

ALL AT SEA SOUTHEAST



Inside:
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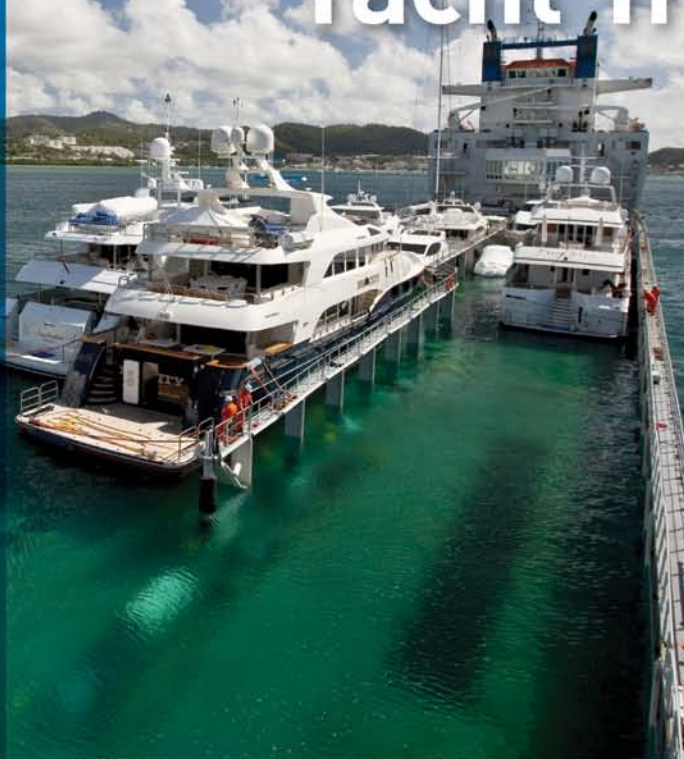
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THIS ISSUE @

THE SOUTHEAST STATES' WATERFRONT MAGAZINE

PHOTO BY CAPTAIN WARREN EAST

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COVER SHOT:

The Everglades 435cc was introduced at the Fort Lauderdale Boat Show October 30, 2014 | **Courtesy of Everglades Boats**

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355



315



445

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CREATING NEW TRADITIONS

My husband and I grew up in large families with great holiday traditions centered around lots of food, music and love. My family celebrated Christmas Eve at Gran and Pop's with a formal turkey dinner while Clint's family had Christmas Day at his grandparents' serving up ham carefully sliced by his Grandfather. During our marriage we have carried those family traditions around the world. In Germany single soldiers shared our table so they didn't have to eat alone in the mess hall while in South Carolina our favorite holiday dinner was with our co-workers who, like us, couldn't get home for the holidays. They shared their favorite holiday dishes along with the memories of their own family traditions. Throughout our 50 years we were always surrounded by friends and family. So we were at a loss two years ago when we found ourselves alone for Christmas.

As the last minute shoppers were closing down the stores and families gathered around the dinner table, Clint and I dropped the mooring lines and headed out to Biscayne Bay with no definite destination. With the bay entirely to ourselves, we let the wind lead us to Sands Key where the horseshoe shaped anchorage captures the most amazing sunsets. After appetizers lit by the bright orange sky we made a quick call home to wish everyone a Merry Christmas. Once the tears stopped we prepared our own holiday dinner of all our favorites: ham, mashed potatoes, and green beans. We reminisced about our childhood while sipping on a nice bottle of red and munching on our favorite cookies and candies. As we slept, "Santa" filled the stockings hung on the port holes with more edible treats and one "toy" for each. The blend of old and new created a wonderful new tradition we now look forward to every year.

Lighted boat parades have become quite the holiday tradition in communities throughout our region. Friends and families gather as cleverly decorated vessels usher in jolly old Saint Nick. Read about this holiday tradition in Annapolis and how tradition took a slight change in Oriental, N.C. Then head to our website for a complete list of parades in our region.

Need gift ideas? Carol Bareuther has your shopping list covered with her Top Ten Nautical Gifts. From books to family charters, there is something for everyone. For that kayak fisherman on your list, Glenn Hayes explores the latest in kayak fishing accessories. We also highlight the newest boat models found at the recent boat shows for that truly special someone. Capt. Fatty too gets into the holiday spirit sharing a touching story about his father's ditty bag.

No matter how you choose to spend your holiday, may it be filled with laughter, love and happy memories. From our family to yours, Merry Christmas.

Terry Boram,
Editor



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LETTER TO THE EDITOR

Dear Readers,

My article "A Muddy Test on the Chesapeake" in our October issue, was widely discussed during the Annapolis Sail and Power shows in October. Manufacturers wanted to know how the test was conducted while readers were curious how the anchor on their bow roller fared. One reader took time to send me a detailed letter expressing concerns about my conclusions and challenged, "...if it truly was a scientific test, under controlled and orderly conditions producing reliable and repeatable data, it was certainly not reported that way." This reader continued, "...your adulation for the Fortress was not hidden or subdued or subtle. The entire article was a not-very-thinly-veiled advertisement for Fortress, whose brand name was then repeated numerous times."

Ouch! But I understand the reader's skepticism. How can an anchor test sponsored by one manufacturer be trusted as fair, unbiased and scientific? Also how can readers trust the reporting of test results by a publication which may or may not have the manufacturer as an advertising client? Those are valid concerns.

Fortress and independent observer Chuck Hawley, went to great lengths to create a protocol fair for all anchors tested. But we all know every anchor has its own protocol for a proper set. In the article I wrote "A great concern for all involved in the testing was that the anchors were not given a chance to set properly." After much dialogue among media participants and Fortress representatives, a protocol change was made to simulate "real world" setting of an anchor before the 100 feet of rode was paid out. The change helped some anchors while having no affect on others. There was no doubt that Fortress took this test very seriously and made every attempt to create controlled and orderly conditions.

I also clearly stated that Fortress sponsored this test. However, if you noticed, I also reported their own anchors did not fare well during several rounds. In full disclosure, Fortress has advertised with *All At Sea* in the past but is not currently an advertiser. I made conscious effort to report what I observed, good and bad, for ALL manufacturers. As a reader of this publication you have to decide if you trust my reporting.

A MUDDY TEST ON THE CHESAPEAKE

STORY AND PHOTOS BY TERRY BORAM



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

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



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Anchors, religion and politics are tough topics to discuss in person, much less to report on in a publication. Everyone has strong opinions depending on their knowledge base. I too have used many anchors during my sailing life, even in the Chesapeake Bay. Based on this one test, the Rocna on our bow roller should be tossed out to sea. However, it hasn't let me down yet, so there she stays.

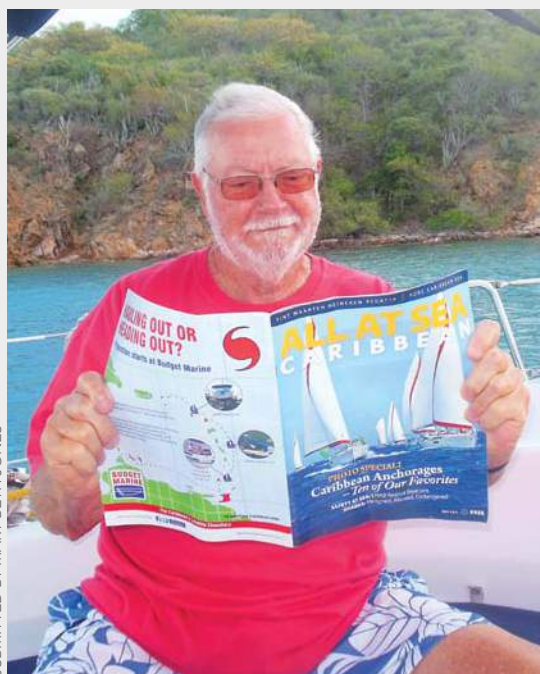
If you haven't already, go to our website and review the actual results. Let the data speak for itself then draw your own conclusions. I truly do appreciate all the dialogue around this article. In the end, that is the only way any of us can grow.

Keep the comments coming. We're listening.

Terry Boram
Editor, *All at Sea Southeast*



The oversized dash on Everglades 435cc can support up to three 15" flush-mounted displays.



SUBMITTED BY MARY BETH JONES

WHERE IN THE WORLD?

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

Greetings from the British Virgin Islands! This is Bill Jones from Stuart, Florida reading his copy of *All At Sea* while on a mooring ball at Norman Island. We enjoy both versions of the magazine at home and on vacation!

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 or mail to: **382 NE 191st Street #32381, Miami, Florida, 33179-3899.**

SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION



BENETTI OPENS NEW OFFICE AND SHOWROOM IN FORT LAUDERDALE

Benetti's expansion in the Americas has been consolidated by the opening of a new sales and post-sales office in Fort Lauderdale. The new office is on 17th Street.

Currently, the U.S. market represents more than 50 percent of the brand's business. The new American headquarters, with its distinctive Italian decor, will be open to brokers, traders and owners, and dedicated not only to sales but also to after-sales. Piergiorgio Belardini will serve as manager.

Fabrizio Scerch, Benetti Americas Country Manager commented: "The American opportunities for Benetti



are much greater than what we imagined beforehand. With the opening of offices in Fort Lauderdale we'll close the distance between the Americas and Italy. When a client enters the new space he can feel the same Benetti style found in the Italian showrooms, find the same technology and furnishings made by our trusted suppliers, along with detailing and samples of their own yacht's personalization to keep."

NEW FORT LAUDERDALE YACHTING SUPER-HUB

Yacht Chandlers and International Crew Training have announced a new location in Fort Lauderdale, Florida as the central hub for professional world-class yacht services and career development.

Yacht Chandlers' global headquarters for international crew services and logistics divisions has been servicing clients since 1990, but the new site includes one of the largest in-house showrooms for yacht services in the world, with dedicated spares storage of over 42,000 square feet spanning 2.5 acres with 190 parking spaces, an Olympic sized swimming pool, racquetball court, and fitness center.

International Crew Training (ICT) offers quality instructors with thousands of professionally trained graduates in the field today. Together with Yacht Chandlers, they have created a center for position placement programs utilizing over 300 years of combined instructor experience and knowledge.

The new location, which opened in November, will be located at 750 W. Sunrise Blvd., Ft. Lauderdale.

LUMITEC NAMES NEW VP OF ENGINEERING

Lumitec, an engineering firm solely focused on the development and manufacture of extreme environment LED lighting, has announced the appointment of Chris Long as VP of Engineering at their R&D/manufacturing headquarters in Delray Beach, Fla. Long brings to the role more than 25 years' experience leading engineering teams and partners in the design of technology-focused electrical and electromechanical products.

Long has held senior and executive level positions at various consumer electronics and vehicle component companies, managing all aspects of product development, strategy and sourcing. The majority of his career has been with Motorola, Inc. in the Paging and Mobile Phone Divisions. There he led global R&D teams in the design and launch of several industry-changing mobile phone products. He has a BSE in Mechanical and Aerospace Engineering from Princeton University, an MBA from Florida International University (FIU), is a licensed Professional Engineer, and holds 6 US Patents.

"Lumitec is a product development company first and foremost. Chris's philosophy on innovation, and ideas on rapid product development are squarely aligned with the very essence of this company. His breadth as a leader and depth as an engineer will be invaluable as we develop, adopt, and integrate new technologies and refine our product offerings," said John Kujawa, Lumitec President.

EVENT CALENDAR

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

BOAT SHOWS

NEW ORLEANS, LA DECEMBER 3 – 5

The International Workboat Show
www.workboatshow.com
customerservice@divcom.com
207-842-5508

ST. PETERSBURG, FL DECEMBER 4 – 7

St. Petersburg Power and Sailboat Show
www.showmanagement.com/st_petersburg/event/

HOUSTON, TX JANUARY 2 – 11

Houston Boat Show
www.houstonboatshows.com
713-526-6361

STUART, FL JANUARY 9 – 11

Stuart Boat Show
www.AllSportsProductions.net
contacts@allsportsproductions.net
954-522-5288

HOUMA, LA JANUARY 9 – 11

Southern Louisiana Boat Sport and RV Show
southernlouisianaboatrvshow.com
info@bacshows.com
337-436-4355

MYRTLE BEACH, SC JANUARY 9 – 11

Grand Strand Boat and Sportsman Expo
www.grandstrandboatshow.com
(843) 357-3098

CHARLESTON, SC JANUARY 23 – 25

Charleston Boat Show
www.TheCharlestonBoatShow.com
erica@jbmsshows.com

MIAMI, FL FEBRUARY 12 – 16

Miami International Boat Show
www.MiamiBoatShow.com
lberryman@nmma.org
954-441-3227

FEBRUARY 12 – 16

The Yacht and Brokerage Show
www.showmanagement.com

LAKE CHARLES, LA FEBRUARY 20 – 22

Central Gulf Coast Boat, Sport & RV Show
www.bacshows.com
info@bacshows.com
337-436-4355

SAVANNAH, GA FEBRUARY 27 – MARCH 1

Savannah Boat Show
www.SavannahBoatShow.com

FISHING TOURNAMENTS

ANNAPOLIS, MD DECEMBER 6

Eastport Yacht Club Rockfish Tournament
www.eastportyc.org

POMPANO BEACH, FL DECEMBER 10 – 14

Operation Sailfish
www.bluewatermovements.com/operation_sailfish/

FEBRUARY 5 – 8

The Sailfish Challenge
www.bluewatermovements.com/sailfish_challenge/

SAILING REGATTAS

ORIENTAL, NC JANUARY 1

Instead of Football Regatta
www.TownDock.net

KEY WEST, FL JANUARY 18 – 23

Quantum Key West 2015
www.premiere-racing.com
Peter@premiere-racing.com
781-639-9545

MUSIC FESTIVAL

TAMPA, FL JANUARY 31

Gasparilla Pirate Festival
www.gasparillapiratefest.com

NOTED MARINA INDUSTRY MANAGER BRIAN BAKER JOINS SUNTEX

Suntex Marinas, the Dallas-based owner and operator of premier marina properties in the U.S. and the Caribbean, has announced the addition of industry veteran Brian Baker as Mid-Atlantic Regional Manager. An active member of the marina community, he has managed multiple properties and has shown a deep dedication to the industry through his service and educational efforts.

Starting in the industry in 2003, Baker has served as general manager of Bay Point, Little Creek and Willoughby Harbor marinas in Norfolk, Va., and became regional manager for Vinings Marine Group (VMG) in 2007. In addition to handling all marketing for VMG's East Coast properties, he also produced and ran an in-water boat show for three years.

"I'm really excited to work with Suntex and join their mission to deliver the highest level of service and satisfaction for customers," said Baker.

"We look forward to having Brian as part of our East Coast management team," said Chris Petty, President of Suntex Marinas. "He has a great reputation within the marina industry and brings a wealth of professional and practical know-how. We see Brian as a great asset as we continue to provide exceptional experiences for our customers."

Baker has successfully completed intermediate and advanced marina management classes with the As-



sociation of Marina Industries (AMI), has served as a board member with the Virginia Marine Trades Association and as president of the Norfolk Marine Trades Association (NMTA). In 2007, he was honored by the U.S. Coast Guard Auxiliary for his work with boater education and safety.

At Suntex, some of the key focus areas for Baker will be overseeing the daily operations for the Virginia and Maryland region and assisting on the launch and development of the Suntex Loyalty Program.

In his new position, Chris Long will oversee Lumitec's 12-person engineering team. He will work closely with the president and existing operations and engineering staff to continue to drive product innovation and ensure quality as the company pursues its goal "...to deliver exceptional value to customers."

Lumitec started in 2007 and has enjoyed consistent double and triple-digit growth annually. Today, Lumitec employs more than 40 people in engineering, manufacturing, sales, and administrative roles.

PETTIT MARINE INTRODUCES PROP COAT BARNACLE BARRIER

Pettit Marine Paint, the New Jersey based manufacturer of high performance marine coatings, has announced its newest protective coating, Prop Coat Barnacle Barrier. The

easy-to-use aerosol spray shields bare metals including aluminum, steel, stainless steel, cast iron, copper, bronze, galvanized steel and lead. Prop Coat Barnacle Barrier's exclusive formula forms an excellent bond with underwater metals and running gear, inhibiting corrosion and preserving surface integrity.

Designed to provide exceptional adhesion to clean metals, Prop Coat Barnacle Barrier's fast drying formula is applied with two to three spray coats. The coating contains the highest level of zinc available and its smooth, hard surface self-cleans. The Prop Coat formula is available in a flat gray finish and will cover 10 square feet per 16-oz. can.

Prop Coat Barnacle Barrier, from Pettit Marine Paint, is available from fine marine supply stores and boatyards throughout the United States, and is priced at approximately \$34.99 per 16-oz. can.

MASTERCRAFT PARTNERS WITH HOBIE TO CREATE CUSTOM LINE OF WAKESURF BOARDS

MasterCraft boats are collaborating with iconic surf brand Hobie to create a line of custom wakesurf boards that bring together the best attributes of coastal and inland surfing. Hawaii-based musician and Hobie ambassador Donavon Frankenreiter served as the inspiration behind the first signature model, drawing upon his love for classic, early era short boards.

The 5-foot 4-inch "Donny" delivers the feel of a traditional surfboard with specific modifications made to take advantage of the extended surfing zones found only behind MasterCraft boats. Light and responsive with recessed inserts for up to four fins, the custom shaped board is ideal for carving, slashing or spinning on boat-sculpted waves while still holding its own in coastal surf.


MasterCraft has incorporated the culture surrounding coastal surfing into its new line of surf-centric boats, including the 2015 X20 and X23, which come equipped with the award-winning Gen 2 Surf Systems capable of turning inland bodies of water into premium oceanfront property.

NEW GREENLINE HYBRID

The new Greenline 48 hybrid was unveiled at the October U.S. Powerboat Show in Annapolis, following appearances at the Boston and Newport, R.I. shows. The GL48 joins its smaller siblings, the GL33 and GL40.

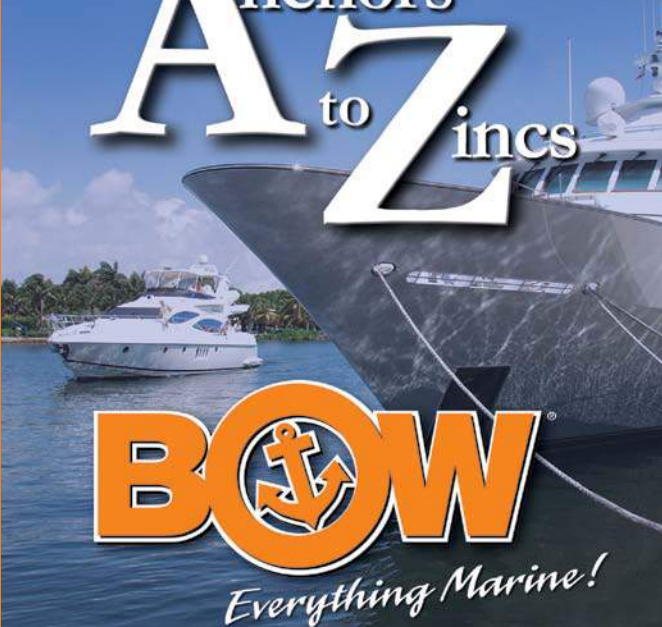
Part of the largest hybrid fleet in the world, the GL33 had already more than 350 owners worldwide, and was soon joined by the GL40. All use conventional diesel as well as state-of-the-art diesel/electric propulsion.

Greenline's hybrid technology allows for low-noise, low exhaust fume cruising without the need for a generator for onboard systems while at anchor. The GL48 adds into the mix roof-mounted solar panels which power two 14kW electric motors and 10kW generators.

In all, Greenline has won 24 International Boat of the Year Awards, while the Greenline 33 has been the world's best-seller in the 33-35 foot category for two consecutive years. Conceived by Seaway Design, the boats are built at Seaway Yachts in Slovenia. 



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WHICH DINGHY OUTBOARD IS RIGHT FOR YOU?

STORY AND PHOTOS BY ROGER MARSHALL



Should you buy a two-stroke, four stroke, or electric outboard? There are good reasons to look at all of them to make an informed decision. It often comes down to how much smoke/pollution you are willing to put up with, how much you want to spend for the engine, and how fast you want to go.

TWO-STROKE ENGINES

Two-stroke engines require oil added to the fuel to operate. On small engines the oil is added to the fuel when the tank is filled, while larger engines have a separate oil tank which allows the oil to be injected during the firing cycle. Two-stroke engines are less expensive to buy, easier to maintain, have an overall simpler design and in general, go faster than four-strokes. You need to balance those pros against the need to mix oil with the fuel, more

noise when running, and more smoke on starting. In addition, if you screw up adding too much oil to the fuel you can gum up the spark plug and make it much harder to start.

Two-stroke engines are banned from some waterways so check your local authority before purchasing.

FOUR-STROKE ENGINES

Four-stroke engines tend to run more quietly and smoothly than do two-strokes. They pollute less and meet current pollution standards. In addition, oil is already in the engine crankcase eliminating the need to add oil to the fuel. However, four-stroke engines tend to be heavier and more complex than do two-strokes. Weight is a consideration if you plan to lift your outboard onto the deck or a transom bracket when not in use. Also, establishing a proper main-



tenance routine on fluid levels, filters and connections will help the longevity of a four-stroke engine.

ELECTRIC MOTORS

Until the advent of the Torqueedo electric motor, most electric motors tended to be trolling motors for slow fishing. Torqueedo has made it possible to have a moderately powerful outboard that can move your dinghy at speeds near to those of a non-electric outboard. This ecologically friendly motor is lighter and quieter than gas powered and is often specified in bodies of water where engine pollution has become a problem.

An integrated GPS receiver monitors your range, speed over the ground and battery capacity providing you alerts when there is less than 30% charge remaining. To recharge connect the integrated lithium battery to a charger connected to the mains. Another option is to purchase a 45W

solar charger to recharge the engine while it is not being used. There are several models and options to choose from to best suit your needs.

PROPANE

If having gasoline on board is a concern, consider the Lehr propane powered engine. They have four models ranging from a basic 2.5 h.p. to a 15 h.p. with electric start. The size propane tank depends on the range you wish to achieve and the size of the engine. The LP 2.5 and LP 5.0 will even run off a 16.4oz. camping bottle for emergency use.

A big advantage of a propane engine is that the tanks can be filled anywhere that LPG is sold. Plus, there is no clogging or "varnish" in the carburetor if you leave the engine for six months or longer.

HERE ARE OTHER CONSIDERATIONS YOU SHOULD KEEP IN MIND:

- **Will you be lifting your outboard on and off the tender?** If so consider a lightweight two-stroke with the best power-to-weight ratio.
- **How will you lift the outboard on and off the dinghy?** Many outboards have become instant anchors between the boat and the dinghy when one person has tried to lift it onboard. The best way is to use a halyard, a davit, or the lower end of the main sheet (Make sure the topping lift is attached!) to lift the outboard.
- **Will you be using the outboard daily, weekly, or monthly?** Using the outboard daily means that you will usually leave it mounted on the dinghy transom. Using the outboard monthly may mean that it sits on its storage bracket until you are ready to use it. In this case a four-stroke, electric or propane might start more easily, but the four-stroke will be heavier and harder to lift on and off. However, if you are going to leave it for more than a week or two on the bracket, you should add Stabil or Startron Enzyme Fuel treatment to the fuel to ensure easy starting later
- **Where will you store the outboard?** Storing it upright helps to make it easier to start. Putting it horizontally into a locker, can get oil into the cylinder head and make it difficult to start.

Choosing an engine, then, is not simply a matter of putting on the largest motor the dinghy or tender will carry, but is more a choice of how much weight you want to move around and how fast you want to go, balanced by the amount of pollution you are willing to accept.



SCOUT BOATS MARKS 25TH ANNIVERSARY, UNVEILS NEW MODELS

STORY AND PHOTOS BY JEFF DENNIS



Unique fold-down table lies flush against the 275 bow when not in use

Scout Boats based in Summerville, South Carolina weathered the economic recession that blew winds of change into the boat manufacturing business. Scout is gathering a head of steam in 2014, celebrating 25 years of excellence by announcing a facility expansion and adding 300 new jobs. On September 24, three new boat models were available for inspection on nearby Charleston Harbor.

With the air temperature hanging in the low 60s and a northerly wind of 20 knots, the conditions on the water were sporty. The Scout boats we rode in were the 255 LXF, the 275 Dorado and the 300 LXF, each providing a dry ride for the conditions. Normally, the larger the boat the more stable the ride in choppy seas, however, the 27-footer provided a noticeably bumpier ride than the other two models, causing me to hold tight.

Dotson Guice with Scout noted that the 255 LXF is a luxury fishing boat that replaced a similar 24-foot model. This model had two bench seats in the bow equipped with for-



The optional fishing console on the 300 is very functional

ward-facing backrests that are removable. Amenity choices include a T-top with tempered glass enclosure, fusion stereo with iPod and USB jacks, in-floor fish box and fiberglass leaning post. A special silver boat hull color is available for the 255LXG in honor of the company's anniversary.

The 275 Dorado is a family friendly boat that can be used for fishing too. The bow offers two comfortable bench seats and a unique entertaining table that folds down out of the way. Included stereo speakers and an anchor locker make the Dorado bow a very usable space. Aft has a fold down bench seat with twin 25-gallon storage wells in the back corners. The in-floor fish box and flush-mounted rod holders complete the transom.

Scout's warranty manager George Douglas sat behind the dual console of the 275 Dorado and shared that the twin Yamaha 200s can simply cruise along when fishing is not part of the plan. Equipped with a head, she does not have to return to the docks for pit stops. The fiberglass hard-top creating lots of shade provides handrails underneath similar to what one might find in the salon of a sportfisher. Douglas said customer demand for their Dorado style vessels keeps the production line busy.

The 300 LXF is a deep-V sportfishing model which debuted at the Miami Boat Show in February. Scout's Product Specialist, Josh Slayton, pushed the twin Yamaha 300s forward until we were screaming across the frothy water at 57 miles per hour. Scout's Nu-V3 high performance hull design performed remarkably well here, and we were quickly comparing notes about how this boat could deliver you to the fishing grounds on demand.

Dual helm chairs with folding armrests kept us locked in behind the center console equipped with the new C-Zone digital electronics system. Plenty of standard features come on the 300 LXF including dual swim platforms, transom door, starboard center console storage closet for a brush or gaff, and a marine head inside the cushioned berth down below.

Two options on the model Slayton showed me included an upgrade to the new Brisa cushion fabric that is durable but plush. And of course the optional tackle drawers on the back of the center console make for the perfect place to store loads of lures to tempt the fish. The console on the 300 LXF also includes rod holders and beverage holders with a large cooler underneath, making it the place anglers want to be.

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

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EVERGLADES INTRODUCES VERSATILE 435CC

STORY BY KATHY BOHANAN ENZERINK

PHOTOS COURTESY OF EVERGLADES BOATS



It's here. The Everglades 435cc in metallic, robin-egg blue. Introduced at the Fort Lauderdale International Boat Show, it is touted as "aggressive, masculine, yet graceful."

This new Bob Dougherty hull carries the designer's mark of distinction, according to Bryan Harris, vice president of sales and marketing. "Bob started with a blank piece of paper last May, and we're already in production with presold, sight-unseen boats," said Harris.

In the lineup of luxury fishing boats, the Everglades 435cc outshines them all. Joe Flota, Director of New Product Development, said, "the exterior is big." On deck there are three individual seats at the helm and multiple folding and/or bench seats at the transom, front console, behind the helm and bow. Plus seating at the two-level island prep station.

Standard fare are the 570-gallon fuel tank, 120-gallon capacity live-well, 225-gallon fish box, 45-gallon bait freezer and 75 gallons of potable water. Creature comforts include an air conditioner, microwave, refrigerator, electric-head, shower, TV/DVD and a queen-size bed which converts to a couch.

"The 435 is a natural progression from the Everglades 355," said Harris. "The longer, beamier design caters to the interests of larger boat owners who demand high quality fit and finish. And it fulfills the wish lists of our loyal, dedicated owners who have been waiting for a bigger boat."

True to form, all design work was done in-house starting with Dougherty, who works at a drafting table in the corner



of his office. All Everglades boats are built with his patented, award-winning Rapid Molded Core Assembly Process, or RAMCAP. This process allows the fiberglass skins to be assembled around pre-molded foam, unlike the traditional method of injecting the foam core between the hull and the deck.

"There is a wealth of knowledge with Bob," said Harris. "He knows more about unsinkable than anybody in the industry."

The design team, headed by Flota and chief engineer Gregg Inscore, takes the hull design and goes from there. After the calculations and calibrations are teamed with eye-pleasing, functional, top quality amenities, there are few options available.

"The 435 comes with nearly everything," said Harris. "About the only thing an owner can add is the Helmaster joystick system by Yamaha and some electronics."

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ON DITTY BAGS, WOOD PLANES, & OTHER CHERISHED MEMORIES

BY CAP'N FATTY GOODLANDER



When I was a young man growing up on the schooner *Elizabeth*, my father carried a ditty bag. It was full of 'small stuff' (a common shipboard term used to describe the waxed twine, small strings, tiny cords, and stray ropes used in everyday marlinspikemanship). It also contained his cherished wood, steel, and bronze marlinspikes. Back then, every sailor 'worth his salt' had a ditty bag. It was their badge of honor. You could judge a sailor by the state of his bag and its contents. My father's was weathered, hand-sewn & hard-used, with honest hemp grommets, and had his initials embroidered in faded blue. It was finished off with a fancy braided handle and a top knot so complex as to be utterly unfathomable. It was also filled with small mechanical mysteries galore: a pug-nosed sheath knife, a ball of beeswax, a vial of curved sail needles, a jar of lano-

lin, some rusty pliers, a small block of hardwood, a miniature caulking mallet, a yard of tarred marlin (sweet with the smell of kerosene), a small square of Egyptian cotton, a piece of charcoal, a couple of fish hooks, and bits of a splintered yard stick.

I often played with it (under his watchful eye) as he tucked a back splice into our anchor rode or wormed-and-parceled a chafing staysail sheet. I distinctly remember the first time he allowed me to use his ditty bag alone. We were in Carrabelle, Fla. I must have been seven years old or so. I was making my mother a duster for her coal-fired Shipmate stove, using a bit of discard manilla line and *Ashley's Book of Knots*.

He came on a deck a few times as I worked, and pretended not to notice me and my project. But I could tell—he was beaming with pride.

His ditty bag became his personal icon—an enduring and endearing symbol of his bygone Great Age of Sail. Often, in old sepia photos of him on the bridge of a WWII ship or at the helm of a Blue Nose look-alike off the South American Coast, there would be his trusty ditty bag in the background.

We Goodlanders knew in case of fire, collision, or sinking—that he’d grabbed the ditty bag along with the life raft. Sure, the boats changed: *Dorothea* morphed into *Friendship* which grew into the *Elizabeth* and shrank down to *Panique* and finally *Miss Marie*—but the ditty bag somehow endured, evolved, and continued on.

Occasionally it would sport a new handle—screaming out with shininess. The cotton fabric had patch upon patch—but it, too, would be occasionally renewed by the soft cloth of an old dinghy sail pulled from the waterfront garbage pile.

My favorite part of this renewal process was watching him make the grommets. He’d take a small piece of three strand, unlay it nonchalantly with a calloused hand, chop it cleanly (chopping was cleaner than cutting with the blade) to length, and then deftly relay it into a circle... a perfect endless circle... as if performing a slow motion magic trick. (The circle of rope was then sewn tightly onto the cotton fabric, making the grommet.)

His fingers were both long and blunt, with neatly trimmed nails. He had callouses on both his palms and fingers. Many. Some were huge. It seemed like he was playing a musical instrument as he worked—his fingers as fluid as musical notes. His strong hands danced. They held immense power; they offered infinite safety. To look at his hands was to see faded images of Noah, Ulysses, and Joshua Slocum.

How does a boy become a man, save by walking in the (watery) footsteps of his father? I remember his writing for *Yachting* magazine—a lovely story about ‘rude’ lifeboat navigation, using body parts in place of a sextant to measure altitude—hunched over his log page, shimmering in the flickering of a kerosene lamp in the *Elizabeth’s* forecabin. (I have his faded letter-of-acceptance tucked beside my own.)

It is the ordinary stuff that defines a childhood. Recently I wrote a story on these very pages which mentioned his wood plane—and a kind reader of *All At Sea* took the time to pen me a long, lyrical missive about how his father, too, would never allow his block plane to rest on its heel, only on its side.

This common practice makes sense. It protects the blade. Everyone knew it back when, and yet almost nobody knows it today. Worse, modern sailors ask me what-in-the-hell I’d be doing with three planes, a dozen chisels,

one slick, a bit-and-brace, a router, and four hand saws—on a fiberglass boat.

It is hard to explain rationally—that these tools are who I am, where I came from, and have been reverently handed down to me by James Cook, Bligh, and Magellan.

Back in the day, when my father scampered barefoot around the shipyard, every man was his own expert. Everyone had some brain and everyone had some brawn, and that combo was usually enough. Nobody had ‘the proper tools’ and even mentioning such a thing amid real working seamen might be considered ‘making excuses’—something utterly frowned upon.

Just as every rancher was part smithy, every sailor was part shipwright.

Back then, every sailor ‘worth his salt’ had a ditty bag. It was their badge of honor. You could judge a sailor by the state of his bag and its contents.

When we needed a keel, we went to the Chicago dump and lugged back an old porcelain bathtub and a bag of marshmallows. Soon, a roaring fire was going in the dirt of the shipyard—with me handing out twigs of bubbling marshmallows to the passing, kibitzing sailors as my father melted the salvaged lead pigs to pour into the just-finished keel mold.

When I needed a dozen graceful deck beams for *Corina*, we built a similar campfire in the dirt—only this time we set a 55 gallon drum of rainwater a’boil, stuck some discarded stove chimney pipe on its rim, draped some rotted canvas to force the steam into the sloping pipes—and then inserted the iron-hard elm beams into the tubes.

About an hour later we withdrew the ‘loosey-goosey’ elm deck beams and C-clamped them onto the nearby deck curvature mould—where the stout elm then returned to its iron stiffness as it cooled—exactly to the gentle arc Howard Chapelle suggested in his *American Small Sailing Craft* (which I read cover to cover a dozen times during my youth).

...can’t afford a cutlass bearing? Why not butcher up a stern bearing out of Lignum Vitae wood? (One such bearing made ‘just to get through the season’ lasted for over a decade.)

I couldn’t afford the large bronze bolts I needed for *Corina’s* massive mast step, so we used 3/8th-inch copper rod with the appropriate washers—and riveted it together with a sledge-and-heavy-backing plate. (Actually, we used a CQR anchor as the backing plate to pound against, and we estimated our fastening’s tightness by sound; the high-

On Ditty Bags, Wood Planes, & Other Cherished Memories



His ditty bag became his personal icon—an enduring and endearing symbol of his bygone Great Age of Sail.

er the note, the tighter bolt. “You can snap ‘em,” my father said in warning, “They’ll tighten up that much.” Hint: rod length is critical. They won’t properly tighten if too short or long.)

There were neither swage fittings nor Staylocs back then—but every smiling rigger and sailmaker was willing to lend you his portable rigging vise (like a three-legged C-clamp to hold the wire).

...sure, our hands looked like we’d stuck ‘em in a meat

grinder afterwards, but our whisker and bobstays never failed and cost us almost nothing.

When I first saw the initials DIY, I thought, “...well, who else would do it?”


I gutted the entire interior and rebuilt *Wild Card*, our Hughes 38, at anchor—almost totally without power tools. Just before our first circumnavigation in 1999, my pockets were empty but my dreams were huge—and I would not be deterred. Thus, I pulled our mast by slyly sliding in between two large fully-crewed charter boats anchored in Hurricane Hole (the *Hinckley Skeets* and the custom *Little Harbor Tala*) and shaming their rum-swilling crews into manning the halyards. (It was the gentlest and most controlled lowering of a spar imaginable.)

But time marches on. Now I hold an ohm meter in my hand more often than a wood plane. My skills as a seam caulker, Morse code operator, and celestial navigator are useless. Nobody cares that I can tie a tugboat bowline in a fraction of a nano-second, in the pitch-black, while blind drunk. It’s a New World now. We’ve been NEMA-ized. We left our rusting adze aboard the *Elizabeth* back in 1964. In the middle of our second circumnavigation aboard *Wild Card*, I lost track of my cherished drawspoke, a long-lasting physical talisman of my boat-building youth. Everything changes: everything evolves. We have to learn to let go—and to move on. Reality is harsh: wooden boats and people who sailed them rot. Everything rots.

Without rot, time would not exist and life would have no meaning.

Somewhere during my father’s transition to the Last Cruise—his ditty bag disappeared. It was lost in transit, forgotten during a vagrant windshift, or misplaced during an unexpected jibe.

“Where’s my ditty bag,” he cried, the panic and tears very close now.

My wife Carolyn is very wise. She says little; does a lot. She made him—completely crafted by hand in the traditional manner—a new ditty bag. It was an exact copy from all the old photos and family lore handed down to her over the generations. In each careful hand stitch, she stitched in a little love, a little respect, a little admiration. We’re not sure if, when my sister Gale presented it to him, he knew it was new or old or what—only that he tucked it firmly under his thin, bed-ridden arm, set his quivering chin in fierce determination, asked softly “Who is skipper here?” and died. 

BIO NOTE: Cap’n Fatty and Carolyn are currently anchored up a river in the jungles of Indonesia.

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BY PAM WALL

WANT TO HAVE A GOOD TIME IN THE BAHAMAS?



PHOTO CREDIT: BILLY BLACK

Last month Pam looked at items you most definitely need in the Bahamas to make your adventure seamless. This month she takes a look at those items you may want as you cruise the turquoise water of the lovely Bahamas.

Let's get to those important things you may want to take to the Bahamas to make your time there even more enjoyable.

A good meal is so important! So, my advice to you is to take the food you like to eat. If you like soft drinks, take a lot of them. Your favorite snacks become really important any time

of the day. That special coffee bean makes breakfast happy. There are grocery stores scattered all over the Bahamas; you will not starve! But it is nice to have aboard what you really like. Also, when provisioning, take a lot of Zip Lock Bags, your special toilet paper for marine heads, and paper towels.

Electronic charting is probably a part of your boat's navigation table. But, I would suggest you take a few good cruising guides as well. These will give you up-to-date soundings and tide tables, waypoints, and great local information.

It is very handy to have a Ram Mic, microphone extension, in



your cockpit that leads from your master VHF below deck. This enables you to converse or just listen to your VHF when in your cockpit. It is so nice having your morning cup of coffee in the cockpit while listening to the Abaco Net on VHF Channel 68.

You will want a comfortable mask and snorkel and flippers as you will be in the water more than out. You may want a Hawaiian Sling if you like getting dinner from the sea. Leave your spear guns at home; they are illegal in the Bahamas.

It is really fun to have your own Look Bucket. This is a five gallon plastic bucket with a glass, or Plexiglas, bottom.

When in your tender, you can use the Look Bucket to see underwater where the conch are, what you ran aground on, what is tangled in your propeller, or if your anchor is properly set, etc. Have it in your dinghy as a bucket to keep your catch of crayfish and grouper. This keeps the slime and scales from coating the dinghy floor.

You do not need a fast tender, nor a RIB, nor a 4-stroke outboard motor for that matter, but they make your life so much fun! I am a proponent of Bigger is Better, and Faster is more Fun! A 10-foot RIB with a 15 h.p. 4-stroke outboard is a great combination. This will give you the ability to use your dinghy near or far, in a calm sea or steep chop. It will keep you dry, and get you to places quickly. Helpful tip: replace the seat in your RIB with a snugly fit cooler jammed in between the two pontoons a little forward of amidships. With a snap-on cushion, a cooler makes a comfortable seat and doubles as a dry storage area for your camera, towels, hand-held depth sounder and VHF. Or you can fill it with ice and put in cold drinks and a freshly caught grouper.

Last month we talked about a need for a protective bimini top and main hatch dodger. At anchor you may want an awning that goes from the mast back to the aft end of the cockpit. Those gorgeous sunny days in the Bahamas can get pretty hot while you are at anchor. An awning cools everything down on and below deck while also providing more protection from the sun. Your awning should be easy to put up, and very easy to take down, or you will never use it. Another good idea is a Textilene shade to hang from the awning to protect the cockpit from either morning or afternoon sun.

You will want fine mesh screens for all hatches including the companionway hatch. Often times, in the lovely evenings and early mornings, the vicious little no-see-em's come for afternoon cocktails or early morning coffee with YOU as their food. These tiny annoying flying bugs have a bite like a shark. Also have a can of flying insect spray!

Speaking of hatches and ventilation, 12-volt fans are wonderful. It's also nice to have wind scoops for your hatches.

A refrigeration/freezer system is a real treat to enable having frozen meat, ice cream, and ice cubes all the time. Solar panels keep a 12-volt refrigeration system cold without using any other way to charge the batteries.

We have talked a lot about what you need and what you may want in the Bahamas. There is much more I could recommend. Follow my blogs at pamwall.com to find practical information on many more needs and wants.

Remember, everything is Better in the Bahamas! 

Follow her on Facebook at Pam Wall Cruising and Sailing Consulting, visit her website www.pamwall.com or contact her directly at pam@pamwall.com.

FISH LOVE THE HOLIDAYS TOO

STORY AND PHOTO BY CAPTAIN JUDY HELMEY



Inshore Waters

Catching fish can happen in the month of December in Savannah, Georgia! Spotted sea trout, flounder, and redfish are bulk-ing up for cold weather patterns. It's also time to be a weather watcher. Normally the inshore bite will "turn on big time" when there is an approaching cold front. The fish usually feed hard about 18 to 24 hours before the big weather change.

The best natural bait is live shrimp and the best artificial baits are those that imitate shrimp. These baits will work under popping and traditional corks or naked, no weights, no floats, and only a small leader. Most spotted sea trout and flounder will take a chance on a shrimp even if it does look a little fishy. From a fish's point of view, the shrimp is easy to catch, easy to eat, and easy on the stomach. Once you get the bite going on the live or fresh dead shrimp it's easy to change to artificial such as DOAs. Copper penny, baby bass, or ice flukes by Strike King (ZTOO), rigged weedless and cast into the grass also make an interesting redfish catch.

SPECIAL TIPS: When the water gets cooler it's clearer. If you can see the fish it likely can see you too! Clearer water means lighter leader. On cloudy days use dark colored artificial lures; when the sun's out, go with the lighter colored ones.

Offshore Waters/Artificial Reefs

For those that love a light tackle fish catch experience, December is the month to visit nearshore artificial reefs. Sheepshead, black drum, trophy redfish, flounder, black sea bass, and cold water sharks school up in these areas to bulk up for winter migrations. The best baits for sheepshead, black drum, and trophy redfish are purple back fiddler and green mussels. Small pieces of shrimp will also work. These fish love anything wrapped in a shell or the meat from one.

Flounder are known for waiting for that perfect meal on the outskirts of the structure when the tide is slack. Bait them with jumbo mud minnows or small sand perch on a Carolina style bottom rig. Cast to the outskirts of the structure, set drag to medium, place rod in holder, and when you get a hit, don't pick the rod up until the flounder situates the bait in its mouth. Give these flat fish time, because they are fast on the hit and slow on the eat.

Black sea bass feed near most low relief bottom areas. The best bait is shrimp, squid, and small pieces of black sea bass fillet. For sharks, take along some squid or put a sheepshead belly strip on the bottom near the structure.

There's lots of action to be had during this time, but only if you know where to go!!





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COLONIAL WRECKS IN BISCAYNE BAY

BY RAFAEL LIMA
PHOTOS COURTESY OF THE NATIONAL PARKS SERVICE



The exposed hull of the
soldier key wreck,

I surface dive into the sun dappled water; my swim fins propel me below to a span of only ten feet. In the vertical stabs of sunlight the vague shape of a ship's hull materializes against the sugar white sand: chocolate brown timbers, coral encrusted ballast stones, shards of pottery.

I reconstruct the ship mentally. She's a square rigger – a war ship? She'd have cannons spiking her hull. I imagine sailors with swords and muskets manning her decks.

I stop kicking and float in zero-G in absolutely clear 80-degree water, hovering a few feet over a ship that sank 237 years ago. I'm only a few minutes by boat from Miami in the transparent emerald waters of Biscayne National Park, diving on an 18th century wreck in only twenty feet of gloriously clear water.

TIME CAPSULE

Biscayne National park is a 200 square mile emerald-green time capsule. The waters around the bay have been crisscrossed by ships for over 6,000 years. When the Spanish first explored and later colonized Cuba and the Florida Panhandle, their wooden-hulled sailing ships were common sights in Florida waters.

But navigating Florida's waters could be hazardous. Square riggers had to ply the Gulf Stream and shallow

channels, and survive powerful hurricanes. Not surprisingly, there are large numbers of shipwrecks in the shallow waters of Biscayne Bay.

Today the bay is a mecca for boaters, sunbathers and tourists. But beneath the beach umbrellas and tanned tourists is a rich archaeological legacy overlooked by most park visitors.

More than 70 shipwrecks are located within the waters which now make up Biscayne National Park in southern Florida. However, three wrecks in particular will not appear on any chart. Ancient shipwrecks within the park boundaries are only now being identified by the park service.

HMS FOWEY

Not far away from where I am diving is the wreck of the *HMS Fowey* for which the nearby lighthouse is named. *HMS Fowey* was a fifth-rate warship of the Royal Navy, launched on 14 August 1744 in Hull, England. She spent only four years in service before she struck a reef and sank in what is known today as the Legare Anchorage in Biscayne National Park. Two hundred twenty seven years would pass before the remains of the *Fowey* would be identified in 1975 by archaeologist George Fischer of the National Park Service.

Four years later, discovering the wreck in 1979, a sport diver from Miami requested title in Admiralty Court to a

National park archeologists survey the newly exposed wreck of the HMS Fowey



"wrecked and abandoned sailing vessel within Legare Anchorage in Biscayne National Park." The United States sued for title. In 1983, the United States won the case and the *Fowey* became officially part of the parks service "submerged antiquities."

Late in 2013 the National Park Service came to an agreement with the British Government to jointly preserve the wreck site of the *HMS Fowey*. Today the wreck is preserved and the artifacts are on view at the park service office.

THE ENGLISH CHINA WRECK

Among the few colonial wrecks within the park boundaries the "English China Wreck" is one of the best preserved. The crockery remnants have been identified as pieces made by England's Staffordshire pottery sometime between 1765 and 1770. Also found were several mysterious unglazed figurines.

Charles Lawson, National park archaeologist, believes the wreck was a wooden sailing vessel about 65 feet long that may have caught fire and sunk, based on burned timbers from the bowels of the ship. During the 1984 evaluations, archaeologists speculated that the ECW could be the remains of either the *Ledbury*, a British vessel lost in 1769, or the *Hubbard*, another British vessel reported lost in the area in 1772.

In 2010, an inventory was conducted which may have cast doubt on that original guess. The presence of Spanish-made ladrillos or bricks along with British artifacts may indicate the ship was involved in trading, and could be of North American colonial, not British origin.

THE SOLDIER KEY WRECK

Lawson is also actively working on another maritime mystery in the park – the "Soldier Key wreck," in shallow water on a sea-grass flat near the island for which it is named. According to Lawson, the ship's construction reveals the vessel was built sometime in the late 1700s to early 1800s, and that it was a large ship, probably in excess of 100 feet.

The fact that it is located in water only a couple of feet deep indicates that the ship could have sunk during a major storm. The condition of the timbers also revealed that the vessel was built with an extraordinary level of care and great expense. There was a large number of allspice seeds present, indicating that she was carrying a cargo of Jamaican trade spice, probably on her way back to a European port.

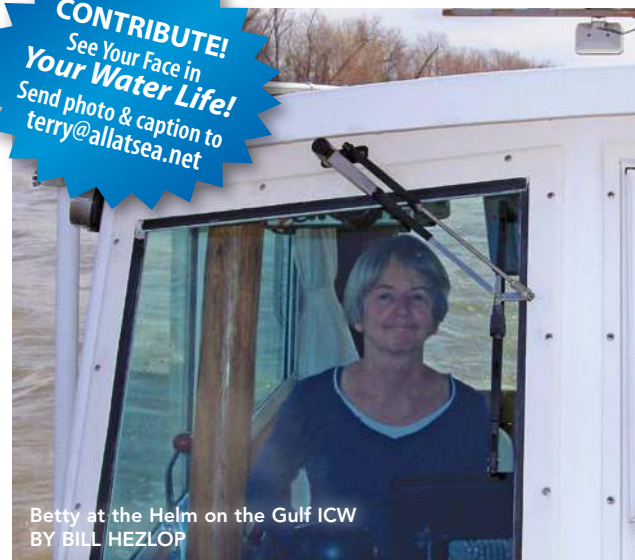
Currently the park service has no plans to open these wrecks up to the public, but many of the artifacts including one of the *Fowey's* cannon are on display at the park office in Homestead Florida.

YOUR WATER LIFE



Your Carolina Team
BY KATHY ENZERINK

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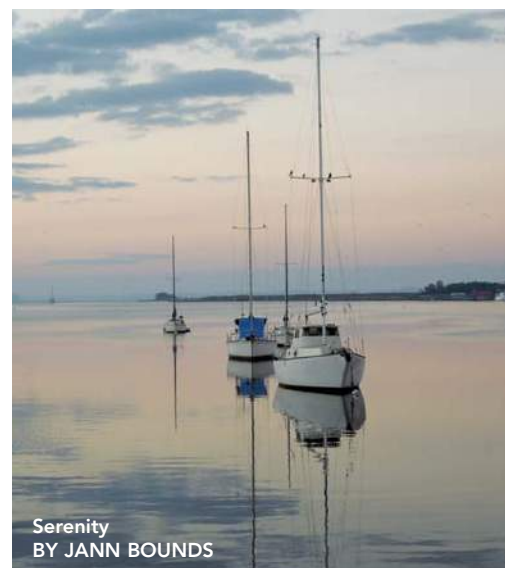
Betty at the Helm on the Gulf ICW
BY BILL HEZLOP



Having fun along the
ICW near Wrightsville
Beach, N.C.
BY HELEN AITKEN



Coconut Grove Sailing Club coach
Maykel Alonso reviewing the
course with Sebastian Riquelme.
BY TERRY BORAM



Serenity
BY JANN BOUNDS



Looking for a meal
BY JANN BOUNDS



Captain Judy Helmey, Steve
Howell and Ryan Howard
holding a nice amberjack
BY JUDY HELMEY



Chevy is concerned about the
horseshoe crab on Jekyll Island
BY DAVE GIBSON



A relaxing day on Tybee Island Beach
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TEN TOP NAUTICAL GIFT IDEAS

BY CAROL BAREUTHER



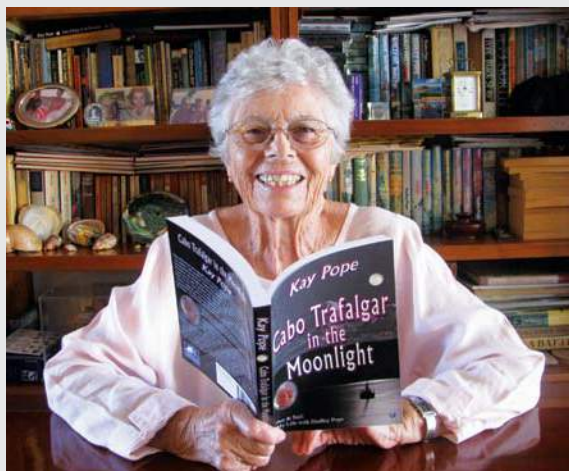
Scratching your head over what to buy nautically-minded friends and family this holiday? Worry no longer. We have cast about the marketplace and come up with our Top Ten Suggestions that are merrier than a galley mop for mother and more festive than a ribbon festooned can of fiberglass resin for father. These gift ideas are also both fun and functional.

1 Sailcloth-Crafted Totes, Chairs, Throws & More. "All of Ella Vickers products are made from 100 percent recycled sailcloth, so they inherently exude a nautical flare," says Ryan Dodd, marketing manager at Landfall Navigation, headquartered in Stamford, CT. Vickers served as first mate aboard Columbia, the first 12-meter yacht to win the America's Cup.

3 Wood Serving Boards. These inlaid wooden boards, complete with nautically-themed 5-inch Herrschhoff-style stainless steel cleats, are a snazzy way to serve meats and cheeses for a cockpit happy hour. "The boards are laser engravable so you can create custom personalized gifts using nearly any design," says Landfall Navigation's Dodd.

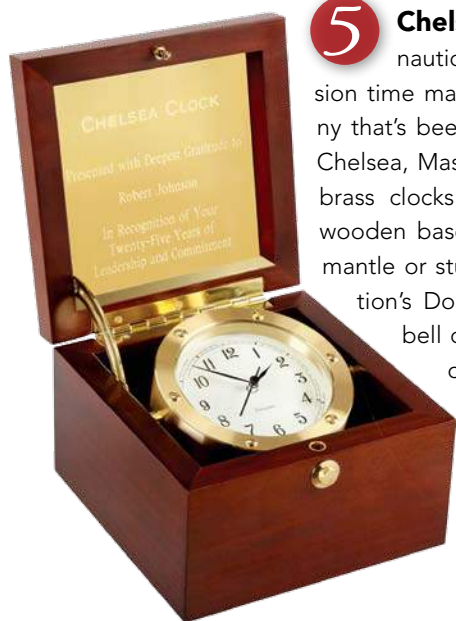


2 Universal Deck Key. "Now, you or a friend don't need to have a drawer full of different keys, but one smart one that can handle it all," explains Greg Kutsen, owner and chief architect at Mantus Anchors LLC, in Seabrook, Texas. The company's new multifunctional key can open all sizes and types of shackles and deck fill lids. Better yet, it's made of non-corrode, marine-grade stainless steel.



4 A Good Read: *Cabo Trafalgar in the Moonlight*.

Kathleen 'Kay' Pope, who now lives ashore in St. Martin, pens a nautical autobiography of what it was like to live most of her married life on a boat with daughter, Victoria, and journalist husband, Dudley, who wrote nearly 30 books about Naval history, Buccaneers in Jamaica, and more while underway. "Some people really like my chapters about Italy, where I describe Italian life and our travels in southern Tuscany in the early 1960's, exploring hill towns. Others like reading about our cruising in the Caribbean when there were only a few 60- to 70-foot yachts, some smaller, that carried charter guests up and down the Windward and Leeward Islands. Nothing like the mega yachts today!" says Pope. Available on Amazon, Barnes & Noble and iTunes.



5 **Chelsea Clocks.** Present that nautical history buff with a precision time machine crafted by a company that's been in business in namesake Chelsea, Mass., since 1897. "These fine brass clocks are set into handcrafted wooden bases and are perfect for the mantle or study," says Landfall Navigation's Dodd. Styles include a ship's bell clock and barometer, presidential brass clock with mahogany base and an executive-style boardroom box clock mounted on a gimbal display frame and set in a solid brass case.

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Ten Top Nautical Gift Ideas

6 The Latest in Binoculars. Horizon views get much sharper for the water-sports enthusiast you present with this pair of Steiner 7145 Navigator Pro 7x30 Binoculars, according to Ken Morse, marketing director for Defender, based in Waterford, Conn. The binoculars come with a compass stabilized in shock absorbing fluid that lets you determine direction with precision. Included are a bag, carrying strap, objective covers and rain protection cap.

7 Saluting Cannons. "Properly salute colors at sunset and make the neighbors take notice when you sound off with a 10 Ga. black powder blank shell shot by fully operational miniaturized versions of 1750-1850s style cannons designed originally by L. Francis Herreshoff," says Landfall Navigation's Dodd. The 10 Ga C.G. Cannon is an ideal ceremonial cannon for yacht clubs.



8 Underwater Lights. Give the gift of light year-round by putting a wrapped box of Bluefin LED-brand lights under the tree. The company's exceptional range of color-changing submarine lights can be used on yachts, on pontoons and docks. "With LED technologies Bluefin has the benefit of long life, low amperage draw and high intensity lighting," says John Thommen, president of Ocean Marketing, in Guilford, Conn., which represents the UK-based company for East Coast USA sales.



9 Give a Life-Changing Course! If someone on your Santa's list is not a licensed captain, but has boat-operating experience, give the U.S. Coast Guard approved Operator of Uninspected Passenger Vessel course at the SeaSchool, headquartered in St. Petersburg, Fla. "This is an entry level license and besides making them an educated, confident and happy boater, they would be able to charge people to take trips on their boat. They could hire out to work in the maritime community in various other venues..., i.e., boat deliveries, assistance towing, etc.," explains executive director and senior instructor/consultant, Capt. Ken Wahl. Put part or all of the tuition for a variety of courses in every loved one's stocking!

10 Wrap Up A Charter. Cross a present off your gift list and a must-do off a friend's Bucket List by booking a week-long charter. The world's the limit. Dream Yacht Charters, with U.S. bases in Fort Lauderdale and Annapolis offer bareboat, by the cabin and luxury crewed yachts for charter in locations such as the Caribbean, Mediterranean and Indian Ocean.

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32nd ANNUAL ANNAPOLIS LIGHTS PARADE

BY VICKI LATHOM



PHOTO BY JOHN HORN

Yes, Virginia, it is a boat. The "Choo Choo Train" is one of many dressed-up power and sail boats that enter one of Annapolis' most competitive signature events, the Eastport Yacht Club Lights Parade.

Every year on the second Saturday in December, about a hundred boats emerge out of the dark, usually nippy night, and parade around Annapolis Harbor and up Spa Creek. The boats usually have a theme and decorating them with the lights can take months of planning and days in execution.

For many, the parade is such a tradition that people will go through all kinds of inconveniences to attend. About a thousand spectators ring the harbor staking out their best viewing spot early. The weather can be bitter cold with winds typical for the Chesapeake Bay that time of year. Parkas, blankets and a good thermos of hot chocolate are essential.

Waterfront restaurants are booked up months in advance with those who want a good, warm, meal while viewing the glimmer of lights. For a class-A viewing spot, The Harbor Queen, at her usual slip on City Dock, is guaranteed to be a better haven from the weather. The Queen will be open to the public 5:30 to 8:30. The cost of admission is a can of food for the Anne Arundel County Food Bank and a \$5 recommended donation.

Whether huddled with family/friends on the Spa Creek bridge or warm and dry at The Chart House, parade watchers toast the hardy boat revelers as they parade their handiwork around the harbor.

This year's event is 6 to 8 p.m., Saturday, December 13, 2014. The parade can also be viewed live on the Internet at: www.facebook.com/EastportYachtClubLightsParade or new.livestream.com/EYCLightsParade/events/1663042.

SOUTHEAST LIGHTED BOAT PARADES

MARYLAND

DECEMBER 6

Baltimore Parade of Lighted Boats - 6:00 p.m.

Over 50 boats of all sizes parade through Fells Point and the Inner Harbor to benefit the Marines' "Toys for Tots" annual Christmas campaign. Hosted by the Fells Point Yacht Club.

Solomons Island Boat Light Parade - 6:15 p.m.

The parade begins at Solomons Yachting Center and heads up Back Creek, then down the creek for judging at Zahniser's Yachting Center. Watch the parade from many of the restaurants and establishments on Back Creek or the Patuxent River Boardwalk!

VIRGINIA

DECEMBER 6

Lighted Boat Parade in Colonial Beach - 5:00 p.m.

Boats adorned in colorful lights move in formation up the beachfront of the Town of Colonial Beach, making their way back to Monroe Bay. The dazzling array of holiday lights is a wonderful part of our town's annual Winter Festival.

Yorktown Lighted Boat Parade - 7:00 p.m.

Festively decorated sail and power boats compete for "Best in Show." The Yorktown waterfront is bedazzled with holiday sights and sounds, including caroling around a roaring beach bonfire, musical performances and complimentary hot cider.

NORTH CAROLINA

DECEMBER 6

Island of Lights Christmas Flotilla - 6:00 p.m.

Fishing boats and pleasure craft electrically decorated with thousands of lights present a spectacular display on the Intracoastal Waterway. The parade route is from Snows Cut to the Carolina Beach Boat Basin and back.

DECEMBER 13

Southport Christmas Flotilla - 7:00 p.m.

Beautifully decorated boats of all sizes and shapes (power and sail) illuminate the night sky from the North Pole to Southport. The Flotilla can be enjoyed anywhere along the river from the Southport Marina / Old Yacht Basin to Kingsley Park.

SOUTH CAROLINA

NOVEMBER 29

30th Annual Intracoastal Christmas - 5:00 p.m.

Gather your family and watch the parade as it passes various viewing areas along the waterway from Little River to Dock Holidays Marina. Bring a new toy and drop it off at a collection point at any marina in Little River or North Myrtle Beach.

Light Up the Night - 5:00 p.m.

The Beaufort Sail and Power Squadron and the Main Street Beaufort showcase Beaufort's strong connection to the waterway during this annual events at Henry C. Chambers Waterfront Park along the Beaufort River.

GEORGIA

NOVEMBER 29

Savannah Harbor Foundation Boat Parade of Lights - 6:00 p.m.

A Christmas parade, Savannah style! About 50 lighted vessels parade both sides of the waterfront, accompanied by live music performances, tree lighting ceremony, and a fireworks extravaganza.

FLORIDA

NOVEMBER 29

Jacksonville Light Parade - 7:00 p.m.

The parade begins at Metropolitan Park, travels along the Northbank past The Jacksonville Landing to the Fuller Warren Bridge, circling back to the Southbank and continuing along to the Duval County School Board Building. The parade will make two laps of the route.

DECEMBER 13

Boot Key Harbor Lighted Christmas Parade - 5:00 p.m.

Watch as dinghies, mega-yachts and anything in between turn the harbor into a sparkling procession along the parade route. Best viewing sites include Lazy Days South, Marathon Marina, Dockside Tropical Cafe and Burdine's Waterfront.

DECEMBER 14

28th Annual Holiday on the Harbor Lighted Boat Parade, Destin - 6:00 PM

Spend the day enjoying live music, children's arts and crafts, and a visit from Santa Claus. The boat parade will be immediately followed by a spectacular fireworks display over the Destin Harbor!

DECEMBER 20

Miami Outboard Club Holiday Boat Parade - 6:00

What began in 1998 with a few dozen boats has blossomed to nearly 100 boats parading around Biscayne Bay. Best viewing location is Bayfront Park

MISSISSIPPI

DECEMBER 13

Christmas on the Bayou Boat Parade - 6:00 p.m.

The Parade begins in Gulfport Lake, down Bayou Bernard, concluding at the mouth of the Bayou at Big Lake. Bleacher seating available for public viewing at Gulfport Lake, and at the foot of the Cowan Lorraine Bridge.

LOUISIANA

DECEMBER 6

Light Up the Lake Christmas Celebration - 6:30 p.m.

Spend the day on shore with Santa before watching an assortment of boats reflecting the spirit of the season parade past spectators along the illuminated Lakefront Promenade.

continued on page 40

continued from page 39

LOUISIANA CONT.

DECEMBER 13

Delcambre Christmas Boat Parade – 6 p.m.

It's all about the kids in Delcambre. Feast on pancakes with Santa, listen to Christmas music, watch lighted boats parade the waterway and end the evening with spectacular fireworks. Fun for kids of all ages

ALABAMA

DECEMBER 13

29th Annual Christmas Lighted Boat Parade - 5:30 p.m.

Beginning at LuLu's at Homeport Marina, the parade travels east down the Intracoastal Waterway Canal, passes The Wharf (public viewing area), around Bear Point, along the south end of Ono Island, west to Perdido Pass, north into Terry Cove Harbor, south to bridge, and ends in Orange Beach.



COASTAL ALABAMA BUSINESS CHAMBER

TEXAS

DECEMBER 6

Port Isabel Christmas Lighted Boat Parade - 6:00 p.m.

Hosted by the Port Isabel Chamber of Commerce the parade, beginning at Port Isabel City Docks, features boats of all sizes decorated in their holiday finest. Designated viewing areas throughout the route offer free public viewing.

DECEMBER 13

The League City 53rd Annual Christmas Boat Lane Parade – 6:00 p.m.

More than 100,000 people traditionally enjoy this event from land and sea. The parade features more than 100 brightly decorated power and sailboats that will traverse the Clear Lake channel from the South Shore Harbour Marina and the Nassau Bay Lagoon to Galveston Bay.

For a complete list go to our website at www.allatsea.net

OLD SPIRIT, NEW LIGHTS IN ORIENTAL

BY JANICE WEIGAND



PHOTO BY BEN CASEY

Docked along wide North Carolina creeks emptying into the Neuse River, the Village of Oriental lights Christmas into an art form the second weekend in December. Years ago, Reba Tiller, then and now director of the Pamlico Chorale, wrote the festival theme song *It's the Spirit of Christmas in Oriental*, celebrating the merchants' annual gift to the town.

Crowds squeezing into the Methodist Church or listening from porch or lawn hear choristers celebrate strolling villagers, luminaria along the streets, merchants offering barbecue or bon-bons, their stores joyous with community. Simple rhymes conjure the lighted and decorated boats filling the harbor and the sky with multi-colored sparkle above and below and everywhere in this sailing town.

Soon, elves light hundred of luminaries, musicians begin to tune instruments and voices in harmony on street corners and under trees. Children in the living Nativity scene: sheep and donkeys, angels and camels and some dogs in Santa hats kneel by the straw-filled manger with the main Christmas characters, not far from the water.

On the porch of The Bean, the accordion band plays Jingle Bells; laughter from the sidewalk and shouted greetings warm the evening air. Lofty masts in the harbor outlined or solid with thousands of lights reflect in nighttime waters as the procession of lighted kayaks enters from the dark river, winding a magical journey through symbols of love made of light. It's the Spirit of Christmas in Oriental under the splendor of the stars.

Harbor Festivities commence at dusk Friday, Dec. 12, luminaries outlining the shores by 5:30 and lighted kayaks parading at full dark. The Christmas parade is set for 1 p.m. Saturday, Dec. 13. Of course, plans stay flexible as weather considerations dictate. Lighted boats are welcome at local marinas, and docking is free at the town docks in Oriental's harbor. ☺

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KAYAK FISHING HOT NEW PRODUCTS

STORY AND PHOTOS BY GLENN HAYES



The Flexstick Anchor
mounted to a track system.

Fishing from a kayak is a fun and challenging endeavor. Look at any fishing kayak on the water today and you will see each is as unique as the person on it. Each is set up to make life a little easier and more comfortable with improvements enabling anglers to have an enjoyable day on the water while hauling in a trophy catch. There is no end of products to help fishermen, and there are countless ways to rig a kayak. In the myriad of evolving offerings there are a few products and trends that do stand out from the crowd.

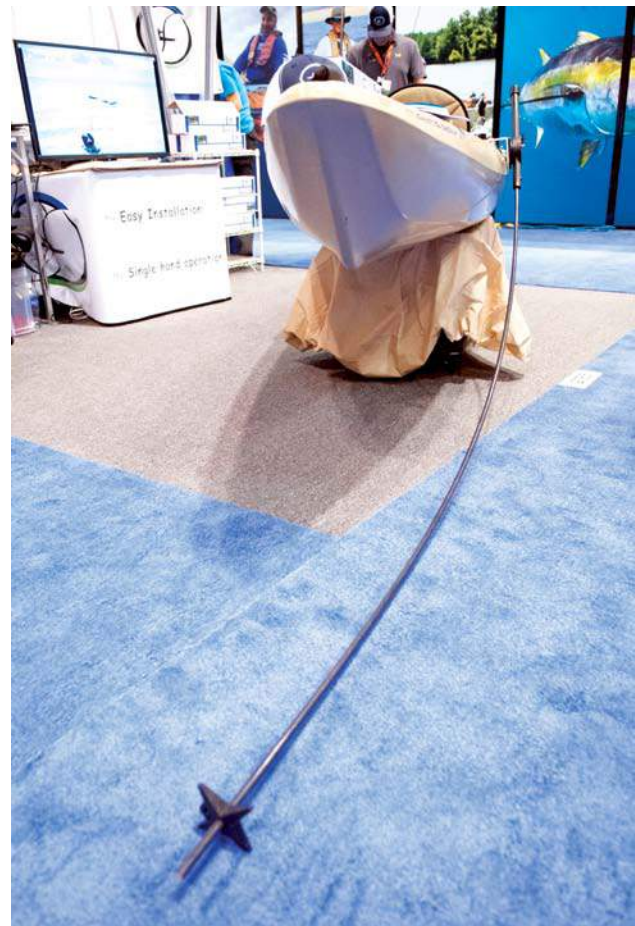
With the advent and utilization of better waterproof cases (and regardless of cellular coverage) smartphones can become sophisticated electronics aboard, all in a compact package requiring no external power. Utilizing the internal GPS and stored data such as charts, smartphones can now become handheld chartplotters with apps such as Navionics' Boating (www.Navionics.com). With the free version you can navigate using downloaded NOAA charts which improve situational awareness while on your kayak. App upgrades such as auto routing are available, as are more sophisticated navigation data, route planning and Navionics' high quality charts.

Now your smartphone is not limited to being just a chartplotter. There is a bevy of manufacturers supplying wireless sounder modules with apps that can turn your phone into a full functioning fishfinder and/or depth sounder. Sonar Phone from Vexilar marine electronics (www.Vexilar.com) is one such product. It will also interface with the Navionics Boating app, giving you the feel of a chartplotter/fishfinder right on your phone.


Of the three different kinds of wireless transducer options, kayak fishermen will be most interested in the bobber transducer that transmits the depth signal via WiFi to the phone, resulting in a traditional-looking fishfinder display on your screen with on-screen touch controls and depth capabilities up to 120 feet. Deeper Fishfinder by Friday Lab (www.buydeeper.com) operates in a similar manner but transmits its signal via Bluetooth, and its castable or towable dual beam transducer (looking like a bobber Apple would manufacture) can be charged and will operate for a good day's worth of fishing. Its range is about 160 feet transmitting via Bluetooth, and its depth range is around 130 feet.

If you are wondering how to carry your phone aboard the kayak, there are now multiple varieties of mounts available from manufacturers such as Ram Mounts (www.RamMounts.com). There is also a growing trend of track systems being included on many new fishing kayaks or that can be added after purchase. These track systems allow a great deal of flexibility with attachments ranging from cell phone brackets to navigation lights and from camera mounts to anchor systems. I recently purchased just such a system to test one of the most unusual and innovative products I had seen at ICAST (the International Convention of Allied Sportfishing Trades) this past summer.

The Flexstick Anchor (www.flexstickanchor.com) solves is-



sues found with other anchor systems. This unique anchor is made up of a fiberglass pole similar to those used to anchor small skiffs and bay boats. But unlike those that need to be removed and stored when not in use or stored in an upright position, the Flexstick Anchor is attached to a special swivel assembly clamped to a gunnel-mounted rail. The swivel pivots the pole to a horizontal position along the hull when not in use. There is no obstruction sticking up waiting to snag fishing lines, and no mud or line tangles on deck. The anchor easily deploys by simply releasing the swivel with your thumb and pressing firmly down on the pole. At the end of the pole there is a star attachment that helps dig into and grip the bottom using the tension of the curve in the pole. When deployed in a strong wind, the anchor faced me in the optimum position and held fast. Even in a heavy current and strong wind it was easy to release and never got in my way while I was drift fishing. I was able to deploy and release it with one hand. The only downside is that it will not work in deeper water. There are also other mount options available if a track system is not right for your kayak.

As kayak fishing becomes more popular, more and more accessories will become available. Before you know it, the fish will be finding you. 

SUPERYACHT SOLUTION FOR THE BVI

STORY AND PHOTOS BY CAPTAIN WARREN EAST



Fifty years ago, when the British Virgin Islands popped up on the radar as a place to cruise, the idea of a “megayacht marina” was about as conceivable as wireless internet. Now it’s possible for a superyacht to turn up, park in one of several marinas, and benefit from all the services they require; including excellent cell and internet!

However...there is an inherent problem with these massive yachts.

Just where does one take a 150-foot plus boat so that her passengers can enjoy the warm, shallow, turquoise waters?

This is a problem the captain of a smaller yacht would never ponder over. The swinging room, shallow draft and maneuverability of smaller yachts allow them to tuck into tight corners, navigate reef areas and park, well, quite literally, on the beach.

The obvious advantages of being on a larger yacht are: more comfort at sea, they are usually faster, and they have better sea keeping abilities. Where a weekend trip to St. Barth from Virgin Gorda and back would not be possible on a 60-foot yacht, it would be relatively easy on a 150-foot plus sail or motor yacht.



The disadvantages are that they always seem to be either on the dock, or anchored about half a mile offshore in deep water. Surely if you are going to charter a yacht, you want to try and be close to the shallow waters where you can swim to the beach, snorkel, or just feel a little more like you are inside a protected anchorage. I know they have tenders to take you ashore, but it's not really the same. It's also not really the same having any number of crew watching you enjoy the water behind the boat, just in case you get washed away by the current.

So, do the pros, outweigh the cons? Is it better to consider a

smaller boat that can take you to the BVI's secret spots, or a larger boat, and be a little more out in the sticks? It all depends on your perception of course, but I consider the smaller yacht approach to be the most practical way to visit the BVI, unless you open the door to the idea of the "Super Cat."


After spending 18 years working on yachts primarily based out of the BVI, I was very accustomed to being able to go where I wanted. With not much more than six feet of draft, I could park so close to beaches in such shallow waters that my guests could actually walk ashore with their cameras in hand, from the back of the boat.



In 2013, however, I found myself cruising the BVI on a 100-foot Catamaran. With her 46-foot beam and a 7-foot draft, it was a little more challenging trying to get up close to the beaches or through the anchorages and mooring fields. It occurred to me that my experience over the previous years was the only thing that allowed me to do it confidently, and that for captains with little to no experience of the Virgin Islands, it would be a daunting task to be avoided in the name of safety. Of course, local knowledge is always nice to have but when not available, the cruising guides, charts, and a 1–3 day weather forecast are the key ingredients for a spot of exploring off the beaten track.

I guess what I'm getting at here is that the solution is the "super cat." I had no problem getting S/V Black Swan (See Pic) into the shallowest depths of Anegada, alongside the beach at Valley Trunk Bay, Savannah Bay, Cooper Island, Cane Garden Bay, inside the reef at White Bay in Jost Van Dyke, up very close to Sandy Cay and Green Cay, Smugglers Cove and Brewers Bay. I highly recommend every one of these locations to anyone visiting the BVI by yacht. All of these anchorages

are considered NO GO zones for most large yachts due to depths and possible wind shifts, but are amongst the territories finest. This once again demonstrates that the limitations binding large catamarans are far less than those of proportionally sized motor yachts and monohulls.

You don't have to compromise when cruising the BVI. You can still enjoy all aspects of a superyacht plus everything a smaller yacht can offer, without missing out on accessibility to the coolest and most intimate places in the territory. 

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



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A LOAD OF RUBBISH

BY CAPTAIN JEFF WERNER



PHOTO CREDIT: RICHARD WHITCOMBE/SHUTTERSTOCK.COM

A discarded plastic bag drifts over a coral reef.

Trash gyres. We have all seen photographs of these mid-ocean islands of plastic waste and other detritus that float on our planet's oceans. Although these ocean garbage patches were first discovered in 1997, they are the result of decades of treating our rivers and oceans as giant dustbins. The Great Pacific Garbage Patch was predicted in 1988, which is the same year that MARPOL Annex V came into force.

The International Convention for the Prevention of Pollution from Ships, better known as MARPOL (Marine Pollution), is the result of the efforts of the Marine Environment Protection Committee of the International Maritime Organization. Annex

V of this treaty specifically deals with garbage from ships. The original version of this annex banned the disposal of plastics anywhere at sea and limited the dumping of trash from vessels in coastal waters and other protected areas. It was a good start, but it didn't stem the tide of trash. More work was needed to address sea-based sources of marine debris, and in 2006, the United Nations General Assembly asked the IMO to take action.

The realization of this endeavor, called the "Revised MARPOL Annex V", went into effect January 1, 2013. If you missed that event, it was probably because it was inaugurated without much fanfare: a letter from the USCG Commandant and a

Marine Information Note from the MCA. These new rules contain stricter garbage disposal guidelines for all vessels on all oceans, gulfs, bays and seas.

As it happens, the two most popular cruising areas for both superyachts and live aboard sailboats are now recognized as special areas where "special mandatory methods for prevention of sea pollution by garbage is required." These two cruising grounds are the Mediterranean Sea and what is now designated as the Wider Caribbean Region. This new Caribbean zone includes the Gulf of Mexico, the Straits of Florida, the Atlantic Ocean south and east of St. Augustine, the Bahamas, Turks and Caicos and the entire Caribbean Sea.

Which types of garbage can be tossed overboard in our favorite areas to cruise? Not much. Plastics, synthetic rope, fishing gear, plastic garbage bags, cooking oil, paper, cardboard, rags, glass, metal bottles and crockery are all prohibited. Throwing food waste overboard is also prohibited unless it is ground down and can pass through a screen with openings no greater than 25 mm. Then this comminuted food waste may only be discharged a minimum of 12 nautical miles from the nearest land while the vessel is en route. Even though these ground food particles can legally be discharged relatively close to shore, the MEPC also suggests the discharge should occur as far from shore as possible, and be spread over as wide an area as possible in waters 50 meters or deeper.

Washing down the deck and topsides of your yacht? The cleaning agents you use can be rinsed into the sea as long as they are not harmful to the marine environment. "Harmful" is defined as any cleaning product that contains a chemical which is known to cause cancer, induce biological mutation, interfere with fertility or is classified as a marine pollutant. Unfortunately for the deck crew on yachts, there is no list of acceptable cleaning products by brand name. It is advisable to work closely with a reputable ship chandler to ferret out the cleaning agents that meet these stringent requirements.


What is the goal of the Revised MARPOL Annex V when it comes to your yacht? Very simply to reduce, recycle, compact, store and bring garbage ashore to "port reception facilities." Minimize your yacht's waste stream by not taking materials onboard that will later become garbage. For example, remove excess packaging from provisions and products used on board before you leave the dock and dispose of them ashore. Set up a recycling program aboard your yacht with proper sorting receptacles. Use trash compactors, when possible, and make sure there is ample stowage space for garbage onboard.

Adequate port garbage facilities will be a challenge for many

small Caribbean islands. Their governments will have to develop modern methods for processing, recycling, treating and disposing the garbage brought ashore from yachts and other ships.

Most importantly, to implement these new guidelines, the IMO recognizes the value of training, education and information. Specifically needed are training and education developed for seafarers, and information produced for recreational sailors, fisherman, coastal communities, yacht builders, garbage management industries, marinas and port operators.

The MEPC guidelines for implementing Annex V state, "Governments are encouraged to amend their maritime certification examinations and requirements, as appropriate, to include a knowledge of duties imposed by national and international law regarding the control of pollution of the sea by garbage."

We are on the front lines. All of us in the yachting industry must do our parts to keep our seas clean for future generations, so they too may enjoy the recreational and employment benefits of our oceans. 

Capt. Jeff Werner is a Senior Instructor with International Crew Training in Ft. Lauderdale, and is a 22 year veteran of the yachting industry.



ZOMBIE YACHT CREW EAT FLIBS

PHOTOS BY CHRIS KENNAN

The 7th Annual Yacht Chandlers Customer Appreciation Party is now firmly established as THE event to kick off FLIBS.

The Zombie Ball brought out all kinds of freaky yacht crew raising the dead for a great cause, supporting NSU's Shark Tagging Research Program.

Better start now scoring tickets for next year's exclusive event for the who's who of yachting.



Just Enough's
Todd



Four Wishes' Emma
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Dawn,
Kevin and
Sarah



Imperial Princess' Iani
and Mucho K's Gary



Brian & Roger

KEEP YOUR DAY JOB

ADVICE BY ANITA VALIUM



Dear Anita,
After a recent holiday where we learned how to drive 18-foot sailboats, my husband and I have decided to start a new career together in the yachting industry. He is 35 and I am 34, and we have worked as accountants our whole lives. We will be seeking a team position only, as we can't bear to be apart. We have both travelled so we're more than suited to work on yachts. We don't have any yachting experience, but it looks like fun! I haven't worked in hospitality either, what do you think our chances are?

Sue & Bob

Slimmer than slim. Anorexic. Stay in your office jobs and book yourselves a ticket back to reality.

Seriously. For one, you'd be competing with fresh faced youngsters fresh off their zero to hero deck/stewy courses with more enthusiasm and energy than a herd of Duracell bunnies armed with cans of redbull. Secondly you have no experience at all whatsoever that's even slightly relevant. Thirdly you will be hard pressed to find a captain naïve enough to hire two newbies who'll probably get seasick on the dock, and fourthly, if the chief stew and/or mate

are younger than you, they won't hire you. End of story. Next question.

Dear Anita

I like your hard-ass approach. I am concerned my crew agent isn't doing the best she can for me so I want to register with you. She's a nice person but after the interview she contacted me through Facebook and was a bit over friendly. I'm a captain of a 35m and although I'm always up for a laugh, I have to maintain my professionalism and keep things on that level. What would you suggest?

Bin the bitch and register with me. If there's one thing I can't stand it's a lack of professionalism. We run a crew agency, not a dating agency. You're not going to find a job with some sappy old tart making doe eyes at you and, no offense, but maybe you're not the first guy she's been gooey over. Does she have a reputation? Maybe she does but not the kind of reputation I'm talking about...If she's got hundreds of "friends" on Facebook my guess is she mixes business with pleasure. So anyway, cupcake, call my office; we'll do lunch. A business lunch. I don't date the bait.

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SOUTHEAST MARINAS

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

				Maximum Draft	Maximum Length	# of Slips	Fresh Water	Electrical Supply	Cable / Satellite TV	Diesel	Gas	Shower / WC	Laundry	Provisioning Bar / Restaurant	Security	VHF Channel	Wireless Internet
Jersey City	NJ	Liberty Landing	201-985-8000	15'	200'	520	●	30/100 Amp		●	●	●	●		●	16	●
St. Michaels	MD	St. Michaels Marina	800-678-8980	10'	200'+	50+	●	30/50/100 Amp Single Phase	●	●	●	●	●	●	●	16	FREE
Deltaville	VA	Deltaville Marina	804-776-9812	10'	110'	80	●	30/50 Amp		●	●	●	●			16	●
Deltaville	VA	Deltaville Yachting Center www.dycboat.com	804-776-9898	10'	70'	78	●	30/50 Amp	●		●	●				16	FREE
Manteo	NC	Shallowbag Bay Marina www.shallowbagbaymarina.com	252-305-8726	6-7'	65'	72	●	30/50 Amp		●	●	●	●	●	●	16	●
Bath	NC	Bath Harbor Marina and Motel	252-923-5711	8'	70'	43	●	30/50 Amp	●			●	●	●	●	16	FREE
Havelock	NC	Matthews Point Marina	252-444-1805	5.5'	50'	110	●	30/50 Amp		●	●	●	●		●	16	FREE
Morehead City	NC	Morehead City Yacht Basin	252-726-6862	8'-10'	200'+	88	●	30/50/100 Amp	●	●	●	●	●		●	16	FREE
Beaufort	NC	Jarrett Bay Boatworks	252-728-7100	10'	135'	30	●	30/50/100 Amp		●	●	●			●	16	FREE
Charleston	SC	Charleston City Marina	843-723-5098	25	300'	415	●	480v & 208v, 3 phase		●	●	●	●		●	16	FREE
Tybee Island	GA	Tybee Island Marina	912-786-5554	14'	165'	70	●	20/30/50 Amp		●	●	●	●	●	●		●
Amelia Island	FL	Amelia Island Yacht Basin	904-277-4615	6'	100'	135	●	50 & 30 amp		●	●	●	●		●	72/16	
North Palm Beach	FL	Old Port Cove Marina	561-626-1760	15'	200'	202	●	30/50/100 Amp, 480v & 208v, 3 phase	●	●		●	●	●	●	16/8	●
North Palm Beach	FL	New Port Cove Marine Center	561-844-2504	5'	80'	43	●	30/50/100 Amp		●	●	●	●		●	16/8	●
North Palm Beach	FL	North Palm Beach Marina	561-626-4919	10'	150'	107	●	30/50/100 Amp	●	●	●	●	●		●	16/68	●
Boca Raton	FL	Boca Raton Resort & Marina	561-447-3474	8'	170'	32	●	200 Amp	●			●			●	16	
Fort Lauderdale	FL	Bahia Mar Yachting Center	800-755-9558	14'	un-lim	250	●	30/50/100 Single & 3 Phase	●	●	●	●	●		●	16	
Fort Lauderdale	FL	Pier Sixty-Six Marina	954-728-3578	17'	290'	127	●	30/50/100 Single & 3 Phase	●	●	●	●	●		●	16	●
Fort Lauderdale	FL	Hilton Ft. Lauderdale Marina	954-728-3578	17'	un-lim	33	●	30/50/100 Single & 3 Phase	●	●	●	●	●		●	16	●
Sarasota	FL	Hyatt Regency Sarasota Marina	941-953-1234	6'	38'	32	●	30/50 Amp	●	●	●	●	●		●	16	●
Captiva	FL	South Seas Island Resort and Marina	239-472-7628	10'	120'		●	30/50/100 Amp	●	●	●	●	●		●	16	●
Bahamas	BS	The Marina at Emerald Bay	242-336-6100	14'	250'	150	●	30 & 50 single phase; 120/208 3 phase	●	●	●	●	●	●	●	16	FREE
Providenciales	TC	Blue Haven Marina and Resort	+16499469910	8.5'	220'	78	●		●	●	●	●	●	●	●	16	●
Fajardo	PR	El Conquistador Resort & Marina	787-863-1000	12'	70'	35	●	30/50/100	●			●			●	16	●
Canyon Lake	TX	Canyon Lake Marina	830-935-4333		85'	449	●		●			●			●	16	
Canyon Lake	TX	Cranes Mill Marina	830-899-7718		45'	250	●			●	●	●		●	●	16	
Austin	TX	Hurst Harbor	512-266-1800		100'		●			●	●	●			●	16	

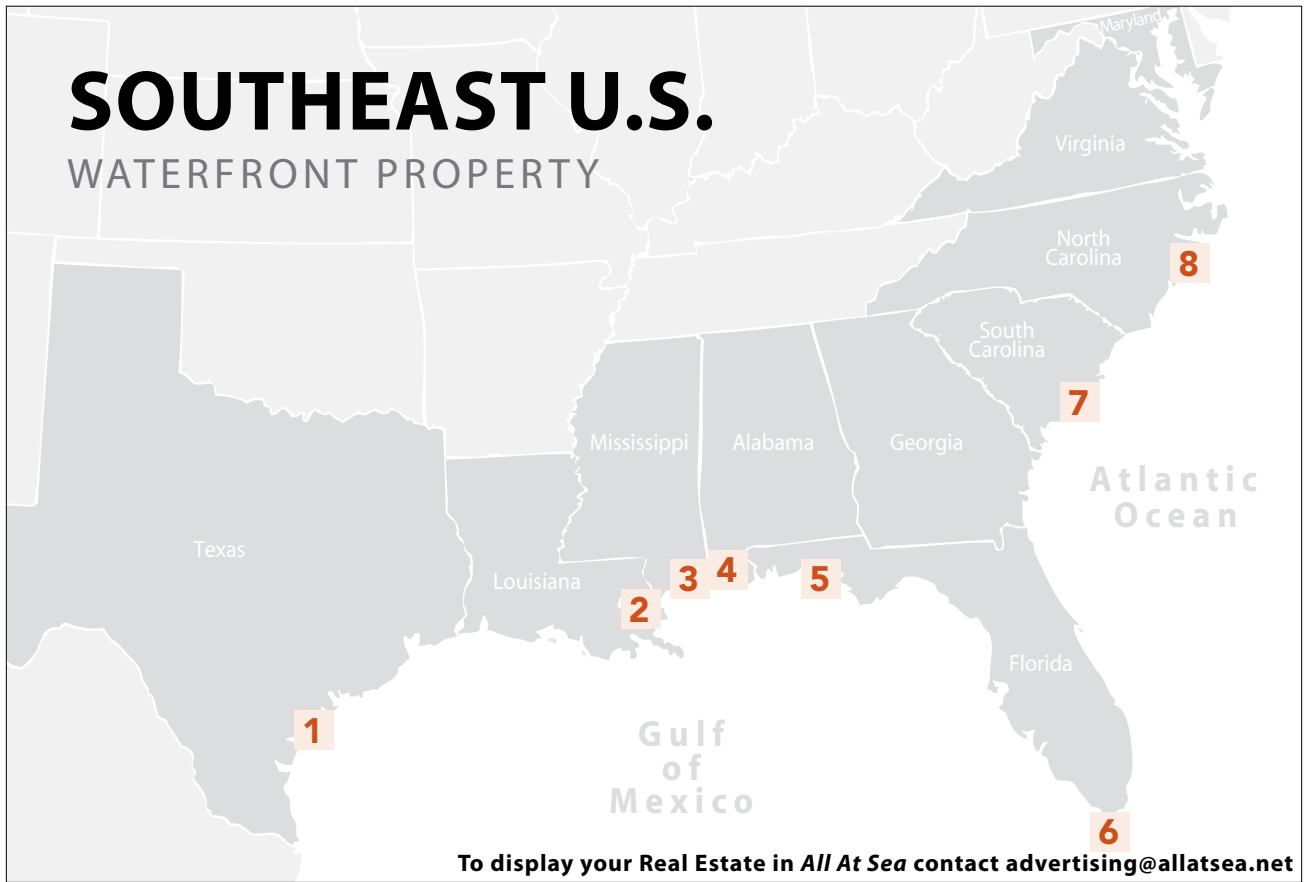
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SOUTHEAST BOATYARDS

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

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Jersey City	NJ	Liberty Landing	201-985-8000	9'	75'	19'	no limit	50 Amp	24x7	60 ton travelift	•			•	•		
Chesapeake	VA	Atlantic Yacht Basin, Inc.	800-992-2489	12'	120'	25'	no limit	30/50/100 Amp	24x7	60 ton travelift, 300 ton railway		•	•	•	•	•	
Deltaville	VA	Deltaville Boatyard	804-776-8900	9'	80'	25'	no limit	30/50 Amp	7-5 M-F	35/75 ton travelift	•	•	•	•	•	•	
Deltaville	VA	Deltaville Yachting Center 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	Blackwell's Boatyard	252-473-1803	6'	70'	20'	no limit	30/50 Amp	7-3:30 M-F 7-12 S	70 tons		•	•	•		•	
Washington	NC	Cap't Sam's Boatyard	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	Hurricane Boatyard	252-745-3369	8'	70'	21.5'	no limit	30/50 Amp	8-5 M-F	50 ton travelift	•	•	•	•	•	•	•
Oriental	NC	Deaton Yacht Service	252-249-1180	5'	50'	18'	no limit	30/50 Amp	8-5 M-F/ 8-12 S	35 ton travelift	•	•	•	•			•
Oriental	NC	Sailcraft Service	252-249-0522	6'	60'	17'	no limit	30/50 Amp	24x7	35 ton travelift	•	•	•	•	•	•	•
Minnesott Beach	NC	Wayfarers Cove Marina & Boatyard	252-249-0200	6'	50'	18.5'	no limit	30/50 Amp	8-4 M-F	60 tons	•	•	•	•		•	
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10'	130'	30'	no limit	30/50/100 Amp	24x7	50/75/ 200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	Beaufort Marine Center	252-728-7358	10'	130'	30'	no limit	30/50/100 Amp	8-4:30 M-F	50/75/ 200 ton travelift	•	•	•	•	•	•	•
Beaufort	NC	Moore's Marine Yacht Center	252-504-7060	10'	130'	30'	no limit	30/50/100 Amp	8-4 M-F	50/75/ 200 ton travelift		•	•	•	•	•	•
Brunswick	GA	Two-Way Boat Yard	912-265-6944	7'		16.5'	no limit	30 Amp	8-4:30 M-F	30 ton travelift	•		•		•	•	
Amelia Island	FL	Amelia Island Yacht Basin	904-277-4615	11'	100'	19'	no limit	30/50 Amp	8-6 x7	36 tons							
Stuart	FL	Apex Marine	772-692-7577	8'	65'	19'	no limit	30/50 Amp	7-3:30 M-F	65 tons			•	•	•		
Fort Lauderdale	FL	Apex Marine	954-759-7212	9'	90'	22'	no limit	30/50/100 Amp	7-4 M-F	92 tons			•	•	•	•	
St. Petersburg	FL	Progressive Marine Service/Boat Yard	727-822-2886	10'	100'	26'	no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton trav- elift		•	•	•	•	•	•
Gulf Shores	AL	Saunders Yachtworks	251-981-3700	10'	130'	28'	74'	30/50/100 Amp 3 phase	24x7	165 ton travelift		•	•	•	•	•	
Mobile	AL	Dog River Marina	251-471-5449	8'	85'	22.5'	75'	30/50/100 Amp 3 phase	24x7	70 ton travelift		•	•	•	•	•	
Orange Beach	AL	Saunders Yachtworks	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	South Texas Yacht Services	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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4



Theodore, AL. You will love this gorgeous home with 100 ft. on wide part of Fowl River. This spectacular 4BR/3.5BA has windows surrounding living and dining rooms providing water views from each room. The huge updated kitchen has subzero refrigerator and freezer, granite and wood burning fireplace leads to screened grilling porch. Master suites on both levels. Downstairs master with private porch overlooking the river. Wide plank pine floors, plantation shutters, pickled pine walls, dock, two boat lifts and built-in aluminum storm shutters. Large 22x22 office or workout room is a bonus. \$749,900.

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5



Southport, FL. Located in the Gulf of Mexico! Take comfort in knowing that a walk to the dock out back is all that separates you from sailing around the world. 2.12 acres, 3,000 sq. ft. home and a 2,500 sq. ft. building that includes a workshop, music studio, game room and a guest room. This homes has 3BA/2.5BA, plus a 2,400 sq. ft. storage building. \$575,000.

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6



Key Largo, FL. Exquisite gated bay front estate of authentic Dutch Colonial West Indies design with deep water dockage. Features include a fossil stone sugar mill entryway, great room, gourmet kitchen with top of the line appliances, formal dining room, 4BR/3.5BA, an Old Chicago brick barrel ceiling wine cellar, and a screened veranda overlooking the Florida Bay. Enjoy the 35-foot. koi pond, spectacular sunset views and plunge pool. This is the perfect residence for boating enthusiasts to enjoy the many fishing and diving opportunities in the Florida Keys. \$3,875,000.

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7



Charleston, SC. This fine home shows the attention to detail one would expect from a home custom built by a very respected local builder for his mother. Enjoy the stunning views of the Intracoastal Waterway along the Stono River and its surrounding marsh and a dock with covered pier head, 400 amp service, floater and piles in place for a lift. This home includes a separate in-law apartment with full granite, black and stainless kitchen, living area, bedroom, bath, laundry and separate entrance. Four person elevator, 12-foot wrap-around porches that capture the spectacular views. \$1,375,000.

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8



Oriental, NC. Gorgeous 3BR/2BA waterfront home with open living plan on Smith Creek. Offers dockage, bulkhead and deep water boat slip. Features include parquet and tile flooring, tongue and groove wood cathedral ceiling, spacious decks, a back deck with hot tub that overlooks the creek, screened porch, wood siding, dining room with mirrored wet bar, gas log fireplace in living room, separate laundry room, attached two car garage, UFROG, 1,907 sq.ft., one story with partially floored attic with pull-down stairs and lovely landscaping. \$299,900.

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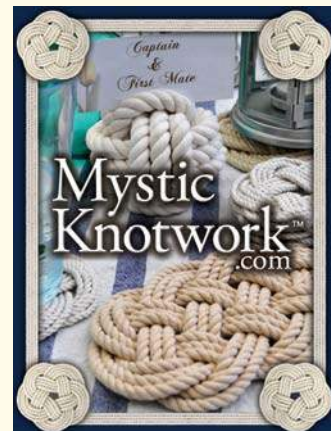
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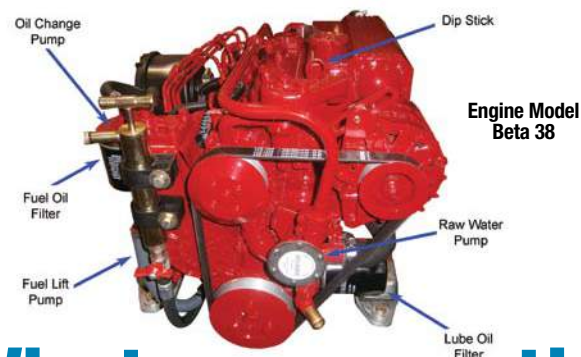


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BOAT BITES

ITALIAN IN THE RAW

BY JORDAN FRANCHINI-WOLFE



This raw food dish is sure to please any palate! The thinly sliced summer squash is by far the lightest 'pasta' alternative. The trifecta of the pesto, cream sauce, and tomato sauce is a flavor fiesta and will leave all diners in awe!

RAWSAGNA TRIFECTA

In a deep pan, layer the following:

1. SPINACH BASIL PESTO

Fresh basil – 2 cups, loose
Fresh Spinach – 2 cups, loose
Walnuts – 1 cup
Garlic – 2 cloves
Lemon – ½, cut away from the peel
Sea Salt – ¼ tsp

Blend in a food processor.

2. SUMMER SQUASH

Sliced very thin (mandolin recommended)

3. GARLIC CREAM SAUCE

Cashews – 1 cup
Water – 1 cup
Nutritional yeast – 1 Tbsp
Garlic – 2 cloves
Sea salt – ½ tsp

Blend until smooth

4. PORTOBELLO MUSHROOM

Sliced very thin (mandolin recommended)

5. YELLOW GRAPE TOMATO SAUCE

Yellow grape tomatoes – 1 pound

Sundried tomatoes – ½ cup

Fresh basil – 2 leaves

Garlic – 1 clove

Sea salt – ¼ tsp

Blend until smooth

6. SUMMER SQUASH

Sliced very thin (mandolin recommended)

Chill and serve!



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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