its body. This is a spotted sea trout, flounder, and redfish head turner for sure.

Traditional adjustable floats come in all sizes and work great when trying to find the bite at different depths. My favorite though is to just fish naked! All you need is hook, leader, and bait.

For those fishermen that don't mind a longer ocean ride, the blue waters of the Gulf Stream can certainly hold the interest of big game fish.

During this time the edge between the cooler western waters and the continuously north pushed warmer waters of the stream is formed. This is where smaller fish feel safe and where larger fish go to feed.

You certainly do have lots of bait options. For anglers that want to do a little rigging I suggest dragging ballyhoo dressed in different color skirts or rigged just plain naked with or without chin weights.

For those fishermen that just want to drag the artificial stuff, believe me it does work. I like pulling cedar plugs that have been soaked in menhaden oil. Forget the painted cedar plugs and just go plain cedar. They really soak up the oil and when trolled leave a nice oily trail.

Another good artificial lure set-up is plastic squid with feathers pulled four feet behind a bird. I have found the best old school artificial squid bait called Dolphin Delight made by "No Alibi."

And if the trolling doesn't work, there is always deep water jigging for big gags and scamp grouper. Best jigs for deep water are the big boys Williamson or SHIMANO 7 to 10.5 ounces. All you have to do is to drop these jigs on the ledge, keep them close to the bottom, and work them. Big bites will happen so you better keep a strong grip on that rod!



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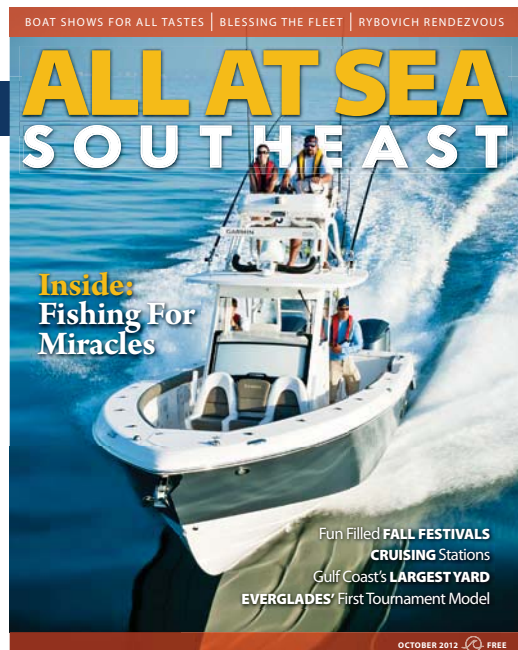
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# SURF FISHING AT BALD HEAD ISLAND, N.C.

STORY AND PHOTO BY JEFF DENNIS

The southeast coast of Brunswick County, North Carolina includes several barrier islands such as Topsail Island, Holden Beach and Oak Island. But anglers can stack the deck in their favor by heading to Bald Head Island since it juts out into the Atlantic Ocean. Fishing further out means a greater variety of species can be encountered including flounder, jacks and mackerel.

The uniqueness of Bald Head Island begins with the ferry ride from Southport. The triangular shaped island is situated with its main beach-front facing south, with Cape Fear River to the west and the east beach extending out into the Frying Pan Shoals. Only golf carts are allowed on the island, adding to the charm.

This triangular formation means that no matter which direction the sea island breezes are blowing there will always be a protected section of beach to fish from. The shoals at the point where East Beach meets South Beach offer rough water fishing for bluefish that blitz through the surf zone during their annual October bluefish bonanza tournament.

The West beach tempts anglers to cast toward the Cape Fear River and fish for red drum along the dropoffs that are a characteristic of this section of beach. A valid N.C. fishing license and some cut bait are part of the surf fishing essentials along with surf spikes and a tackle box filled with lead sinkers and fishing hooks. Slot limits apply for red drum and it's easy to practice catch and release after skidding a bronzy redfish up onto the beach.

Getting your rods, cooler, and tackle box to the surf is easy once a wheeled surf cart is obtained. Typically the cart has several rod holders, fat tires made for rolling through sand, and will hold a large cooler packed with bait, drinks, and tackle. These carts take the work out of moving be-



Surf fishing can provide some rod-bending good times on Bald Head Island

tween your car and the fishing hole, or moving up and down the beach to try different spots.

The fall offers perhaps the best surf fishing of the year since the water remains warm while the air temps begin to moderate. Healthy schools of redfish cruise the beach and anglers can use multiple rods to increase their chances for success. The action can heat up quickly and anglers are smart to keep a keen eye on their rod tips for the early signs of a strike. A popular sentiment goes, if you're lucky enough to be at the beach, then you're lucky enough; just remember to add surfcasting to the mix.



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



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# THE DISAPPEARING ISLAND

BY JANICE WEIGAND

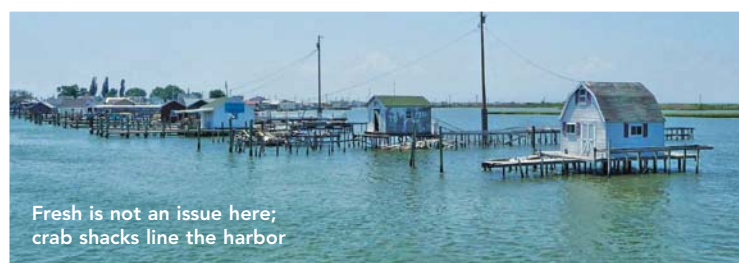
PHOTO BY CHRIS KENNAN

Sinking Island, Rising Sea

**T**angier Island, Virginia is constantly in motion. Well...from a geographic perspective, not from a lifestyle perspective. The locals like life quiet and simple in a magical old world style. The island itself however, is at the mercy of the currents of the Chesapeake Bay. And a good deal more.

Glaciers some 17,000 years ago scooped Chesapeake Bay into being. The islands of the Chesapeake are alluvial, coastal plains silt and sand river-carried into the bay, borne and deposited by Bay currents. What once was given is constantly being taken away. Tangier Island is shrinking, giving itself back to the Bay to be deposited somewhere else. Only partially protected from beach-robbing hurricanes and high tides by a strip of sand and salt marshes locals call the Uppards, some parts of Tangier Island are losing as much as 15 feet of land to the sea each year. So did and does the Uppards. The last population left that narrowing strip after a 1929 hurricane.

The locals understand this constant flux of course. Tangier Island has been settled since the late seventeenth century and before that, Pocomoke Indians used it as a summer retreat. Change is one of the things islanders can count on. Losing ground more rapidly because of reduced protection from the smaller Uppards, and because of the subsidence of the



Fresh is not an issue here;  
crab shacks line the harbor

PHOTO BY CHRIS KENNAN

glacially formed bay floor, residents observe the evidence as each year the shoreline retreats, taking more of their beach and yards, revealing the arrowheads of previous inhabitants.

At least one more ancient event contributes to the Bay waters' encroachment on the island beaches. Some 35,000,000 (yep, that's million) years ago, a comet or asteroid-like bolide crashed into what would become the southern part of the Chesapeake Bay. The impact crater, covering an area as large as Rhode Island and as deep as the Grand Canyon, was discovered in 1983, buried under 1,000 feet of silt, sand and clay. Named the Exmore Crater, the hole affects the area water supply and the shoreline, reported Hillary Mayell in a November, 2001 *National Geographic* article. "The land is sinking," said Mayell, "adding to the sea level rise in that area."

"Core samples drilled in 2005-06 from the bolide, show it was more than a mile wide and moving faster than the speed of sound when it crashed through several hundred feet of water and several thousand feet of mud and sediment, cracking and tilting the sea beds," said David Powars, a hydrologist for the US Geological Survey. Presenting




a paper at the 2010 Geological Society of America annual meeting in Boston, Powars revealed "The bolide fractured the bedrock to at least a depth of 7 miles. It created a flash of evaporating ocean and a plume of ejected bedrock in a towering cloud 30 miles high. Debris scattered as far as the Continental Shelf off the coast of New Jersey. That," he said, "was a big hit!"

Added colleague, Wylie C. Poag, "Impact aftermath created local darkness, acid rain, fallout of rocks and dust particles, abrupt Earth cooling and climate change. Wildfires raged up and down the coast killing off both plants and animals."

Still compacting, the crater lowers area land surface while glacial melt increases ocean volume. USGS fact sheet 102-98 says "sea levels rise at the mouth of the Chesapeake an average of four millimeters per year (1.3 feet per century). Tide gauges for the Chesapeake and mid-Atlantic coast show rates of sea level rise at twice that of world-wide averages."

Nonetheless, while the sun is shining, the locals of Tangier Island are working. You wouldn't know it by a quick gander down the few streets holding the homes of some 700 inhabitants because Tangier Island economy is generated by watermen supplying the constant demand for Maryland blue crab. First evidence is the floating crab shacks surrounded with stacks of emptied crab pots visible any time you come into the harbor. In this trade, there are no "days off." You tend your crab pots no matter what Mother Nature throws at you.

The other much smaller part of the economy is tourism and the island is well worth a visit to enjoy the down home hospitality. Don't put it off too long or it might not be there. 

## VISITING THE ISLAND:

**Parks Marina** has visiting boats of all sizes. It is not uncommon to see a 100-footer slide in there, as owner/dock master Milton Parks claims a draft of over 10 feet in some deep water slips. When the current is running, there's a pretty good cross-current right up to the slips. Experience notes it's best if you can arrange to arrive and leave near slack water.

The marina is aptly described as quiet. Do call ahead, as they only have 25 transient slips and things can get busy on popular weekends. (757-891-2581)

Arguably known as the best location in the world to find a softshell crab sandwich, the island offers a couple restaurant and Bed and Breakfast choices. Take that "couple" part seriously. There aren't too many choices BUT you can't go wrong. Just pick and enjoy.

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# RASCAL WINS S.C. GOVERNOR'S CUP BILLFISHING SERIES

STORY AND PHOTOS BY JEFF DENNIS

The South Carolina Department of Natural Resources runs the Governor's Cup Billfishing Series. A total of five offshore fishing tournaments take place during the summer up and down the S.C. coast and a Series winner is determined using a points system for billfish releases. Practicing billfish conservation while promoting the sport of bluewater fishing is the top priority for these anglers.

Participating in each series event is not required but it helps to build points and Georgetown-based *Rascal* did just that. They fished in all five events and though they did not win a single event, their fishing luck was very consistent. Owner Norman Puliam of Spartanburg and co-owner Foster McKissick of Greenville keep a veteran crew and they claimed the overall title of Best Billfish Boat for 2014.

Mark Rogers is the captain on *Rascal* and helped guide them to releasing four blue marlin and seven sailfish during the Series. *Rascal* also owns the S.C. state record for a blue marlin they landed back in 2005. Though the tournament series ended in late July, the official awards ceremony takes place in October. The 2015 competition begins next May and will mark the 27th anniversary of S.C. Governor's Cup Billfishing Series. 

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



Wes Frierson and his huge wahoo that suffered a shark bite



Sportfishers return to the fuel dock after a day offshore



Michael Krivohlavek shows off his Mahi Mahi for the crowd







The crew of *Rascal* accept their award at the S.C. Governor's Cup



Charlie Clark, age 8, gets into the Governor's Cup action



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# BOAT WAKES AND THE ICW

STORY AND PHOTOS BY BILL HEZLEP



Alligator-Pungo Canal, the sport fish boats wake washing up on shore

In the spring of 2012, we were northbound on the Atlantic Intracoastal Waterway (ICW), returning to the Chesapeake from a winter cruise of the gulf coast that had taken us as far west as Galveston Bay. We spent May 5 and 6 at the Dowry Creek Marina – ICW Mile 132, near Belhaven, N.C. – doing those things that boaters on long cruises occasionally really need to do: laundry, house cleaning, changing the engine oil. Early on May 7 we left Dowry Creek, motored up the Pungo River and transited the Alligator River Pungo River Canal (ICW Miles 104.5-124.5).

On this trip, parts of the twenty mile long canal were noticeably wider than they were when we first traveled the waterway in the early 1990s: the banks eroded, old formerly buried tree stumps standing out in the water, fallen trees littering the shore. The canal may have been wider, but mud, sand and silt had narrowed the navigable channel, despite periodic dredging by the Corps of Engineers and the State of North Carolina.

From the Chesapeake Bay south to St. Augustine, Fla,

the ICW runs primarily through marshes and low soft, alluvial soils. Both the natural shorelines and the banks of the man-made canals and cuts, except where they have been stabilized with rock or concrete, erode easily and are constantly being reshaped by the tides, currents, winds and the surges of winter storms and hurricanes. Shorelines and banks erode and accrete, sand and mud bars form and move, channels shift and periodically the Coast Guard adjusts the placement of the aids to navigation to compensate for the changes.

Unfortunately there is also an un-natural contributor to erosion and siltation in the waterway, particularly in the narrow, man-made sections -- boat wakes. The wakes created by fast moving powerboats thunder ashore in waves that can be as much as three or four feet high. The large wakes sweep ashore and wash sand, silt, debris, sometimes whole trees, into the waterway. About boat wakes and the Alligator-Pungo Canal, the Waterway Guide says, "The canal is relatively narrow and boats dragging huge wakes have a



tendency to damage the banks. Each year more and more trees topple into the water.” [page 194]

A recent NOAA study of the impact of boat wakes on the unconsolidated, easily eroded, silts and sands through which many of the man-made segments of the ICW have been cut found that “erosion from boat wakes significantly exceeds background erosion from wind waves.” The study was conducted in North Carolina, primarily in Snows Cut (ICW Mile 295.1), but its conclusions are applicable to the whole of the ICW between Norfolk, Va. and St. Augustine, Fla. and also to much of the ICW south and west of St. Augustine. [See Boat Wakes and Their Influence on Erosion in the Atlantic Intracoastal Waterway, North Carolina, M. S. Fonseca and A. Malhotra, NOAA Technical Memorandum NOS NCCOS #143, March 2012.]

Mid-way through the canal, Betty was driving and I was out in the cockpit trying to get a good photo of a bald eagle. Betty yelled “hold on tight, big wake coming.” I glanced astern and a sport fish boat was coming up fast. Betty tried to call them on the VHF, to ask them to slow down. No response. They passed us at full speed, their large wake hitting us almost broadside. Betty tried to quarter into the wake, but there was neither time nor space. Their wake thundered ashore and washed many feet up into the trees and brush. It was a classic example of what the Waterway Guide and the authors of the NOAA technical paper were talking about.

The Corps of Engineers is the agency primarily responsible for the maintenance and management of the ICW. Maintenance and management cost dollars. An insignificant portion of the cost is covered by a tax on fuel paid by commercial users of the waterway. But the great bulk of the money comes from Congress (often in the vilified “earmarks”) and from the coastal states to whom the waterway is an important economic asset. That is, the money comes from the taxpayers, all of them, not just boaters and marine related businesses. Because of chronic underfunding, particularly since 2000, the Corps of Engineers has been unable to maintain large portions of the ICW at project specifications. Underfunding by the Congress of what should be routine maintenance is a problem the ICW shares with all segments of our national transportation infrastructure.

The price of boat wakes--the price of deliberately damaging parts of the waterway--is increased by expensive dredging and maintenance. These are real monetary costs that have to be paid by someone; costs that we, both cruising boats and local waterway users, may end up paying in the form of waterway user fees and/or higher fuel taxes along the waterway. And controlling dredging and maintenance costs may well result in more, and longer, “No Wake” zones. Think about it.



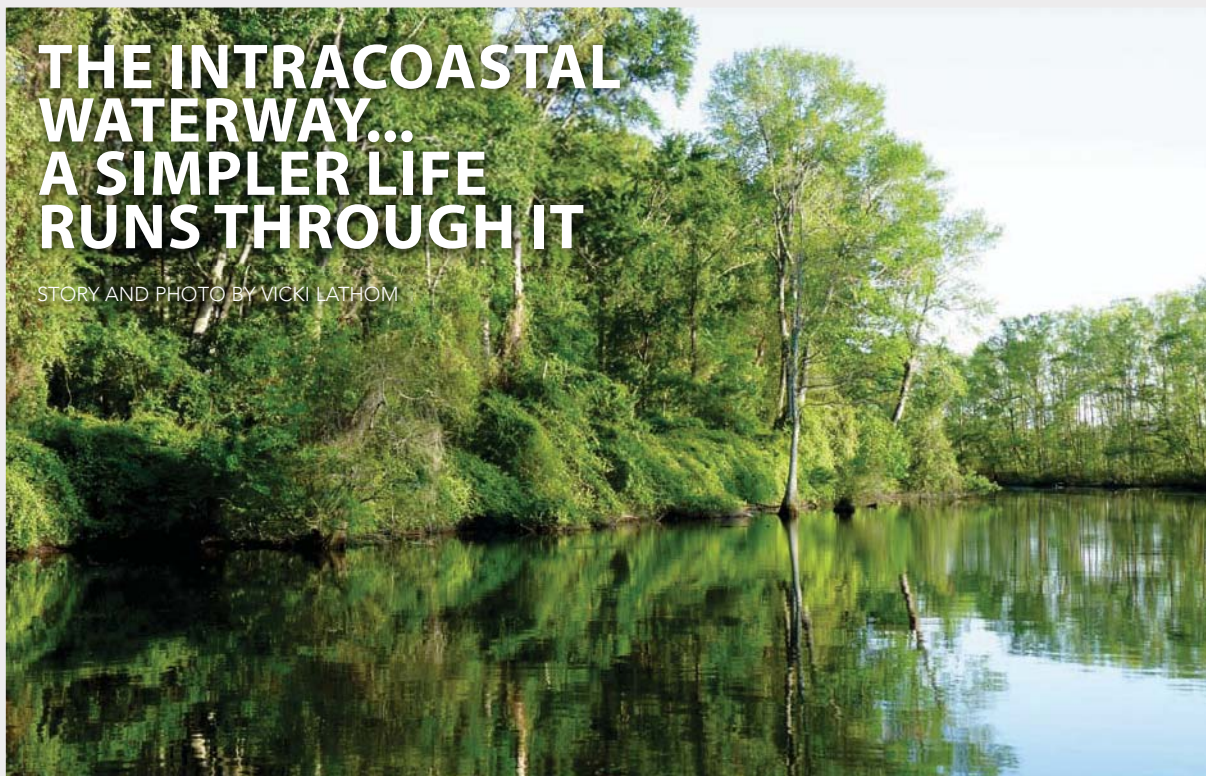
The ICW looking north  
from the McCormick Bridge,  
Jacksonville Beach, FL



Waccamaw River Cypress

# THE INTRACOASTAL WATERWAY... A SIMPLER LIFE RUNS THROUGH IT

STORY AND PHOTO BY VICKI LATHOM



It's called the Route 66 for boaters.

The Atlantic Intracoastal Waterway (ICW), also known as "The Ditch," is the inside route for cruisers to go north and south along the east coast without going out into the ocean. Taking the ICW is like a waterfront road trip through the belly of the east coast. In over 1000 miles, from Chesapeake Bay to Florida, the scenes can be primordial swamp or vistas of Tara-like Colonial mansions - or modern-day beach houses.

In the winding, swampy parts, the ICW feels like it could run out of water if you take the wrong turn, or that an overhanging tree branch might hit your boat's mast. Partially hidden floating logs occasionally bump the bottom of the boat.

Stairways of Colonial mansions sweep down lawns to the water. Some homes are so imposing they've been used in movies such as *The Prince of Tides* and *Forrest Gump*. A traveler can enjoy Sunday brunch in the grand dining room at the elegant Jekyll Island Club in North Carolina's "Millionaires Village."

The Waccamaw River in South Carolina has deep water to the banks lined with cypress trees draped in Spanish moss. Unexpectedly, dolphins surface and follow the boat for a while, just as in documentary films. Shore birds perch like statues on top of dead swamp trees or pilings.

Every now and then, an eagle soars by.

More than an architectural and landscape experience, the ICW offers a glance at another lifestyle. Stopovers in marinas are often in rural towns and settings; city slickers get a close encounter with a rural lifestyle where things are less cynical and complicated.

At Osprey Marina in North Carolina, the dock master tells of when he took English literature in college and the text for the class was *The New Yorker* magazine. "I knew I should drop the class right away, because I never could understand what they were trying to say."

The Beaufort-Hyde News of Belhaven, N.C. features a fifth grade student who received an award for the "character trait of cleanliness" because of being "neatly dressed and well groomed, obeying the school dress code at all times."

The sounds of a drag race can be heard from a quiet anchorage on a Friday night.

A month of taking the ICW from Florida back home to Annapolis was a surprise dip into many levels of geography and society. While at times I was near screaming for the conveniences of a big box store, wine shop or even McDonald's, a field trip through the Atlantic Intracoastal Waterway was a seminar I couldn't get anywhere else.





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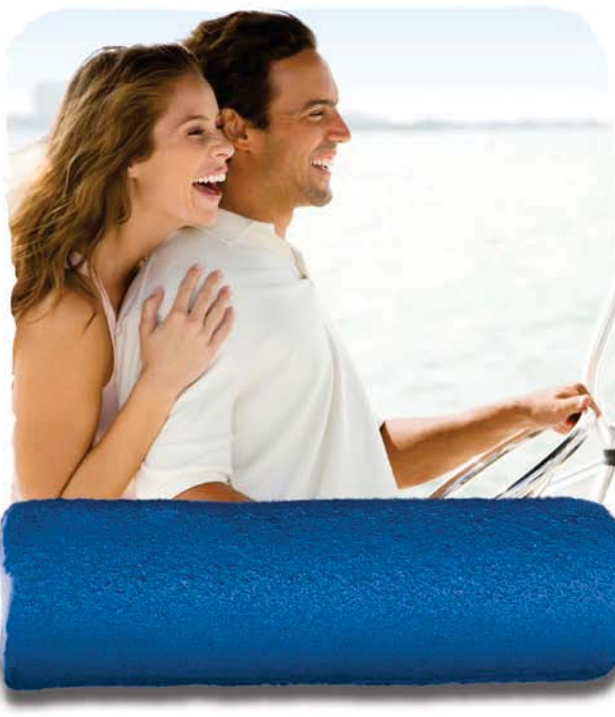
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# THE LEGEND OF “BURNT STORE”

STORY AND PHOTOS  
BY MALCOLM MCCLINTOCK



Located about 145 nautical miles north of Key West in picturesque Charlotte Harbor, the idyllic Burnt Store Marina has been quietly developing a glowing reputation as an oasis of tranquility and convenience. Ensnconed in a pristine waterfront region of the Punta Gorda municipality, this fully equipped maritime haven is eager to welcome visitors to its well-appointed shores.

As with most historical tales of Florida's development, the Burnt Store narrative commences with the usual Ponce de Leon visit followed by acrimonious relations between early settlers and, in this case, the once thriving Calusa Indians. As stated in the literature, "after the Seminole massacre of 1839, this group of Indians was pushed back into limited territory but still managed to live peacefully side by side with the settlers. All of this in the shadow of the Trading Post... which acted as General Store and gathering place for everything from gossip to politics."

Predictably, the peaceful coexistence ended when a certain Lt. Gil Harstuff, the new commander in the area, treated the Indians with utter contempt and disdain while flagrantly disrespecting what little remained of their territorial claims. In retaliation for the continued affront to the land and the

tribe's sovereignty, an Indian known as Billy Bowlegs led an assault on the Trading Post, burning it to the ground and killing several settlers in the process.

Having also suffered heavy losses in the conflagration, the Indians fled the region shortly thereafter. The Trading Post was never rebuilt and the area was henceforth known as Burnt Store.

Fast forward to present times and the region is now a bastion of elegant abodes and snow birds seeking refuge from harsh northern climes. All that remains of a once chaotic and murderous chapter in American history is an evocative name that perversely yet thankfully preserves the memory of those who fought for their ancestral rights as well as those who sought a brighter future in the New World.

But the legacy of Burnt Store has yet to be fully written as future generations will be able to create new memories filled with laughter and camaraderie. And as Harbour Master Capt. Peggy Wark hopes, this new generation will be arriving by boat.

"We are a 525 slip marina with capacity for 300 more in dry dock. We have a 27-hole executive golf course on the property along with a pool, fitness center, showers, laun-





dry facilities, tennis courts, a general store, free wi-fi, sunset tours, fishing guides and a great restaurant & bar that is currently undergoing a complete renovation," says the wily captain with well-deserved pride. "We get an enormous amount of visitors who stop in while traveling north from Key West or heading south from the panhandle region of the Gulf of Mexico. They simply love the amenities we offer to all our guests and the feeling of security we provide."

Indeed, this marina is akin to a country club but without the exorbitant membership fees. "We charge \$1.75 a foot for short term stays and can accommodate vessels up to 100 feet long. Of course, we offer discounted weekly, monthly and annual rates along with special rates for cruising associations," asserts Capt. Wark. "And by the way, we are open 364 days a year with mechanics on site and a host of related vendors."

As a symbol of Burnt Store Marina's continued push for excellence, the popular Porto Bello restaurant has recently been purchased by two entrepreneurs from the Northeast who are eager to elevate the culinary offerings of their new waterfront trattoria. "We are bringing in renowned Executive Chef David Repp to completely revamp the menu,"

gushes gregarious co-owner Bill Kelley. "The idea is to have outstanding food to fit every budget. There will be a strong emphasis on high-quality steak and seafood in our elegant main dining room while still providing the laid-back burgers and beer vibe at the bar and on the outdoor patio."

"We will have all the best sports packages on our many flat screen TVs and will provide great entertainment as well," adds business partner Brian Decaro. "With friendly dockside service and great happy hour drink specials, we hope people will really enjoy themselves and come back to see us often."

And in all likelihood, those cruising Florida's Gulf Coast will gladly make it a point to return with great frequency to luxuriate in the conviviality and gorgeous scenery that are the embodiment of the iconic Burnt Store Marina.

Bon voyage!



*Malcolm McClintock is a sailing enthusiast who holds an MBA and has lived in Thailand, Spain, France, Mexico, Canada and the US. He currently resides in Ft. Lauderdale with his wife and two daughters.*

# SAILS FOR SUSTENANCE: OLD SAILS FIND NEW USE

BY HELEN AITKEN



PHOTO CONTRIBUTED BY SAILS FOR SUSTENANCE

These sails were received  
by fishermen in Ile-a-  
Vache (Cow Island), 2012.

Situated in the Caribbean on the island of Hispaniola, and bordered by the Dominican Republic, Haiti is the poorest country in the Western Hemisphere. It has endured natural disasters, unstable governments, poor living conditions and human tragedy. "Fishing is one of the few vocations available in the coastal, rural communities," said Michael Carcaise, who as a college student witnessed the hardships facing Haitian fishermen and became determined to help.

Fuel is expensive and expertise in engine repair is lacking, he learned, so fishing under sail makes sense. Sail power allows fishermen to extend their fishing areas beyond the shore into the currents that carry larger and more diverse fish. However, although the men have the skills to patch or remake a sail, no one in Haiti makes sails.

Since 2006, Carcaise and his college friend Michael Lass have operated Sails For Sustenance, their project to collect, sort and send sails to Haitian fishermen. Research affirmed that donated sails would not undercut or replace

any existing business there, which would disrupt their economy. Now, instead of using flour sacks and discarded plastic sheeting, more and more Haitians set out to sea under recycled canvas.

Based in Miami, Florida, the non-profit, 501(c)(3) organization, has collected more than 400 donated sails from youth programs, high school or college teams, sailing clubs, and individuals across the U.S. Loft companies such as North Sail, Haarstick Sailmakers in N.Y. and Bremen Sails in Florida, collect sails for SFS. Even cruising sails and high tech, laminated racing sails are used, although they are hard to cut for resizing. "We've seen it all, we've used it all, we've sent it all, but the best is Dacron," says Carcaise. The better the materials, the better they last, the more efficient they are on the water, and the less time is spent in patching. "However, they'll make use of everything, and in any condition."

Each donated sail is inspected, its information documented as to materials, type of boat and size. Battens, the stiff sticks that give the sail shape, are removed. The sails are flaked,



rolled to a standard size, numbered, bagged, and put into inventory until the next shipment. When they arrive on numbered pallets for designated villages, sometimes there are as many as 100 fishermen in the village waiting, hoping for sails.


SFS relies on the religious organization, Food For The Poor (FFTP), to ship the sails, while other 501(c)(3) nonprofit organizations such as Fondation Paradis des Indiens, Hope for Haiti, or the Haitian Health Foundation distribute the sails to fishermen waiting in line. "There are plenty of sails in America, and there are plenty of demands for sails in Haiti, but it's moving stuff in and out of the country that's very difficult- that's our limiting factor," Carcaise states.

Food For the Poor fills unused container space with the sails, ships them by sea freight, gets them through customs and holds them securely in their Port au Prince warehouse. "We don't pay for shipping, so we couldn't possibly do it without them. If someone couldn't donate a sail but wanted to donate money to them, it indirectly helps us to get sails down there," said Carcaise. SFS generally sends four or five shipments per year, with 3-5 pallets of sails, holding about 45 sails, for about 45 boats. They've also sent lines, jib lines and anchors.

Haitian fishermen in the villages of Agricots, Grand Sauble, Testas, Bon Bon, and Dame Marie have received the sails from SFS. Carcaise says the fishermen "will cut the sails to fit their rig." Haitian fishing boats are wood, about 20' long, and have shorter masts and longer booms, so "the masts have more sail area over the side of the boat," he says. "Sometimes two sails work on one boat, other times one sail will be cut to work on two different boats.

"What's important is the people, the resilience of the people. There are a lot of structural problems [in Haiti]. I'm most impressed with the resilience and ingenuity of the people and I think I was struck by that at first, as well. There is a reason to hope, even though they seem to have had a lot of bad luck for the past 100 years. The story is about the fishermen, not about here in Miami," said Michael Carcaise. In Haiti, your recycled sail makes a huge impact."

Got sails? Contact Michael Carcaise, at 305-321-827, [info@sailsforsustenance.org](mailto:info@sailsforsustenance.org), or <http://sailsforsustenance.org>.

Since 1985, Food For The Poor, headquartered in Florida, works in 17 countries across the Caribbean and Latin America. They are instrumental in the Haitian fishing economy, providing education and fishing gear: [www.foodforthe poor.org](http://www.foodforthe poor.org), (800) 427-9104, 6401. 

Helen Aitken is a writer and photographer from eastern N.C. who loves classic wooden boats, "backyard" boat makers and coastal areas. She contributes regularly to All At Sea Southeast magazine. Visit her website at [www.helenaitken.com](http://www.helenaitken.com).

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# SAIL WITH THE STARS

BY CAROL M. BAREUTHER

PHOTO FROM OFFSHORE SAILING SCHOOL



Imagine playing tennis with Andy Murray, or golf with Tiger Woods or basketball with LeBron James. It's the stuff of 'bucket list' dreams. Sailors can in reality get the chance to crew for the sport's most celebrated skippers at two special events. The first is the Bitter End Yacht Club's (BEYC) Pro-Am Regatta, set for October 25 to November 1 out of Virgin Gorda in the British Virgin Islands. The second is Offshore Sailing School's 50th Anniversary Celebrity Pro-Am Regatta, which will take place January 8-10, 2015, in Fort Myers Beach, Florida.

The line-up of legends at the BEYC Pro-Am include icons Dave Perry and Dave Ullman as well as Taylor Canfield (US/World #1 Match Racer), Stephanie Roble (USA #1 Woman Match Racer), Alec Anderson (2013 Champ), Bora Gulari (Moth World Champ) and Anthony Kotoun (US Moth Champ). Skippers and their BEYC guest crews will sail in modified J/24s called IC-24s for the serious racing. Sunsail 384 cats will be used for the Defiance Day races, and Lasers, Hobies and IC-24s for the Scuttlebutt Championships.

"Guests return annually for this event for an opportunity to race with, learn from, and socialize with some of the top sailors on Earth," says John Glynn. "It's a great mix of not too serious, but just serious enough competition. Some participants say they learn more in a week at the Pro Am than they learn in an entire summer or year of sailing. And of course, the venue doesn't hurt. It's a chance for northern folks to extend their season, or practice up for Key West. This year our

key fun feature is the opportunity to see foiler Moths in action, and for some guests, a chance to sail with a world or national foiling Moth champion, or learn how to sail one."

Headliners at the Offshore Sailing School's 50th Anniversary Celebrity Pro-Am Regatta include America's Cup sailors, winning skippers and syndicate heads such as Steve Colgate and Mike Toppa, Ed Baird and Dawn Riley, respectively; Olympic medalists Steve Benjamin and Mark Reynolds; US Olympic Athlete of the Year, Dave Curtis; and Rolex Yachtsman of the Year, Jud Smith.

The public is invited to participate as sailors or spectators for only \$1,000 per person double occupancy for 3 night accommodations, most meals, regatta, complimentary use of Colgate 26 sailboats and leisure at the Gulf-front Pink Shell Beach Resort & Marina on Ft. Myers Beach, Fla.

"Offshore Sailing School's Celebrity Pro-Am Regatta culminates a year of celebrations and special events to commemorate our 50th Anniversary," says director of marketing, Beth Oliver. "It is a leisure weekend getaway to a sunny, warm beach-front resort in the middle of winter, making new friends and sailing with some of the most accomplished sailors in the world – all while raising funds to support the Leukemia & Lymphoma Society."

For more information on the BEYC Pro-Am call (800) 872-2392, Email: [binfo@beyc.com](mailto:binfo@beyc.com) or visit [www.beyc.com](http://www.beyc.com) or for the OSS Pro-Am call 800-221-4326, Email [Sail@OffshoreSailing.com](mailto:Sail@OffshoreSailing.com) or visit [www.OffshoreSailing.com](http://www.OffshoreSailing.com)



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# LEAPFROGGING ACROSS THE AEGEAN SEA

STORY AND PHOTOS BY CAPTAIN WARREN EAST



Captain Warren East shares his latest experiences from a four-week luxury cruise in the Aegean Sea aboard M/S Turkish Delight.

Picking the right time to cruise in the Aegean Sea can be daunting, as you generally don't want to get into a situation because you've overlooked the weather. After spending several winters on the water there, I have seen the best and worst of what Poseidon can throw at a boat and have thus far survived without the use of a marina.

There is no such thing as a hurricane in the Aegean, however in mid to late September, there are the Mistral

and Bora, the northerly winds from France and Croatia. Inevitably these northerlys end up in the Ionian Sea with as much punch as a TRS (tropical revolving storm), unleashing themselves across the entire Aegean Sea and southern Mediterranean.

I have seen anti-cyclonic cells nearly 150 miles wide on satellite images, heading directly for me while I am anchored in Mykonos, right smack bang in the center of the Aegean! This situation requires as much planning as would a hurricane because the Greek Islands take no prisoners. The transition periods between extreme winter to summer, then when summer flows back into winter





are when conditions begin to mix creating the greatest storm possibilities.

June 1, we set sail out of Turkey to explore the Greek Islands. Our objective was to get as close to the Greek mainland as possible before the northerly Meltemi winds started powering up.

First stop was Patmos where you can clear into the EU without the craziness of ferries and an overwhelming amount of tourists. The island has beautiful beaches, extremely good restaurants and high end architecture. It is also not overly populated, so is very peaceful.

At sunrise we lifted anchor and headed for Mykonos. A day at sea in calm conditions made the trip very easy for the crew and the boat. Mykonos is a charming Greek village turned Gucci. It thrives with life and offers some great nightlife from one extreme to the other. Great restaurants and hotels litter the island and everything is good there. There are several places to take a boat on the island depending on conditions. The south coast can accommodate a lot of yachts and offer very good protection from the Meltemi winds. This is an island not to be missed.

From there we used Paros, Antiparos, Sifnos and Polyagos islands to leapfrog to Milos -- another gem


of the Aegean Sea. Between the beaches, hot springs, buried ruins, unbelievable rock formations and mineral mines, there is nothing short of a month of things to do for anyone arriving by boat. Ormos Milou, the main town on the inside of a giant crater, is a very safe place to anchor in most conditions. It's also a nice place to enjoy the local lifestyle. I highly recommend visiting this island when you have a few days to spare.

By mid-June, we were beginning to see signs of the Meltemi, as central Europe started to warm up and the days got longer. Almost immediately, attention to the weather became a priority. Moving the boat became considerably more difficult as July rolled in. I have sailed the Greek Islands often and summer is my least favorite time. Catamarans of 70 to 100 feet have to be handled very carefully during this season. I'm happy to report that M/S Turkish Delight handled that new experience very well.

The planned destination was Santorini, via Folegandros, Sikinos and Ios, three islands that offer great lunch stops if the weather is fine. Ios has become a popular place with a reputation for fine beaches and good nightlife. Perhaps as an overflow from Mykonos, Ios is a great place to ride out a Meltemi.

Finally, we arrived in Santorini staying there for about two and a half weeks. We had a wonderful time but also experienced the first strong Meltemi for the year. It was one of the most powerful winds I have dealt with in over 20 years. It blew for four days and nights without a minute's rest. We watched rapid erosion of the coastline

and had to strip down the boat to avoid damage from dust. But that's a story for another day!

**Next Month: Santorini, Astipalia, and a nice itinerary for a cruise on Turkey's southern coastline, The turquoise coast!** 

*Capt. Warren East left Mother England in 1995 for the last time on what was to be a journey into the unknown. Simply armed with a camera, he sailed to the Caribbean as crew on a handful of different sailing yachts, working for his passage. Shortly he earned the title of Captain of his first charter boat.*

*Warren quickly developed an eye for catamarans as they started to dominate the Caribbean market in both yacht sales and popularity. He founded East Yachts, Ltd. in 2003, setting out to build his own charter yacht brokerage. With the completion of his MCA, Master 3000 ticket, Warren soon found himself selling and project managing the design and construction of a prototype aluminium catamaran.*

*With many years experience in both catamaran sales and charters, Captain Warren is well positioned as an expert in the world of catamarans.*

*He manages his company from a variety of locations, most recently from his latest project, M/S Turkish Delight. She is a beautiful 85-foot Turkish Gulet that he and his partner and Chef Elizabeth Lee, operate as a luxury charter yacht between Bodrum and Antalya in Southern Turkey and the Greek Islands. [www.turkishcharters.com](http://www.turkishcharters.com)*

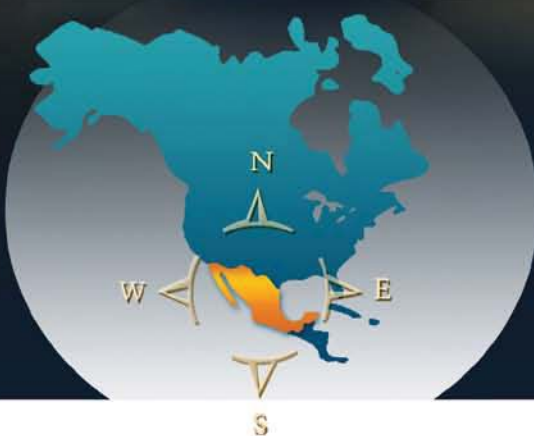






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# THE BIG RETURN OF THE VALIUM ...

BY ANITA VALIUM



Dear Anita,

I am an engineer with several years of experience in the industry; having worked on vessels from 20m to 60m I have developed a huge range of skills. I don't have any tickets, but this won't be a problem for a private vessel. I'd like to find a chief engineer job on a vessel based in Newport that doesn't leave for longer than two weeks at a time in the summer and is not used for the winter, and earn \$15,000/month. What do you have?

*HAHAHAHAHAHA!!!! Are you SERIOUS dude? What planet are you on? No tickets DOES mean a problem these days Sunshine, it's not just the flag state dictating what tickets are needed on a yacht, but the insurers too. On a 60m private yacht seeking a Y2 chief engineer, saying to the insurer: "nah it's ok, he's done this before..." just doesn't cut the mustard.*

*Ok, I know engineers are highly sought after and in general can list their terms and conditions of employment and usually get them but come on man, give us a fighting chance. Own cabin and fluffy towels every day I can do. Miracles I cannot. Yet, I'm working on that. I don't doubt your statement regarding your skills, I'm sure you have heaps of knowledge and*

*fantastic experience, but without those bits of paper you're really limiting your options. Anyway, if you've been earning \$15k/month, you can afford to at least get your STCW... and your AEC, and your MEOL and then, what the hell, go get a Y4 just for the fun of it. Lose the attitude too or you'll find people don't want to work with you anyway. So there.*

Dear Anita

My husband is a chef and is looking for a job on a charter motoryacht, 40m+, salary €6000+. What do you have for him? Please call me to discuss any options.

*And why can't he do it himself? This is like getting your mum to call in sick for you when you're thirty. It's sad, it's pathetic and quite frankly it's a bit scary. Lady, do you keep your husband locked in a box and only let him out when you find him a highly paid job then take all his money and use it on liposuction, handbag sized dogs and lunches with other crazy wives? Does that seem far-fetched? Perhaps. So let me talk to your husband and then we'll see. What's that? He can't come to the phone right now? Ha I knew it. He's in the naughty box.* ☺



# MONACO YACHT SHOW

BY SUZANNA THOMASINA

It was billed as the biggest Monaco Yacht Show ever with an unprecedented number of superyachts lined up side by side in Monte Carlo's Port Hercules against the backdrop of the quasi-fairytale Prince's Palace. But at the end of the day, how much does size really matter, and isn't it 'quality not quantity' that wins hands down in more cases than not?

To me, wandering around the vast swathes of bright blue carpet lining T Central and Quai des Etats-Unis, garish white pavilions flapping in the wind, it certainly felt that way. It took me almost a day to get round the 24th edition of the Monaco Yacht Show. When I eventually sat down and took the weight off my weary feet, I felt strangely unfulfilled.

Sure, it had been fun. I picked up enough freebie USB keys to start my own IT shop, not to mention the impressive tower of panama hats of varying colors tucked under my arm, but what had I really gained from my time at the MYS other than some quality tat and sore feet? Oh yes, and a slight hangover from the ridiculous number of happy hour drinks offered almost everywhere you looked, come .... mid-day!

There was none of this 'save yourself til 6 p.m.' business at the yacht show this year. A saunter through Darse Sud was for many like a pub crawl through Antibes, with bottles opening in every direction. This, and the abundance of music with a marvelous saxophonist being transported around in the back of a tender (my particular favourite), all added to the party atmosphere. And it suddenly dawned on me, perhaps later than most, that the MYS is just one big junket for the yachting industry – one four day party to round off the Mediterranean season before everyone gets on it again in the Caribbean.

Undoubtedly the hike in ticket prices from 80 euro to 150 apiece played its part in ensuring that the show caters much more to a b2b audience than a b2c clientele. Word on the street – or the pontoons in this case – was that the huge increase in the entry price had severely




IMAGE COURTESY OF COUN SOURCE YACHTING MATTERS - THE SUPER YACHT MAGAZINE (<http://www.yachtingmatters.com/>)

curtailed the number of visitors to the show. And to be honest, no one can be surprised.

Also noticeable in their absence were visitors from Russia, who were, up until a few months ago, a driving force in the market for the world's biggest superyachts. With economic sanctions now in place, many Russians are feeling the pinch, and the isolation. I heard many tales of crews and captains being left in awkward positions by Russian owners' not being able to move money around, so their non-show at the MYS is again hardly a surprise.

But don't get me wrong, the show ran more than smoothly and everyone looked as though they were having a ball. Prince Albert managed to dash back from the UN Climate Summit in New York to open the show, and the brand new Monaco Yacht Club looked splendid in the gorgeous September sun (although I am told the kitchen needs to sharpen up and lose the carottes rapées from the menu).

My personal highlights included Lurssen's Solandge and her exquisite hot tub, U-Boat Worx's A C-Explorer 3 submarine which is just too cool even for Monaco, and Chopi Chopi, a somewhat bizarre name I feel for the 80m CRN mega yacht which won the 'most achieved trophy'.

Rumors are that the 25th edition of the MYS next year will be even bigger. But will that necessarily mean better? Let's wait and see. I am not, however, holding my breath. 



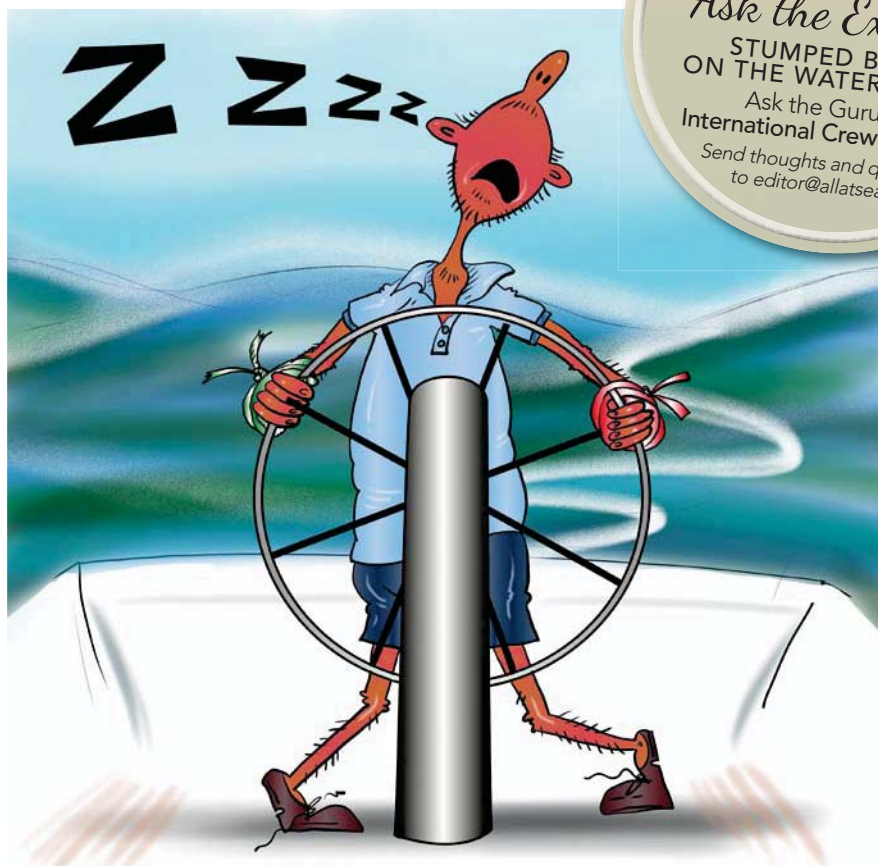
# CREW FATIGUE

BY CAPTAIN JEFF WERNER

As seafarers working aboard yachts our primary responsibility is safety. Safety of our guests, safety of our crewmates, safety of our vessel and safety of ourselves, nothing is more important. We assume when we are on charter or the owner is on board that we will, in essence, be working 24/7. Always available and on call for any request is how we operate. But how can we do our job effectively if we are dog-tired?

Our motto has always been, "Work hard, play hard", that is until last year, August 20, 2013 to be exact, the date that the Maritime Labour Convention 2006 took effect. MLC 2006, as it is known, is a product of the International Labour Organization, a United Nations Agency which sets labor standards around the world. It was designed as the 'Seafarers' Bill of Rights', and addresses a variety of working conditions including safe manning levels, the maximum hours of work and the minimum hours of rest that crew on commercial vessels must adhere to. The scope of this mandate includes yachts with paid crew members and has caused much debate within the yachting industry.

The concept is simple: the need to avoid or minimize excessive hours of work, ensure sufficient rest and limit fatigue. Even so, some superyacht captains have argued that they can't efficiently serve the requirements of their yacht owners with the restrictions imposed by MLC 2006. However, as the size of superyachts and the complexity of their systems increase, so does the chance of fatigue related accidents. Case in point, the Marine Accident



The STCW 95 Basic Safety Training is the bedrock of all the work that we do aboard yachts, whether we are a captain, engineer, stewardess, chef or deckhand.


Investigation Branch (MAIB) of the British government conducted an extensive study of collisions and groundings of commercial vessels. The MAIB discovered that 'a third of all groundings involved a fatigued officer alone on the bridge at night.' It is well established that due to our circadian rhythm or daily biological clock, our mental alertness is lowest between the times of 0400 to 0800. In one accident the MAIB noted 'the chief officer fell asleep standing at the controls between 0405 and





0415 and missed a planned alteration in course. He woke and hour later, still standing, as the vessel grounded.'

All superyacht crew working on vessels that cruise to international destinations are required to participate in Personal Safety and Social Responsibilities training as required by STCW 95 (Standards of Training, Certification and Watchkeeping). During that training they learn that fatigue is caused by weariness, exhaustion, overexertion, stress and inadequate sleep. The STCW 95 Basic Safety Training is the bedrock of all the work that we do aboard yachts, whether we are a captain, engineer, stewardess, chef or deckhand.

What was once a training standard, is now a set of regulations enforced by the U.S. Coast Guard and the Port State Control of other maritime nations. In other words, it is the law. 

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*Captain Jeff Werner is a Senior Instructor at International Crew Training in Ft. Lauderdale, and is a 22-year veteran of the yachting industry.*

## CREW FATIGUE

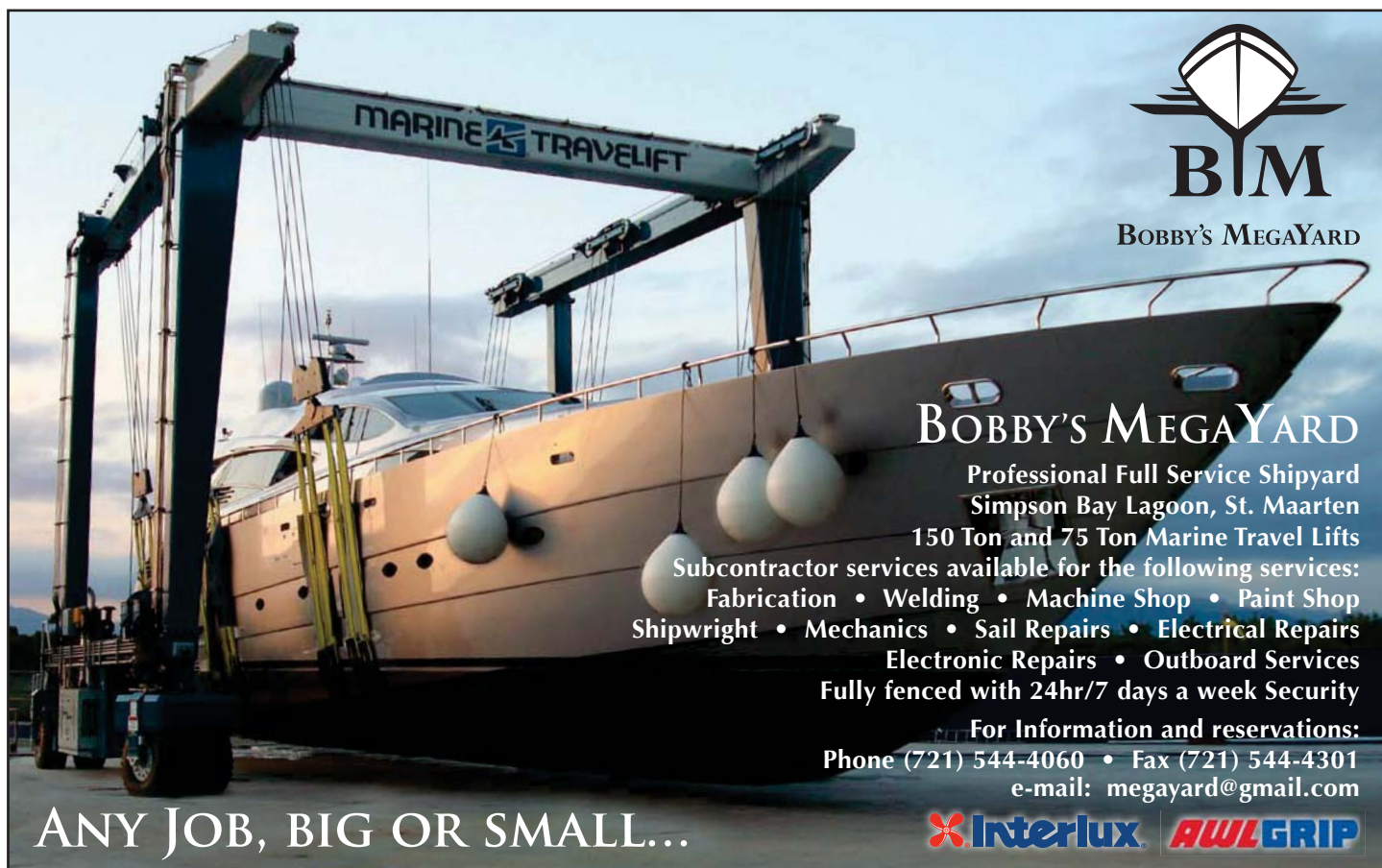
The Maritime Labour Convention 2006 limits on hours of work or rest are as follows:


Maximum hours of work shall not exceed 14 hours in any 24-hour period; and 72-hours in any seven-day period; or:

Minimum hours of rest shall not be less than ten hours in any 24-hour period; and 77-hours in any seven-day period.

Hours of rest may be divided into no more than two periods, one of which shall be at least six hours in length, and the interval between consecutive periods of rest shall not exceed 14-hours.



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Manteo	NC	<b>Shallowbag Bay Marina</b> www.shallowbagbaymarina.com	252-305-8726	6-7'	65'	72	•	30/50 Amp		•	•	•	•	•	•	•	16	•
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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	

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

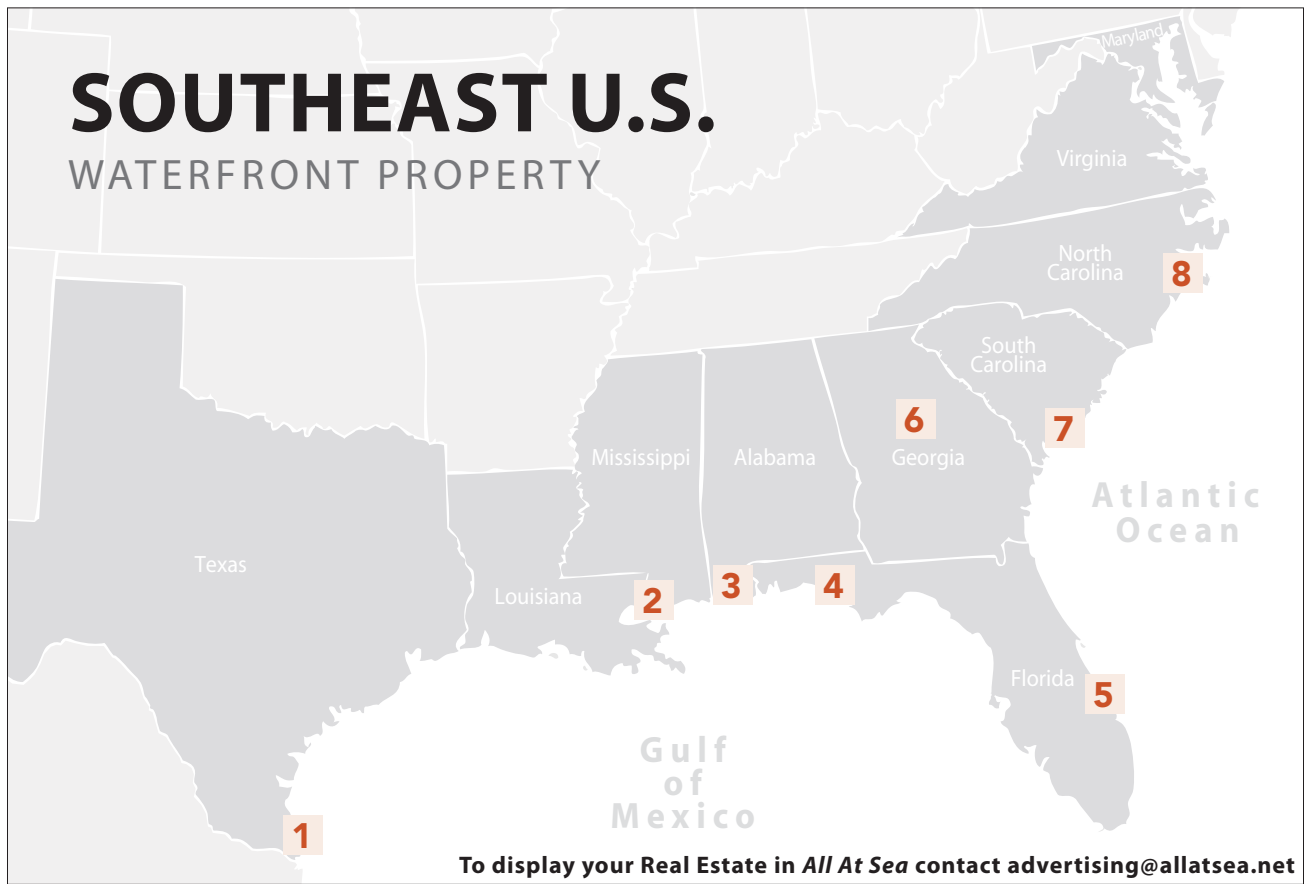


# SOUTHEAST BOATYARDS

## 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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**1**  
**South Padre Island, TX.** Exquisitely designed and decorated beach house at The Shores. Featuring 4BR/5.5 baths, bamboo floors, huge kitchen, spacious living area perfect for entertaining, elevator, ground floor recreation room, dune fire pit, private dune walkover, and all Shores amenities. Marina boat slip available. \$1,900,000.

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**2**  
**Biloxi, MS.** Southern exquisite, relaxed, waterfront living with all the conveniences of the city. This beautiful home is located on the Back Bay, safe harbor, approximately 15 nautical miles to Deer Island, the closest island to the Mississippi coastline. This property is a boater's paradise, with new pier, more than four feet of boat dockage, boat house and boat lift. The 5BR/4.5BA, approximately 4,997 sq. ft. home is rich in amenities. \$1,300,000.

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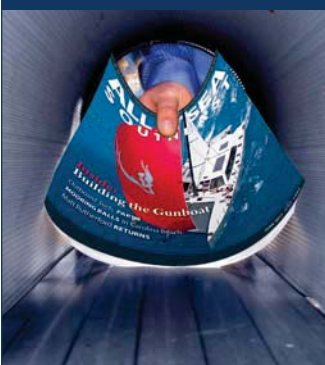
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3



**Theodore, AL.** This private sanctuary sits directly on the widest part of Fowl River and will surely take your breath away! Enjoy the sunset with wide open porches overlooking 40 acres of yard and beyond. This home is comfortable for family living as well as entertainment. This property consists of 6BR/6.5BA. Amenities include a vacu-flo, laundry rooms on first and second floors, an elevator, a private boat house and boat launching pad, outdoor pool, and much more! \$3,495,000.

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4



**Panama City, FL.** Architecturally beautiful home sitting on an acre of St. Andrews Bay waterfront on coveted road. The master bedroom is upstairs with roomy walk-in closets and view of the pool and back yard. This property includes an in ground pool with Jacuzzi pool attached. The back yard rolls down to St. Andrews Bay and terraces onto your deep water boat dock. There is a separate 1,040 sq. ft. guest house overlooking the front yard with a kitchen, den and 1BR. The pool house has a storage area and 1BA. \$2,375,000.

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5



**Stuart, FL.** Wide water views! You will not find a better deep waterfront home for the money in Martin County! Fish for Snook, watch manatees, a variety of birds, and many other marine life from your back yard! Amazing fishing and deep water for your large boat allow for this home to be a steal at this price! Solid CBS concrete construction and maintained in impeccable condition. Whether your winter retreat or your local full time piece of paradise, this home is what you have been looking for! \$399,999.

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6



**Blue Ridge, GA.** Escape the city life and retreat to the mountains of North Georgia. The crystal clear waters of Lake Blue Ridge soothe the senses and calm the soul. This 3BR/3BA cabin is nestled on a secluded wooded lot overlooking the mountain vistas and two slip boat dock below. Located just 1.5 hours from Atlanta, Blue Ridge has quickly become one of the most desired mountain towns to own a vacation property. \$997,000.

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7



**Charleston, SC.** This beautiful property has 3BR/3BA and 2,841 sq. ft. of luxurious space. Enjoy the deep water boat dock on the Ashley River! This home has beautiful hardwood floors, high ceilings, hurricane shutters, and double car garage. You will appreciate the abundance of windows to let in natural light as well as beautiful views of the river. Spend time on the top level deck, screened-in porch, or walk down the boardwalk through the towering live oak to the sitting area right at the edge of the peaceful marsh. \$525,000.

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8



**Minnesott Beach, NC.** Elegant 2BR/2.5BA waterfront villas overlooking the majestic Neuse River near Oriental. Spacious living area and a gourmet kitchen with all appliances and granite countertops. Great location just minutes from championship golf course and the free ferry with a full service deep water marina just a block away. Starting at \$264,000.

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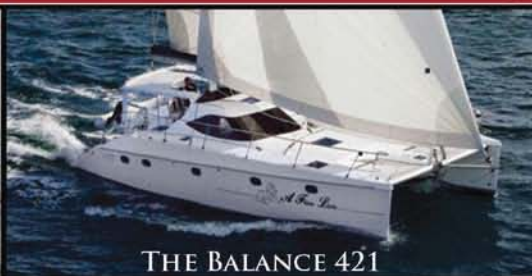
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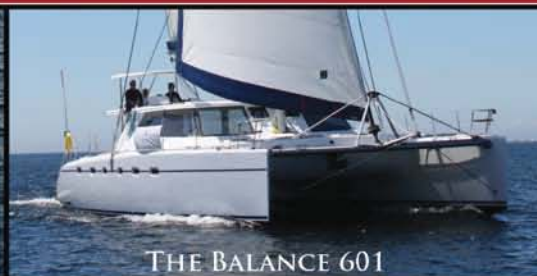
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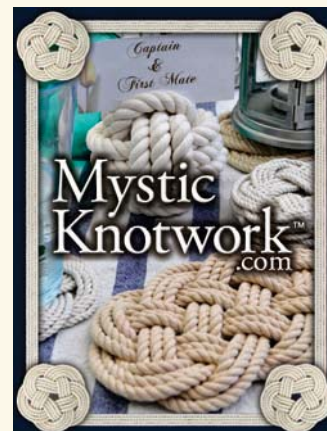
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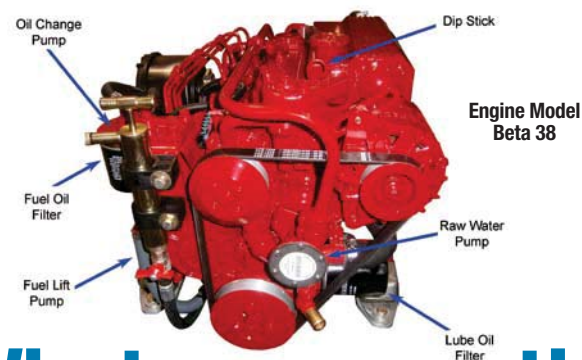


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# BOAT BITES

## ITALIAN IN THE RAW

BY JORDAN FRANCHINI-WOLFE



**T**he inspiration for this raw plant-based dish comes from my love for the mighty ravioli and my mission of creating delicious nutrient-dense cuisine! Crimini mushrooms are the perfect shell for the Rawvioli. When sliced almost paper-thin, these mushrooms simply melt in your mouth! The truffled nut cheese filling pairs perfectly with the sage shallot cream sauce rounding out this decadent dish. This is my favorite raw food creation to date!

### RAWVIOLI CREMOSA

#### SHELL:

**Fresh crimini mushrooms - 4, large**

On the thinnest mandolin setting, slice the mushrooms, top-down, making very thin round cuts. Place aside.

#### FILLING:

**Macadamia nuts - 1 cup**

**Water - 2 ounces**

**Lemon - 1/8 fruit, cut from peel**

**Nutritional yeast - 1 Tbsp.**

**Fresh garlic - tsp. size piece**

**Truffle salt - 3/4 tsp.**

Blend in a high-power blender until consistent. Spoon the filling onto slices of the mushroom shell and then cap with another slice, constructing the Rawvioli.

#### SAUCE:

**Cashews - 1 cup**

**Water - 3/4 cup**

**Lemon - 1/4 fruit,  
cut away from peel**

**Garlic - 1 large clove**

**Shallot - 1 tsp. sized cut**

**Sage - 5 medium leaves**

**Sea Salt - 1 tsp.**

**Cayenne Pepper - 1/8 tsp.**

In a high-power blender, blend until consistent and warm. Pour over Rawviolis.



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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**45' Wauquiez Centurion 45'93**  
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Seaworthy Offshore Yacht  
Asking \$119K



**43' Jeanneau SO 43DS 2002**  
Solar and All Cruising Gear  
Asking \$149K



**43' Beneteau Cyclades 43.3'05**  
Very Spacious! Good Care and  
Upgrades. Asking \$94K



**42' Hallberg Rassy 42E 1987**  
Complete Refit. Amazing Price  
Asking \$219K



**42' Island Packet 2001**  
Blue Water, New Electronics,  
Never Chartered. Asking \$279K



**42' Beneteau 423 2006**  
Immaculate, Private, Loaded  
Asking \$175K



**41' C & C 1985**  
Beautifully Refit IOR Cruiser  
Racer. Asking \$89K



**40' Passport 40 1981**  
Nicely Upgraded Blue Water  
Cruiser. Asking \$99K



**40' Fount.Pajot Lavezzi 2004**  
Super Clean, Great Price  
Asking \$185K



**39' Beneteau Cyclades 2007**  
Many Hatches and Ports, Easy  
To Sail. Asking \$79K



**39' Beneteau Oceanis 393'01**  
Nicely Cruise Equipped  
Asking \$89K



**38' Catalina Morgan 38 CC '93**  
Davits Arch, Recent Arrival  
in Caribbean. Asking \$79.9K



**38' Maxim 380 2000**  
Loads of Space for Cruising!  
Asking \$175K



**38' R&C Leopard 38 1999**  
Owner's Version, Lots of Solar  
Asking \$179K



**36' Bavaria 36 2005**  
New Yanmar; Fast, Fun, Clean  
Asking \$69K



**33' Bavaria 33 Cruiser 2006**  
Very Clean, Performance Cruiser  
Asking \$60K



**32' Beneteau Oceanis 323'06**  
Ideal Island Hopper  
Asking \$49K



**28' Bristol Channel Cutter 1991**  
Ideal Short Handed Cruiser  
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