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## SOUTHEAST

**Inside:**  
**Regattas – A New  
Cruising Destination**

**BREAKING THE ICE** on the Chesapeake  
Out Islands of the **BAHAMAS**



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649.946.9910 | [afoster@bluehaventci.com](mailto:afoster@bluehaventci.com) | [www.bluehaventci.com](http://www.bluehaventci.com)

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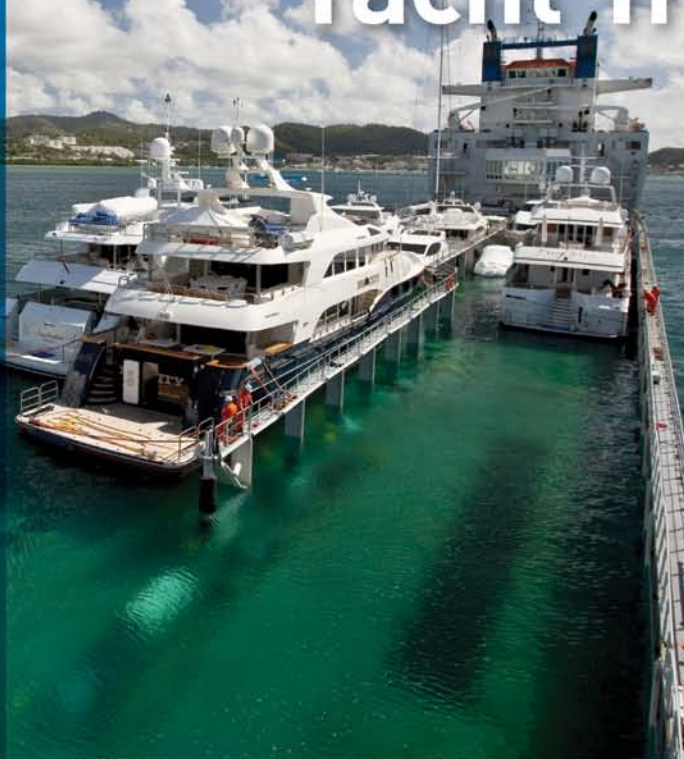
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# THIS ISSUE @

THE SOUTHEAST STATES' WATERFRONT MAGAZINE

CREDIT: CAPTAIN ALLEN BAKER



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# THE YEAR OF OUR READERS

**W**hat an incredible year 2014 was for *All At Sea Southeast*. We attended some amazing boating events and met the most incredible people in the industry. We tested new lines of Mercury, Evinrude, Suzuki and Yamaha outboard engines, observed an anchor test on the Chesapeake Bay and visited a multitude of boat shows to bring our readers the latest design and engineering information. We met adventurer Riaan Manser who, along with his girlfriend Vasti Geldenhuys, crossed the Atlantic Ocean in a 23-foot row boat. Their story of survival inspired us all. We also mourned the loss of Hobbie Alter whose pioneer spirit touched surfers, sailors, and fishermen alike. But none of those encounters mattered unless you, the readers, were interested in the subjects. After all, this is your magazine!

In October I attended both Annapolis Boat Shows, spending the majority of my time at our booth handing out magazines and talking to our readers. There I met Rob from Rappahannock, Va., who expressed how much he loves the local feel of AAS and how he makes special trips just to pick up a copy. He touched my heart so deeply that upon my return home I sent Rob an AAS hat as a special thank you. Not only did he appreciate the hat but he pitched a story idea to boot. Boy, I love our readers.

Not all our readers agree with everything we are doing and that is good as well. The only way we are able to grow as a magazine is to listen to reader comments and concerns. I continue to invite you to let us know how we connect (or clash) with you.

We are starting off 2015 with several top five lists. Pam Wall reviews her top five snorkeling locations in the Abacos while Carol Bareuther lists her top five bars to visit during Key West Race Week. Need a cooler to take snorkeling? Glenn Hayes wades through the ever changing technology to help you find the right cooler for your needs.

Captain Jeff Werner takes a serious look at the importance of security plans aboard superyachts. Then just in time to lighten things up, Cap'n Fatty takes a humorous look at the religions he has encountered throughout his travels. I have to tell you that Fatty made me laugh and cringe at the same time. Also learn how tugs break the ice on the Chesapeake Bay and how a fish pass in Cedar Bayou Tx., has been restored after an oil spill.

Don't be afraid to send me a picture, story idea, or a quick note to tell us how we are doing. This magazine is for you! Happy New Year.

**Terry Boram,**  
Editor



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COMEDY **GASTRONOMIC DELIGHTS ON SUPERYACHTS** produced by: Kevin Davidson

YACHTIE LIFESTYLE **#MYYACHTIELIFESTYLE** produced by: C J Coetzee

BEST FEMALE ACTOR **M/Y MAJESTIC USA & CANADA** produced by: Michael Lewington

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# WHERE IN THE WORLD?

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



Hey *All At Sea*,  
I'm sending a photo of the ICW snowbird rally group at Dowry Creek Marina. Thanks for the great magazine that we all look forward to.

Nick Leva, s/v *Sea Lore*

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







The spacious salon in the new Balance 451.

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# SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION



## RAYMARINE PARTNERS WITH JEPPESEN TO GIVE UNPRECEDENTED CUSTOMER CHOICE

FLIR Systems is pleased to announce support for C-MAP by Jeppesen cartography in the company's range of Raymarine Multifunction Displays. Raymarine and Jeppesen have collaborated to achieve a powerful and flexible navigation experience with support for C-MAP 4D across Raymarine's range of LightHouse™ II based multifunction displays. The Raymarine line of Dragonfly Sonar/GPS will also support C-MAP, giving anglers access to Jeppesen's extensive worldwide map library.

"As with our thermal, sonar, and radar imaging, FLIR is committed to giving our customers the very best in visual navigation information," says Andy Teich CEO of FLIR Systems. "With our Raymarine line's support for C-MAP's high-quality charts and data products we look forward to giving our customers even more chart choices to enhance their time on the water."

Support for Jeppesen C-MAP cartography comes as part of the regular Raymarine software update program and will be available in LightHouse™ Release 13 as a free download, due in the early part of 2015.

## MIAMI BOAT SHOW TO MOVE TO TEMPORARY NEW HOME

The Miami International Boat Show will have a new home for at least two years as the Miami Beach Convention Cen-

ter is renovated. The show will be hosted outside the Miami Marine Stadium for 2016 and 2017, according to the Miami Herald.

The Miami Marine Stadium, which has been closed since 1992, is in the midst of a large financing effort by groups looking to restore the facility, which is "widely regarded as an architectural and engineering jewel with no match in the world," according to the Herald.

"The rebirth of Miami Marine Stadium, one of Miami's most iconic and beloved marine venues, is a nod to the significance and rich history of Miami's boating lifestyle and to the immense possibilities for Miami's vibrant boating community," said Thom Dammrich, president of the National Marine Manufacturers Association.

"The Miami International Boat Show has been the premier gathering place for more than 100,000 boaters who travel from around the globe each year to create life-long memories while taking in the largest boat show in the world. Calling Miami Marine Stadium a home in 2016 and 2017 unites two of the City's most celebrated boating institutions and solidifies Miami's place on the map as an international boating destination. From its deep water and plentiful water accesses to the availability and ease of parking, tran-



sient dockage, and water taxis, Miami Marine Stadium has the potential to add a new level of excitement to the boat show." Courtesy Boating Industry News

## KADEY-KROGAN APPOINTS NEW SALES VP

Kadey-Krogen Yachts has announced Tucker West as the company's new vice president of sales. West is well equipped having more than 20 years in the marine industry, the last nine years leading the North American Sales and Dealers Network for Grand Banks Yachts.

"I am extremely pleased to join the Kadey-Krogen crew," said West. "Currently, we have several new products on the drawing the board, and it is an exciting time to join the company."

West has assumed an equity position in the company by purchasing John Gear's interest in Kadey-Krogen Yachts, thereby creating a new team of principals. In addition to West overseeing sales, Larry Polster will supervise marketing, public relations, finance and administration and Tom Button will direct yacht construction, new product development, commissioning and post-delivery customer care. John Gear will continue with Kadey-Krogen Yachts as the company's Florida yacht broker of record.

West entered the marine industry after graduating from Plymouth State College in New Hampshire with a degree in business management. His primary focus throughout the



## EVENT CALENDAR

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

### BOAT SHOWS

#### HOUSTON, TX

**JANUARY 2 – 11**

Houston Intl. Boat Show

[www.houstonboatshows.com](http://www.houstonboatshows.com)

713-526-6361

#### HOUMA, LA

**JANUARY 9 – 11**

Southern Louisiana Boat Sport and RV Show

[southernlouisianaboatrvshow.com](http://southernlouisianaboatrvshow.com)

[info@bacshows.com](mailto:info@bacshows.com)

337-436-4355

#### MYRTLE BEACH, SC

**JANUARY 9 – 11**

Grand Strand Boat and Sportsman Expo

[www.grandstrandboatshow.com](http://www.grandstrandboatshow.com)

[kdb707@gmail.com](mailto:kdb707@gmail.com),

843-357-3098

#### RALEIGH, NC

**JANUARY 9 – 11**

Bass & Saltwater Fishing Expo

BassandSaltwater

[FishingExpo.com](http://FishingExpo.com)

336-855-0208

#### STUART, FL

**JANUARY 9 – 11**

Stuart Boat Show

[www.AllSportsProductions.net](http://www.AllSportsProductions.net)

[contacts@allsportsproductions.net](mailto:contacts@allsportsproductions.net)

954-522-5288

#### PORT CHARLOTTE, FL

**JANUARY 15 – 18**

Charlotte County Boat Show

[swfmia.com](http://swfmia.com)

[info@swfmia.com](mailto:info@swfmia.com)

954-570-7785

#### HUNTSVILLE, AL

**JANUARY 16 – 18**

Huntsville Boat Show

[BKProductions.biz](http://BKProductions.biz)

[2000mainstreet@gmail.com](mailto:2000mainstreet@gmail.com)

256-509-3574

#### CHARLESTON, SC

**JANUARY 23 – 25**

Charleston Boat Show

[www.TheCharlestonBoatShow.com](http://www.TheCharlestonBoatShow.com)

[erica@jbmsows.com](mailto:erica@jbmsows.com)

#### JACKSONVILLE, FL

**JANUARY 23 – 25**

Jacksonville Boat Show

[boatjax.com](http://boatjax.com)

[jmaboatshow@boatjax.com](mailto:jmaboatshow@boatjax.com)

904-228-2328

#### DALLAS, TX

**JAN 30 – FEB 8**

DFW Boat Expo

[www.dallasboatexpo.com](http://www.dallasboatexpo.com)

#### MIAMI, FL

**FEBRUARY 12 – 16**

Miami Intl. Boat Show

[www.MiamiBoatShow.com](http://www.MiamiBoatShow.com)

[lberryman@nmma.org](mailto:lberryman@nmma.org)

954-441-3227

The Yacht & Brokerage Show

[www.showmanagement.com](http://www.showmanagement.com)

### FISHING TOURNAMENTS

#### POMPANO BEACH, FL

**FEBRUARY 5 – 8**

The Sailfish Challenge

[www.bluewatermovements.com/salifish\\_challenge/](http://www.bluewatermovements.com/salifish_challenge/)

### SAILING REGATTAS

#### ORIENTAL, NC

**JANUARY 1**

Instead of Football Regatta

[www.TownDock.net](http://www.TownDock.net)

#### KEY WEST, FL

**JANUARY 18 – 23**

Quantum Key West 2015

[www.premiere-racing.com](http://www.premiere-racing.com)

[Peter@premiere-racing.com](mailto:Peter@premiere-racing.com)

781-639-9545

### MUSIC FESTIVAL

#### TAMPA, FL

**JANUARY 31**

Gasparilla Pirate Festival

[www.gasparillapiratefest.com](http://www.gasparillapiratefest.com)

### NAUTICAL FLEA MARKET

#### VERO BEACH, FL

**JANUARY 10 – 11**

Indian River Nautical

Flea Market

[FLNauticalFleaMarket.com](http://FLNauticalFleaMarket.com)

[info@FLnauticalfleamarket.com](mailto:info@FLnauticalfleamarket.com)

954-205-7813



years has been in sales, marketing, and after-sales service. Tucker began his career at Sunsail Yacht Charters, booking sailing vacations and selling boats into Sunsail's charter fleet. After spending a year in Thailand with Sunsail, he returned to Fort Lauderdale and spent the next seven years with The Catamaran Company. Most recently, his work with Grand Banks Yachts earned respect among his peers and cemented his passion for the cruising segment of the powerboat industry.

## BERMUDA GETS NOD FOR 2017 AMERICA'S CUP

Bermuda, the tiny island 800 miles off the North Carolina shore, will host the 35th America's Cup in June 2017. The Cup's Commercial Commissioner, Harvey Schiller, made the

announcement in New York December 2, stating Bermuda has "great sailing conditions," temperatures conducive to year-round team training and is geographically in a time zone "important for TV."

Vying against San Francisco and Chicago to host the competition for the oldest international sporting trophy, San Diego and Bermuda made the final cut. "We narrowed our focus," said Schiller, "and one place stood out. It was Bermuda."

Teams from New Zealand, Sweden, Great Britain, Italy and France will challenge defending champion Oracle Team USA, which won the Cup in San Francisco in September 2013. In a "spectacular comeback," the American team won eight consecutive races to beat the Kiwis 9-8.

World Cup Series events are scheduled for 2015-16 in Portsmouth, Gothenburg and Bermuda with a fourth location yet to be announced.

## SIMRAD SIGNS AGREEMENT WITH KEY WEST BOATS



Simrad Yachting has announced a partnership with Key West Boats, Inc., which has selected the Simrad NSO evo2 system to be the standard navigation system for the new series of Billistic high-performance offshore fishing boats.

The Billistic 351 by Key West is the first of three new models. The 35-foot center console, designed for offshore fishing, is powered by three 300-horsepower Yamaha outboard engines and features the Yamaha Helm Master™ joystick steering system. Key West and Simrad have partnered to develop glass bridge helms with the purpose of complete vessel integration and a modern flat dash look. The flagship of the Billistic series sports an NSO evo2 navigation system using dual 16-inch multi-touch glass bridge

monitors integrated with Helm Master for autopilot and engine data presentation, and also features digital switching, SonicHub® audio entertainment, Go-Free® wireless connectivity, open array radar, CHIRP sonar technology, and a RS35 VHF with remote Bluetooth wireless handset.

"We pride ourselves on our customer-focused business model," said Hutch Hulseberg, president, Key West Boats. "Happy Key West boat owners are our best advertising, and they are our most valuable research and development. Ensuring they have a positive experience is our primary focus, and we are confident that installing Simrad systems for navigation, entertainment and system integration is the perfect way to accomplish our goal."






### BLUE HAVEN MARINA HONORED BY THE YACHT HARBOUR ASSOCIATION

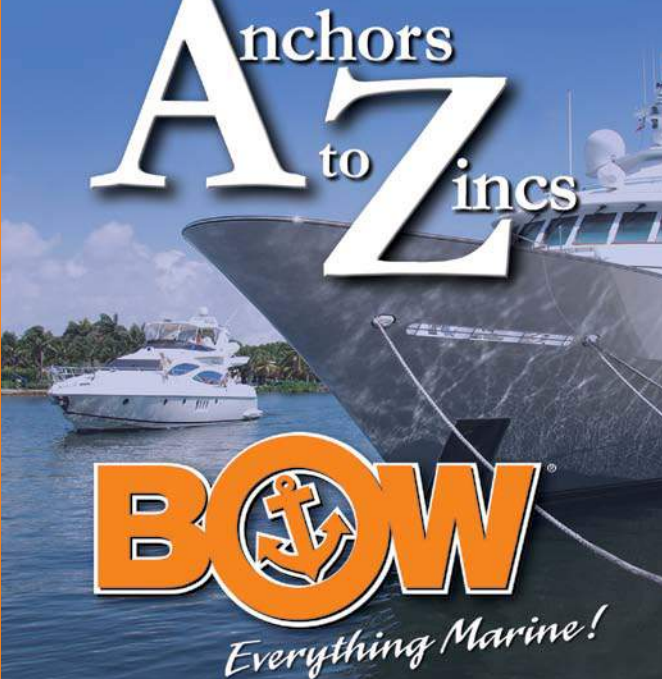
Blue Haven Marina in Turks & Caicos, part of the Blue Haven Resort, has been awarded 5 Gold Anchors, a prestigious and highly acclaimed accolade, by The Yacht Harbour Association (TYHA).

The Gold Anchor Award Scheme is a voluntary assessment program, which focuses on customer service and provides quality moorings for the boat owner. The ratings, ranging from 1 to 5 Gold Anchors, provide assurance of the credibility and quality of the marina when assessed against the technical criteria based on TYHA's Code of Practice for the design, construction and operation of marinas. Marinas are assessed by fully qualified marina assessors, berth holders' feedback and independent mystery shoppers. The program has operated in 23 countries for 24 years.

"We are extremely proud to announce that once again, an IGY destination has been recognized for its standards, quality of service and professional management. Blue Haven Marina, Turks and Caicos is the 4th marina within our IGY Network to have achieved 5 Gold Anchors. The 5 Gold Anchor Award has now not only been awarded to 4 marinas in our network, but 4 of our locations in 4 different countries. I am very proud of each of these marinas and to see them gain this recognition is fantastic. IGY and its destinations will always make every effort to provide an amazing experience to all our guests, in all of our beautiful destinations," said Kenny Jones, MBE the executive vice president for IGY's Operations.

Located in Providenciales in the Turks & Caicos Islands, Blue Haven Marina is open to yachts up to 220 feet and a max draft of 8.5 feet at mean low tide. The facility opened in 2013 and is positioned within the Blue Haven Resort, surrounded by nearly 20 acres of waterfront land on the exquisite northeast coast of the island. 

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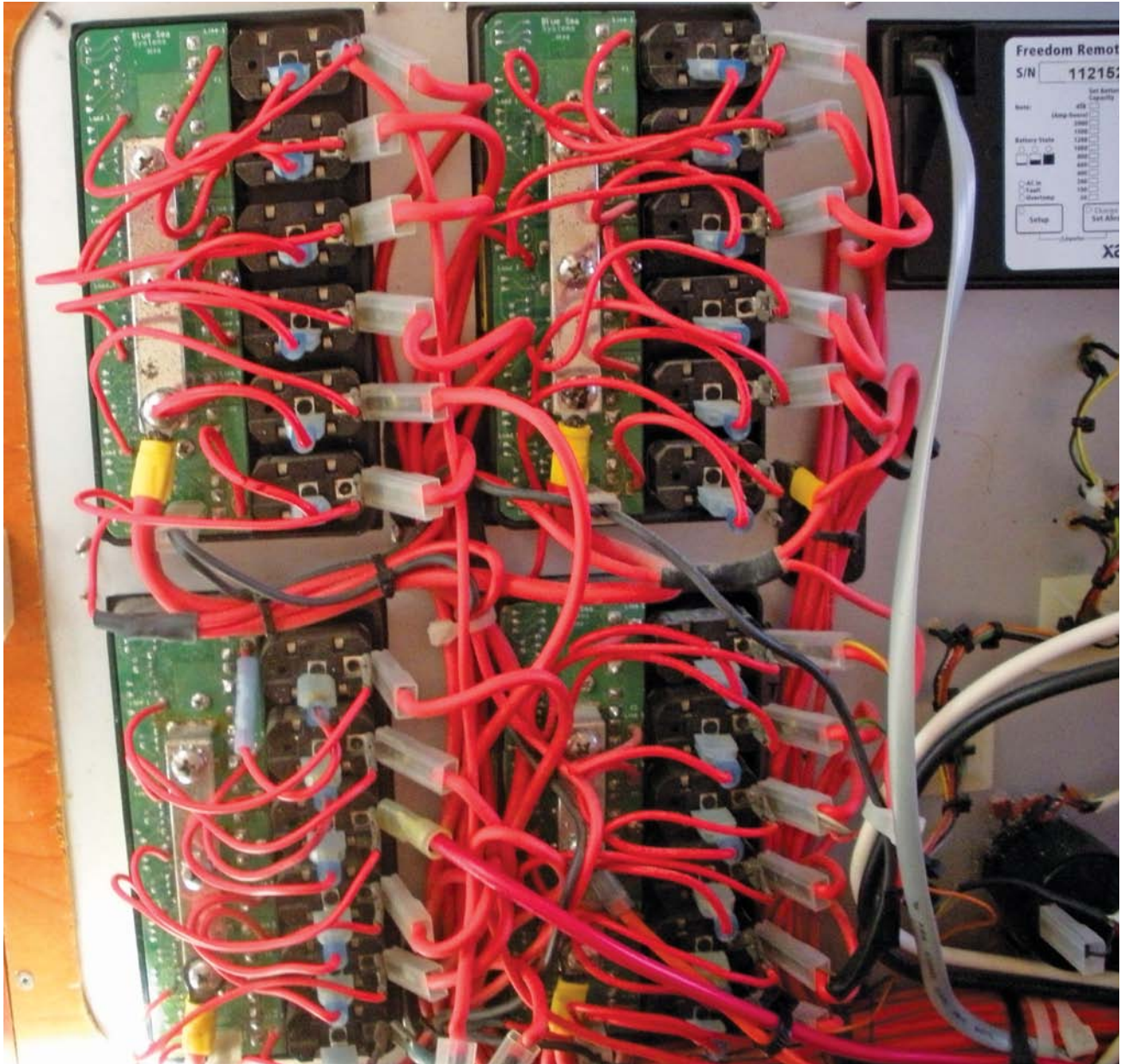
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# UNDERSTANDING YOUR BOAT'S ELECTRICAL SYSTEM

BY ROGER MARSHALL



**D**o you have an electrical wiring diagram for your boat? Do you know where the wires in your switch panel go? If not, you could be in for a nasty surprise should a switch or other component fail.

That surprise can take several forms. The first is the scorch marks left as the wire shorts out (It may or may not

burn your boat to the waterline!). The second is the yard bill for fixing a simple switch problem without a wiring diagram. Without a wiring diagram to tell the electrician where the wires go, the pro might have to trace the route each wire takes to find the right one. This job could take several hours for a complicated circuit. Hours that you are paying for.



## Making an Electrical Diagram

To map your system, first you need to find out what equipment is installed on your boat and where it is connected. Armed with a simple multimeter available from Radio Shack, you can figure out your own wiring diagram. First, disconnect the electrical power and access the back of the electrical panel. Set your meter to resistance, and attach a long wire to one side of the meter. Disconnect each wire one at a time on your wiring panel and check the other end to see where the wire goes. If you disconnect a wire at both ends there is no possibility that stray current can backfeed to your meter or that a circuit can be established by wires back feeding through the grounded side of the system. When you have found both ends of each wire and they check out, draw the lines on your wiring diagram. (If you really want to make future work simple get number tags from your marine electrical supplier and install numbers on each wire as well as drawing your wiring diagram.) Eventually, you will come up with a complete diagram. You might also find some wires connected to nothing at all.

## Adding Electronics

Now let's suppose you want to add a depth sounder to your boat's electrical system. First check that you have enough space behind your navigation panel to flush mount the electronics. If you do not have space, you will have to surface-mount the unit. Check also to make sure that you have space behind or below the instruments to install plugs and wires. Next check to see that you can get wires from your breaker panel to the unit. (Remember to check the other side of a bulkhead before you drill or screw through it!)

Figure out where your easiest cable run is while still keeping the cables hidden. If your boat has wires installed in conduit, your work will be much easier. You may find that you have to go into the overhead and down inside a hollow handrail to get the wires to the unit. Check at the breaker panel that you have space for a new breaker or can attach



the wires to an existing breaker easily. Make sure you have a suitable breaker, cable ties, terminals, tools, and anything else you need before you start.

When feeding wires, be aware of how wires can chafe. Boats tend to bounce around and fiberglass is hard stuff which can chafe electrical wires. Thus you will need to protect the edges of the hole or install conduit.

Feed your wires through the hull; make the terminal ends and connect them up. Make a note of where each wire is connected. Ideally, you should adhere to the ABYC recommendations for cable colors and terminals, but it is your boat and you can do what you prefer.

Go back to the breaker panel and attach the wires to the breaker. Use your multimeter to check out the circuits. Install the breaker in the breaker panel and turn it on. If you haven't hooked it up right, you will notice sparks traveling down the wire and a burning smell coming from the electronics. If nothing happens, turn on the unit and set it up. ⚡

## CALCULATING VOLTAGE DROP

**SCENARIO:** A light with a 30 foot wire run from the breaker panel. The wire from the switch and back. (30' x 2 = 60')

Using #10 copper wire, its resistance is 1.02  $\Omega$  per 1000 feet (60/1000 x 1.02 = .0612  $\Omega$ )

If the current flowing along the wire is 5 amps (5 x .0612 = 0.3 Volts)

For a 12-volt system a #10 wire is fairly heavy and might only be used for a battery or electric stove. If the wire size were to be #16 wire the resistance per foot is 4.014  $\Omega$ . (60/1000 x 4.014 = 1.2 Volts)

With a 12 volt system, this might be enough to cause a sensitive instrument to stop working properly.





# INTERNATIONAL CRUISING IS CONFUSING—THAT'S THE GOD'S HONEST TRUTH!

BY CAP'N FATTY GOODLANDER





I am currently cruising Indonesia—and thus, being repeatedly quizzed on my religion. This always makes me a tad nervous. Circumnavigating requires many skills, and subtly changing the ‘topic of conversation’ is one of ‘em. I attempt, of course, to deflect such direct questions without answering in the specific. Who wants to say something awful and/or life-threatening by blurting out, “I’m for the J-guy,” or the M-guy or the B-guy.

Teams sports were never my thing.

Confucius say, “...never wear wrong team t-shirt in soccer stadium!”

...yeah, I’m talk’n ‘bout THE Confucius—who was a famous wise-guy even before Robert DeNiro and Joe Pesci.

Since my boat is named *Ganesh*, everyone in Bali thought I was a Hindu—until I informed them that I couldn’t even keep up with one god, let alone thousands of ‘em!

I must admit—as a storyteller with a vast appreciation for the sensational—I’m in awe of the Hindu gods. Shiva has eight hands of destruction—and is meaner than most women I’ve dated. Hanuman is the monkey God of the Wind—and sends us sailors winds that are too light, too strong, or completely adverse. (Are there any other kinds?) And Ganesh is the God of Lost Causes—designed precisely for people like me to pray to when we want to get a job, earn some respect, or appear sane.

Besides, the Hindus are sort-of on a first name basis with their gods. Heaven is like a saucy soap opera for them—with never a dull moment. They don’t need a royal family like the Brits. Their gods are as chaotic and crazy as their lives. I admire this informality.

I’m currently anchored in Benoa, Bali, and no marine business here would consider opening its doors without first offering a plate of incense, rice, and other delicious snack food for their deities. (Fanta is the soda pop of choice for the gods—don’t ask me why.)

“Oh, that’s wonderful,” I gushed, “that you want the gods to be happy and well fed!”

“Actually,” said one shopkeeper in a whisper, “that’s not how it is at all. Notice how we make our offering outside the shop? That’s, hopefully, to distract the gods with our gift—and so they won’t come in and cause trouble. Many of them are SO mischievous—and those are the good ones!”

My favorite True Believers are in Thailand. They are mainly Buddhists—but happy to ‘use whatever works’ as one Thai Buddha-Buddy told me. So they chop up Islam, Hinduism, and Christianity—add a dash of Buddha-babble—and season with a few Kungfu movie concepts.

Needless to say, this is the age of specialization. Nobody can survive as a generalist anymore—not even a temple in Thailand.

For example, while anchored off Phuket, an American friend

of mine was convicted on a minor drug charge—and asked me to pray for him at his sentencing. I decided to do that and more—and happened to mention this to my Thai masseuse. “Oh, then you need to go to the Temple of the Lenient Sentence,” she said. “Don’t worry,” she continued, “I’ll take you and Carolyn, and guide you through the whole process.”

The following weekend, we traipsed off to the Temple of the Lenient Sentence. Before we went in, our Thai host explained the ground rules by saying, “Now, Fatty, our gods aren’t like your gods. Don’t pay them upfront. They will take your money and totally forget about you. Instead, make a deal—the very best deal that you can negotiate—and tell them how much you’ll pay IF they keep their end of the bargain. Once they perform as promised, come back and pay within a reasonable time. Otherwise, bad karma to the max! But don’t pay ‘em upfront—pay only on performance!”

Boy—I don’t think the Vatican-guy would like that!

We followed her advice. Our friend got a lenient sentence. We paid in the standard coin of the realm—a big fat wooden elephant. (These Thai gods seem to be efficient—as there was an entire field of elephants in payment, some as big as a house! Serial killers, maybe?)

### **Circumnavigating requires many skills, and subtly changing the ‘topic of conversation’ is one of ‘em.**

Singapore is another place we love to visit. They’re Chinese, and thus lie to their gods continuously.

They burn (pretend) money in large denominations—as well as gold-colored cardboard models of fancy cars, American Express cards, and (the latest) iPhone 6s!

“The gods don’t know any better,” whispered one devout worshipper to me as he burned a gold-colored cardboard Apple iWatch, “and besides, they don’t have any use for money!”

“They are also the Hungry Ghosts that have big mouths and small stomachs—not a happy combination,” one celestial money-burner informed me. “But it is better to be safe than sorry—and you can buy gold-leaf cardboard Cuisinart machines, microwave ovens, and modern juicers at any 7-Eleven.”

Speaking of gold leaf, many people rub statues of Buddha with gold leaf—to thank him for not caring about money and for not being materialistic.

Each religion is crazy in a different way, I guess.

If your boat is leaking in the Med, you pray to Poseidon. However, if the pumps keep it floating long enough to limp past the Rock of Gibraltar and into the chilly North Atlantic—then you have to petition King Neptune.

There are a lot of jurisdiction disputes in heaven and hell, evidently.



Boundary issues abound—and, yes, the Devil is in the details.

Polynesians are quite flexible. Their gods brought up the world (well, the Pacific islands, anyway) via a fish hook getting caught in a fishing net—and even have a bad-boy god named Hiro who's a thief and a drunkard, and once tried to heist the mountain on Moorea! (The hero Pai chased Hiro back to his island. Hiro was, of course, drunk—and hit his home base so hard that a bit chipped off... which is why that particular isle in the Societies is still in two pieces... ah, the craziness of Polyculture!)

However, the Polynesians were quick to convert to Christianity—with the logical reasoning of 'whichever congregation has the best toys, wins.'

"But," one Christian Tahitian told me, "you're J-guy might have caught a fish or two—but it must have been off a pier or a rock. He was no sailor and obviously not comfortable around the water with sailing canoes or catamarans—or why have Moses part the Red Sea instead of broad-reaching across it?"

"Hey," I said, sputtering to the defense of the Stars and Stripes, "who cheated their way to victory in the American's Cup so many times? Surely, it was not Allah rowing with his Sword! Or Buddha brooding under his tree. No, it was sail-

trimming Christians—every time!"

"Let's not even talk about Noah—and his pig-boat," said the Christian Tahitian sadly, "You didn't have to possess a god's wisdom to know the Ark wasn't going to be weatherly and would make excessive leeway. She was a dog in light airs—well, two dogs, actually."

Ever notice that when you are goofy, you label it faith and spirituality—when the other guy is same-same, you label it stupid?

Which reminds me what I say when people ask how fast *Ganesh* is.

"You don't name a racing boat after a ponderous, slow moving elephant," I tell them ruefully.

Ganesh, of course, is the only elephant-headed god in the universe—which is pretty special! He's also the God of Lost Causes and the Lord of Removing Obstacles—two neat tricks, for sure. Notice that Ganesh has a pen in one hand and a hatchet in the other? Yep, he's also known as a special friend of writers—because he first attempts to win you over with his pen, and failing that.... chops off your head.

He's also decisive and bold, obviously.

Ganesh is also noted for his robust sense of humor—as befits a happy fellow with an elephant's head. "It's great for picking up peanuts—and fondling woman, too!"

No, we don't have anybody saying stuff like that in the New Testament, do we?

My favorite part of all religions is the part where they reveal that, yeah, they believe all the other religions are, like, goofy!

But all this international sea-travel, transcultural experience afloat, and sloshing inter-faith god-full-ness—makes for some light moments around the hymnal.

Once upon a time I had to flee Thailand—and, thus, left without clearing out and fled under sail to Muslim Malaysia. Upon arriving, I immediately went to the police station and informed the desk sergeant what had happened.

"Thank gosh that you—a fearful Christian," said the proud police officer, "had the good sense to flee a crazed Hindu in a lawless Buddhist country—and seek the protection of the Sword of Allah!"

I had to smile—for the first time in days.

Of course, a lot of this is just perspective. I love writing columns like this, and my wife Carolyn hates proofing them.

However, occasionally, she gets in the spirit of things—like this time when she handed my column back to me and said, "It's God-awful!"

"...too kind!" I swooned back, "too kind!"



---

*BIO NOTE: Carolyn and Fatty was last sighted in Batam, Indonesia, getting ready to joust with the local pirates in the Malacca Straits once again.*



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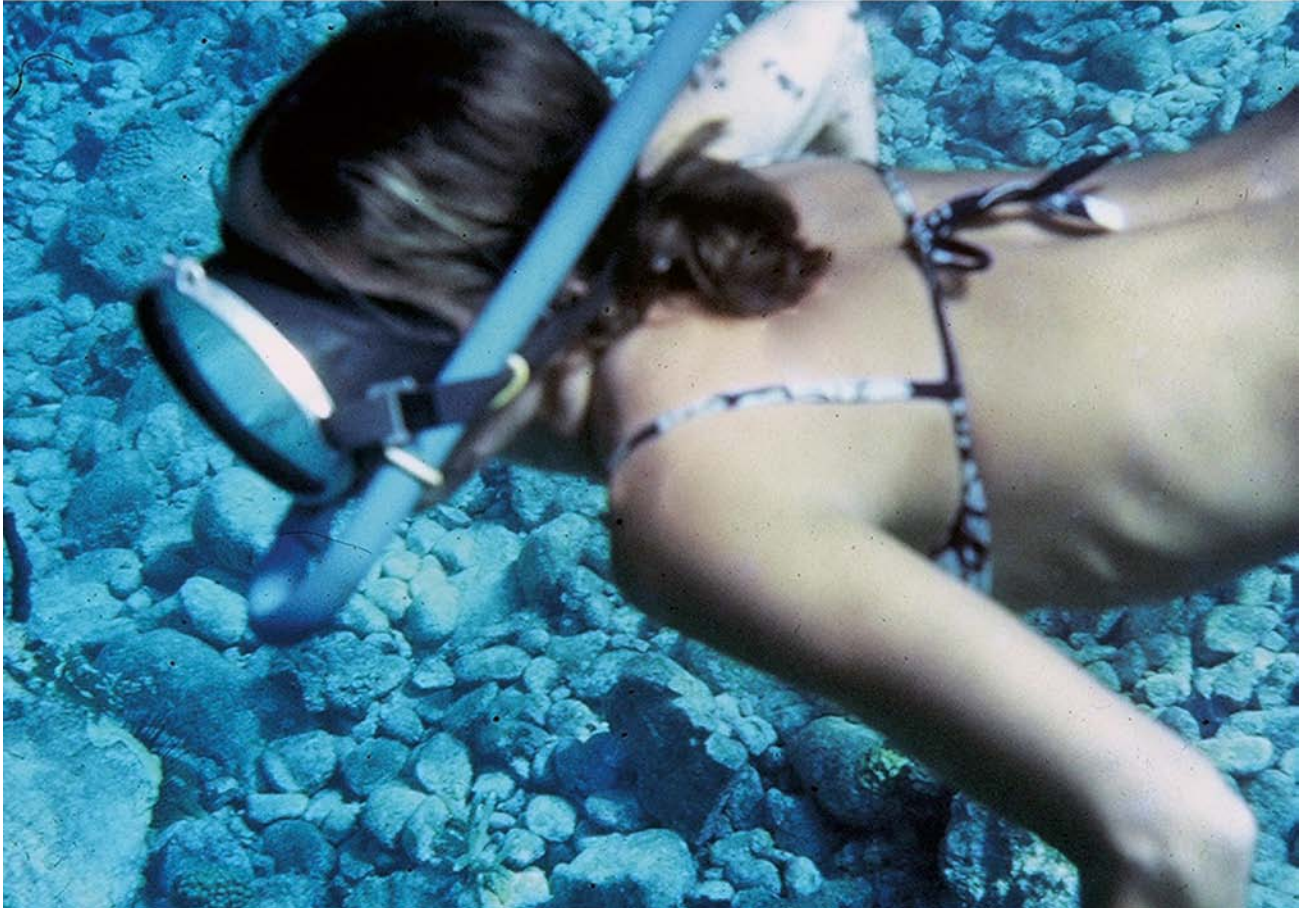
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# PAM'S FIVE FAVORITE SNORKELING AREAS IN THE ABACOS!

STORY AND PHOTOS BY PAM WALL



I have talked a lot about the pristine beauty of the Bahamas and how much I love sailing there. After sailing around the world, it is still hard to beat that perfection of shallow water sailing, crystal clear water, thousands of anchorages, and white pearly beaches. The Bahamas is an aquarium right below your boat! The beauty beneath the water is as spectacular as above the water!

Let's take a quick look at some of my favorite places to snorkel in the underwater world of the Bahamas. Grab your really good mask, snorkel and flippers I suggested you might want while cruising, and let's explore from the north, working our way south as if we have entered the Bahamas at West End.

There is tiny Moraine Cay, near the anchorage at Allans-Pensacola. It is not a good night-time all-weather anchor-

age, so go there from Allans-Pensacola by mother ship during the day only, or by good, fast dinghy. The reefs surrounding this cay are well worth the effort of getting there. There are colorful coral heads, a myriad of fluorescent tropical fish, the odd nurse shark, and the ever present grouper and parrot fish. Visiting the cay by land is also fun. We found a tiny struggling key lime bush with a note in a bottle stating, "Please water me so I can grow my limes for your fish dinner!" Well, how could we resist that? We gave the little plant some of our fresh drinking water!

Further down the Sea of Abaco, a magnificent sand bar extends southwestward from Powell Cay. This sandbar stands out like a fluorescent light. Anchor to the north of the bar and snorkel in the shallow water. You can uncover beautiful clean sand dollars, sea biscuits, and oth-



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# Pam's Five Favorite Snorkeling Areas in the Abacos!



er shells like the colorful sun ray talons. As you snorkel along, wave your hand over the ripples of bottom, and right under the cover of that silky sand are the shells. It's like a fun Easter Egg Hunt.

The next place I really like to snorkel is on the outer reefs of the Sea Park of Fowl Cay. You proceed out North Man-O-War Channel to anchor in the sand between Fowl Cay reef coral heads. If coming by tender, there are moorings to secure to while exploring. The coral heads surround you and Bennie the Barracuda could come take a gander at you, his mouth opening and closing and his sharp teeth smiling at you! These lovely reefs are full of all kinds of fish. The park is protected, so do not take anything from the sea while admiring the reefs.


A wonderful small reef, good for beginners and children, is right outside Marsh Harbor. Mermaid Reef is a gorgeous little coral head just filled with lovely tropical fish. It is easily reached by dinghy and you can even swim there from the shore.

Now let's jump down to Tilloo Bank just south of Lubbers Quarters. Wow, what a bank! Again, it is pure white sand. You will have to anchor in the deeper green water and take your tender over the bank. In only about five feet of depth, it's easy to anchor and flip over the side. This is another perfect place for collecting shells just beneath the surface of the sand. Little black-tipped pompano swim with you and lots of starfish light your way across the bank. One caution; the swift outgoing tide makes a very strong current over the bank. Be careful if little children are swimming and watch your dog carefully as well.

**The Bahamas is an aquarium right below your boat! The beauty beneath the water is as spectacular as above the water!**

Just a bit to the south of Tilloo Bank is the most beautiful of all snorkeling places in the protected Sea of Abaco -- Sandy Cay. This is a really special place for diving, abundant with gorgeous colorful coral, magnificent leopard rays, curious barracuda, and all the brightly colored tropical fish you can imagine. Grouper and snapper and even a few moray eels can be seen if you look carefully in the crevasses of the coral! Black tipped sharks are cruising there too. It is my favorite. A word of caution, the tide really races here, so always remember to swim up current of your moored tender. That way it is always an easy ride back to your boat with the current. There are several mooring buoys for small boats only, so anchor your mother ship somewhere nearby, take your tender and use the moorings. No anchoring is allowed here (to protect the park and its beautiful coral).

This is just a very small list of my favorite snorkeling places in the Abacos and the rest of the Bahamas. It would take a full book to even try to describe the thousands of great diving areas for you to enjoy your own sea aquarium.

Jump in with me, and see for yourself the magnificence of the Bahamas under the water! 

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*Follow her on Facebook at Pam Wall Cruising and Sailing Consulting, visit her website [www.pamwall.com](http://www.pamwall.com) or contact her directly at [pam@pamwall.com](mailto:pam@pamwall.com).*



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# CEDAR BAYOU FISH PASS IS NOW OPEN

BY JEFF DENNIS

PHOTO COURTESY CCA TEXAS

**O**n the Gulf of Mexico the lingo can be just a little different. What some on the East Coast may call an inlet, the Texans call a bayou. Cedar Bayou separates Matagorda Island and San Jose Island just north of Rockport, but it isn't open for boats to navigate. Cedar Bayou is what they call a fish pass and after being closed for more than two decades by siltation,

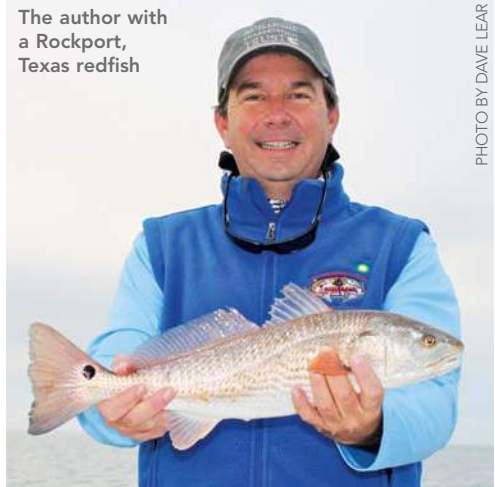
it was reopened in September 2014, as a water exchange between the Gulf and Mesquite Bay.

The re-opening of Cedar Bayou touches many bases, including the threat of pollution from an oil spill, and how restoration of oceanic flow can now greatly enhance the natural resources. Saltwater fishing is big business around Rockport and the Aransas area, with guides, lodges and an



The author with  
a Rockport,  
Texas redfish

PHOTO BY DAVE LEAR



Cedar Bayou in Texas is now  
open and healthy

entire economy built around it. The fishing is very good but citizens anglers knew that it could be better if they could restore Cedar Bayou.

It was back in 1979, during an oil spill in the Gulf that decision makers decided to close off Cedar Bayou via heavy machinery moving earth and sand, to avoid contamination of the entire inland estuary. The strategy worked, but over time


the fish pass stayed silted in and the flush of water from the Gulf no longer occurred there. Coastal Conservation Association (CCA), which represents recreational anglers in Texas, was keen to take this project on in the name of conservation.

Researchers from the Harte Research Institute for the Gulf of Mexico began conducting biological surveys in the area and noticed that the ecosystem was healthy, but perhaps not firing on all cylinders. The smallest and most delicate parts for the ecosystem were no longer present, without any salt-water flow from the Gulf. On September 25, Cedar Bayou was reopened and amazingly, by October 14, researchers found that red drum larvae were newly present in the area.

These red drum will spend the first few years of their lives in the marsh which serves as a nursery, as will many other game-fish species. Redfish receive special attention from anglers since they are hearty enough to handle catch-and-release fishing and because they grow to be much larger than other species like trout. In fact, once the red drum become mature, they exit the estuary and head into the Gulf to become breeders that provide the larvae for future generations.

The project cost \$9.4 million to implement, and took years of commitment by Aransas County. Texas Parks and Wildlife contributed a significant sum to the total cost and CCA Texas put in \$1.6 million of the total. Now that Cedar Bayou is open, the county pledges to keep the pass flowing via maintenance dredging as warranted. After all, it's not just about the fish since the entire ecosystem will benefit including blue crabs, which are an interesting part of the food chain.

The Aransas National Wildlife Refuge (NWR) runs along the coast, and an endangered species of wading bird seeks this area out as a wintering ground. Blue crabs are the preferred food of whooping cranes which migrate down to Aransas to stay warm and to eat well. While there is fishing in Aransas NWR, the birdwatching may be better. One has trouble deciding whether to concentrate on the fish or on avian photography.

With Cedar Bayou once again functioning as a fish pass, the ecosystem can flourish, bringing in more fish and birds which, in turn, will bring more anglers and visitors. The cost of conservation is considerable but in this case the increased tourism revenues coming into the area should more than compensate for what was spent. It's hard for man to quantify everything that functions in any ecosystem, but what's important in this instance is that supporters realized it was imperative to restore Cedar Bayou. 

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

# HIBERNATING FISH CAN BE FOUND

STORY AND PHOTO BY CAPTAIN JUDY HELMEY



Captain Deidra Helmey Jeffcoat and Christopher Miller with a fistfull of king mackerel.

**B**y the time January rolls around in Savannah, the migrating coastal inshore fish have left and the ones that are staying have gone into the hibernation mode. Spotted seatrout are normally wintering in deep holes in the creeks, rivers or sounds. The best way to catch them when in the hibernation mode is using a small freshwater jigs with curly tails or paddle tails while using 4- to 6-pound test main line. I'm old school and prefer monofilament because of the extra stretch and cushion it provides. The braided type main line, which slices through

the water column, will also work but make sure the drag set matches the main line used.

Spotted seatrout have soft mouths and a hook can easily be pulled free. I have always used a freshwater jig called Jiffy Jigs, because they are super small, they work, and come in all sort of sizes/shapes/weights. (<http://www.jiffyjigs.com>) As my father always said, "The jig actually wakes the trout when it bumps into it, which makes these cold water hits a more triggered strike than a studied one!"



Cast into the deepest part or the hole, let your lure hit the bottom, wait, reel a few times, wait, and repeat. Then I suggest casting your lure to the sides of the hole and repeating this sequence. The secret: work your lure as slowly as you can while still keeping it on the bottom. Deep holes that are holding occupants are most likely guarded on the surface by cormorants.

## Offshore

Now is the time to get the best shot at a trophy redfish also known as bull redfish. It's important to note that the redfish is catch and release only when caught offshore. Handle with care and release as quickly as possible! Don't forget to take a picture first to show your friends!

The best natural baits, believe it or not, are cut squid/fish, finger mullet, and mullet steaks. These natural baits work great when fished on the bottom with a Carolina style rig. The best artificials are any sort of jigs with white hair rigged with small curly or paddle tail lures. Diamond jig with a bare hook or a red or green plastic tube attached is the best old school lure. Once you cast into the school the redfish should hit your lure on the fall. If two or more are fishing I suggest throwing any of these artificial lures about 5 seconds apart. Upon splashdown these lures send bait-imitating signals that are music to redfish ears!

*Special classes. Inshore February 21 - 22, 2015 and Offshore March 7 - 8, 2015. For more information contact Captain Judy at 912-897-4921 or email fishjudy2@aol.com*

**Christopher Miller holding a nice bull redfish caught a few miles off Wassaw Island, Savannah, Georgia.**

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# BREAKING ICE

BY BILL EGGERT

CREDIT: HANS MARX



**W**inter on the upper regions of the Chesapeake Bay can be quite treacherous and unpredictable. Gone are the seemingly hundreds of pleasure power, sail and fishing boats of summer. The thousands of recreational craft are safely on the hard, covered by shrink wrap, or double tied in slips protected by ice eaters. However, the ships, barges, naval vessels and tugboats continue to ply their trade. The "cargo", whether it is coal, petroleum, cars or even cruise passengers, must still go through.

The Chesapeake's last big freeze came in the winter of 1977, when the Bay completely froze over. People actually walked out to the Chesapeake Bay Bridges and some drove their pickup trucks onto the ice. Maritime traffic slowed but was kept moving with the assistance of the Coast Guard. Some of the smaller tributaries were inaccessible. Heating oil to the Eastern Shore's smaller towns had to be delivered by truck. This past winter, the ice was significantly worse than it had been for several years, according to Captain Erik Hansen, of the Vane Brothers tug ENDEAVOR. He said, "That three- or four-inch ice takes surprisingly little time to develop, and the heavy patches of pack can cause serious prob-

lems for smaller commercial traffic. The larger ships headed to Baltimore "pretty regularly break up the ice, but as they go, the ice fills in and the pack becomes thicker and thicker."

In addition to high winds and reduced visibility, ice continues to cause the professional ship and tug captain the most difficulty. Tugboats are increasingly called on to perform ice-breaking duties. Baltimore Harbor Captain Reid Sprague, reports that he was "often sent into an iced-in berth before a ship arrived, to break up the solid ice and blow out the bits. It was great banging fun. We'd first run back and forth to break up the sheet of ice and then, catching a line at one end of the berth, we'd run strongly ahead to create a current to move the broken bits out of the way. When the berth was clear, we'd run out to meet the ship and dock her."

One challenge during a heavy ice season was navigation, Reid remembers. "The Coast Guard would change out the usual summer buoys for winter buoys, which had a sleek profile with few appendages. They could take being pulled under the ice with less damage, and were less likely to be pulled off station by moving ice." Reid goes on to say, "There was no napping when going up the Bay in winter, because you never knew what buoys had been moved or





Tug *Big Daddy* in the ice in upper Chesapeake Bay

CREDIT: CAPTAIN ALLEN BAKER

damaged since you last came that way."

Captain Henry Gamp, once one of the Bay's younger tugboat skippers, often found himself ordered to assist a vessel stranded in the ice. Making circles around the ship, being careful not to push the dangerously sharp shelving ice against its thin-skinned hull, the tug widened a clear path. Once the vessel was free and underway again, the tugboat positioned itself ahead, but purposely a little off to the side of the ship's bow. Should the tug itself become stuck or its plant overheat from the strain, the freighter, unable to stop due to its momentum, could easily ram it. "Ice duty", said Gamp, "could be demanding work. The boat grinds continually; sleep is almost impossible. Rising high above water level, ice spires are understandably mistaken on radar for all-important markers. The ice produces an eerie feeling -- more like being out in a field in the Midwest. It doesn't seem like water at all."

Working barges can be especially dangerous in icy conditions. Captain Erik Hansen tells of experiences towing barges through the Chesapeake and Delaware Canal and upper Bay, "areas notorious for collecting ice, especially with a sustained wind blowing out of the south which drives the ice north, creating pack. With a tow on the wire, you

must stay extremely cognizant of conditions and constantly check ice reports," Hansen says. "You may encounter impassable pack ice or enough to significantly slow progress, allowing the barge astern to catch up and overtake the tug, even coming up over the stern and forcing the boat down."

Surprisingly, Captain Reid, who worked the length of the Patapsco River and the Bay, found the increased paperwork associated with "ice ops," to be an annoyance.

The wheelhouse crew had to carefully log times in and out of the ice, as well as its character and thickness. This was done so that the "company could bill appropriately due to the increased time and effort as well as the possibility of damage."

Running convoy duty, rescuing vessels in distress, and freeing troublesome barges, while hazardous and distasteful work, does, however, have its small rewards. Captain Sprague found, "ice work operations overwhelmingly positive, fun, if difficult at times." Crewmen have been known to stop the tug, take the aluminum ladder usually used for ship boarding, and climb down to the ice. Such times became a perfect opportunity for rare photographs of one's own vessel and an occasion for a good-natured, if somewhat potentially dangerous, snowball fight. ☺

# TODAY'S COOL COOLERS

STORY AND PHOTOS BY GLENN HAYES



If you are in the market for a new cooler you may be surprised at the scope and variety now available. Sure there are still the traditional coolers you have used on all those camping and fishing trips, models that have been around for what seems an eternity, but now there is also a whole new breed of super coolers out there built to keep ice longer than ever thought possible and do so with durability for years to come. They are constructed to survive not only a bear attack but also your drunken crewmates.

Many of these new coolers have very little resemblance to anything you may have owned before, other than possibly their white exterior. They are solid, made of rotomolded plastics, with hinges and latches designed to last, rather than break after a single season. They have reinforced lids that seal better than your refrigerator and don't buckle and collapse under your weight when you stand on them. They keep ice for what seems like an eternity, keeping your brew chilled days into your adventure.

Take a walk through any boat or outdoor show and you

will see booth after booth of new and improved coolers, each professing to be better than the next. The fact is it can be hard to determine which is best for you.

When looking for a new cooler, consider how it will be used. Will it be on deck all day in the sun? Will it act as a raised platform for fishing? Is it critical that it keeps ice for days on end, or are you just cooling a few beverages for a short day-trip? Is it a cooler you intend to keep for a long period of time, or is a season or two good enough? There are many economically priced coolers available if extreme durability is not a deal breaker and day trips are your adventures of choice. If, however, a high-end cooler is on your must have list, be prepared to shell out some hard earned cash. These rotomolded babies aren't cheap.

There are some drawbacks to these high-end coolers. Most are considerably heavier than their lower priced cousins due to durable construction with heavier materials. Another consideration when selecting a super cooler involves interior dimensions. The interior dimensions



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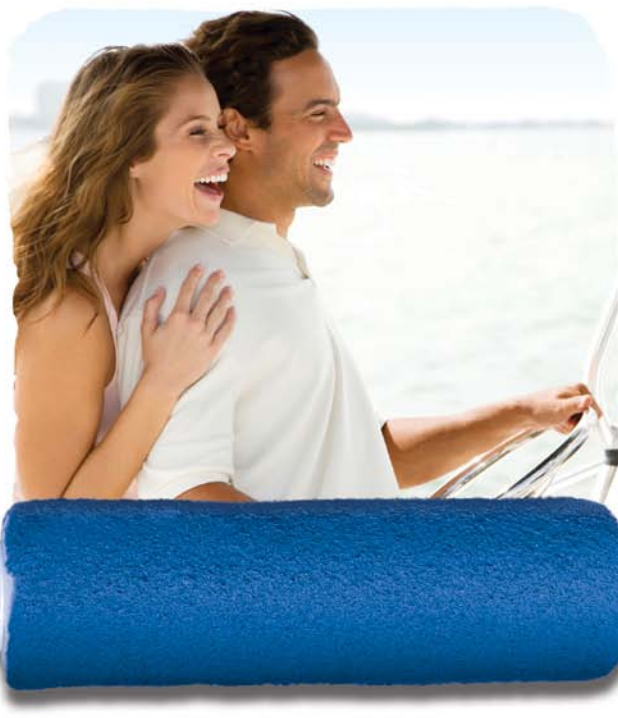
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## Today's Cool Coolers



**Many of these new coolers have very little resemblance to anything you may have owned before, other than possibly their white exterior.**


are smaller than comparably sized traditional coolers so you will probably need a larger cooler than you think. Insulation in high-end coolers is 2 to 3 times that of lesser coolers (they can be 2 to 3 inches thick on the sides, bottom and lid but it varies by manufacturer so do your homework), which eats up interior space. If you want a cooler that will keep its contents colder longer and can handle anything you throw at it, these disadvantages prove to be minor.

There are far too many brands available today to cover in one short article, but some stand out as popular choices. Yeti is probably one of the best-known names in rugged coolers today. Having worked hard at gaining its reputation as a premier cooler brand, Yeti is becoming the standard to which others are compared. The line is extensive, starting with their Roadie 20 (20 = capacity measured in quarts). Next is their Tundra series with coolers ranging from the Tundra 35 all the way up through nine other sizes to the massive 420 (sometimes referred to as a coffin cooler). They haven't stopped there either. Recently introduced is a Yeti super-duty soft-sided cooler called the Hopper. It holds ice for very long periods and doesn't leak – the super cooler of the soft-sided varieties.

Another name long known for quality high-end coolers is Engel. With approximately two decades of cooler-building experience, Engel offers an extensive line of durable high

performance coolers and combination cooler/dry boxes. They even manufacture industry leading AC/DC portable fridge-freezer coolers. Their Deep Blue rotomolded coolers range from 25-quart through six other models up to a 320-quart chest. Features including a built-in bottle opener, an extensive accessory line and self-draining pitched floors make these coolers serious contenders.

Pelican, the famous maker of indestructible gear cases that are virtually bomb proof, has also entered the cooler market. Their line of coolers is proving to be just as indestructible. Pelican makes seven models ranging from a 20-quart personal cooler to a 250-quart monster that would look as much at home strapped to a tank as it would sitting on your deck.

While still manufacturing their full line of conventional and marine coolers, Igloo has its own offering of super coolers with its top-of-the-line Yukon rotomolded coolers. These rugged coolers are available in sizes from 20-quart models up to 250-quart monsters. Built to take a beating and keep contents cooler and longer than anything else Igloo produces, these ice chests deserve serious consideration. Igloo's name is synonymous with coolers. Their new line along with those of their competitors mentioned above will ensure that your beer – or whatever else you need cooled – will stay colder longer than you ever thought possible. 



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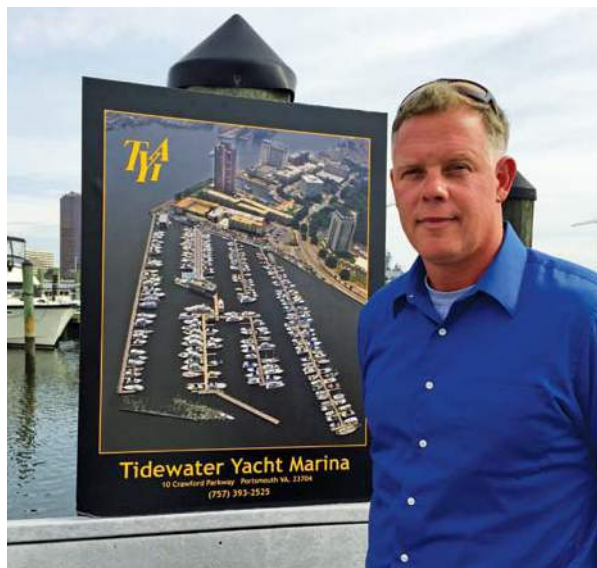
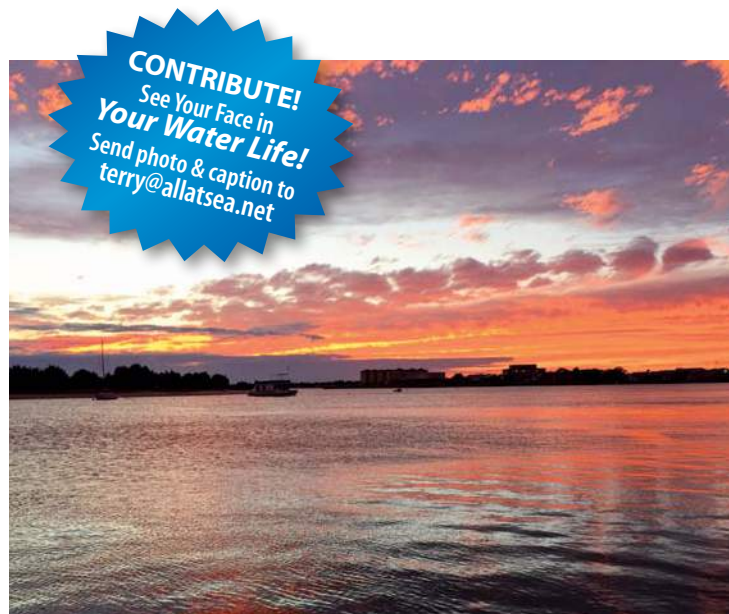
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# YOUR WATER LIFE

PHOTOS BY JANN BOUNDS

**A**ll At Sea was a part of the annual migration of cruisers down the ICW. Jann and Jeff Bounds left Hyatt River Marsh Marina in Cambridge, Md., November 4 on *Two J's II*, a 480 Sea Ray Sedan Bridge. With an *All At Sea* banner on their bow pulpit and boxes of the November issue on board the couple headed toward their final destination of Charleston, S.C., meeting many of our wonderful distributors and readers along the way. Going through the Great Bridge Lock, several boaters saw the banners on the boat and wanted copies of *All At Sea*.







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# A NEW CRUISING DESTINATION

STORY AND PHOTO BY TROY GILBERT



**A**s boating season starts to heat up in the South, cruisers are pulling out charts and planning for that next great destination to chalk up on their calendars. Often overlooked are the sailing regattas held throughout the Southeast and Gulf Coasts. Whether you own a sailboat or have always been a powerboater, these events offer an unmatched boating experience as an on-the-water spectator to the action. Spectator boats anchor along the starts or the turning marks, fire up the grills and witness some of the world's top sailors (and plenty of amateurs) in action. After the day's racing, cruisers tie up in the marinas alongside the sport boats and the yacht clubs fill for the legendary post-regatta parties with their

live music, beverages and food - all are welcome and the camaraderie and atmosphere out on the piers is truly special.

With easily a hundred regattas, both large and small held throughout the Southeast and Gulf Coasts, it's hard not to find a regatta in a town that's on your future destination list. The keys though, are to reserve slip space early at many of the larger regattas and to remember to bring your party hats. The gathering of hundreds of sailors around free rum bars leads to an experience best left in the logbook for grandchildren to laugh over later.

These regattas that should be on your radar for 2015 all have facilities to accommodate transient cruisers.





### KEY WEST RACE WEEK

**JANUARY 18-23:** KWRW is one of the largest international regattas in the United States. Drawing a who's who of racing's top names and expensive boats, this week-long event inundates the island with boaters and sailors, providing plenty of action on the water and in Hemingway's old watering holes.

### GASPARILLA

**JANUARY 31:** Run since 1904, the Gasparilla is less of a regatta and more of a waterborne and pirate themed Mardi Gras-like event. With cannons blazing, the fleet invades

Tampa, and onshore there is a massive parade. Virtually the entire city of Tampa shuts down for this event.

### MARDI GRAS RACE WEEK

**FEBRUARY 19-22:** Immediately following the Mardi Gras festivities, cruisers join with racers and refuse to let the party end. Located at New Orleans' West End, this is a growing one-design regatta held in a spectacular venue and near to the French Quarter.

### BACARDI CUP

**MARCH 1-7:** Located on the beautiful waters of Biscayne Bay, the Bacardi Cup is celebrating its 88th year. A who's who of sport boat racers flood the coast and the race village at night in a party that could be thrown only in Miami.

### CHARLESTON RACE WEEK

**APRIL 16-19:** The classic and quaint waterfront town of Charleston explodes as the sport boat capital of the world in April. Over 200 boats travel from all over the world to take part in what has rapidly become the largest and most well respected regatta in the United States.

### DAUPHIN ISLAND RACE

**APRIL 24-26:** Over 100 sailboats participate in this regatta which has become an institution on Mobile Bay. In 2015, competitors start at the beautiful Fairhope Yacht Club and sail to Dauphin Island. The barrier island is then host to a seemingly unending array of festivities for the sailors and "racer chasers" until the return race the next day.

### GULFPORT TO PENSACOLA RACE

**JUNE 26-28:** This 100 nm distance race along the southern reaches of the Gulf Islands starts in Gulfport, Mississippi and finishes at the entrance to Pensacola Bay. The oak lined grounds of the Pensacola Yacht Club then play host to the crews from nearly 100 competing sailboats as they stream in over the course of two days. Sailors throughout the Gulf Coast will tell you that PYC's bushwhackers and hospitality are not to be missed.

### GULF YACHTING ASSOCIATION'S CHALLENGE CUP

**JUNE 19-21:** The premier inter-yacht-club sailing championship will be held at Gulfport Yacht Club in 2015. The top sailors from the Gulf Coast race hard on 4-boat teams representing their yacht clubs over the course of this long weekend and retire to the piers and grounds of the Gulfport Yacht Club every afternoon for the parties. 



# BAR HOP IN KEY WEST FOR RACE WEEK

BY CAROL BAREUTHER

**W**ell over 100 boats with crews, family and friends will descend on Key West, Florida, January 18 to 23, for Quantum Key West Race Week. It's a fabulous week of racing by day and revelry at night. Thank goodness there is no fear of the town running dry. There's everything here from iconic bars in historic settings to laid-back grub and grog shops and everything theme in between. Here's a sampling of five of the best bars on the island.

## Schooner Wharf Bar

202 WILLIAMS STREET

Stretch your legs with a little over a half-mile walk from Duval Street to the historic seaport district at the Key West Bight. Schooner Wharf is home to the largest working fleet of Schooners on the east coast and the bar and restaurant here are the perfect places to relax with a Schooner Breeze (four flavors of rum mixed with tropical fruit juices), listen to live music and watch the in-house magician perform, or use the magic in your own mind to picture the tall ships and harbor walk as they were in days gone by. "During Race Week we will be featuring our Knot & Shot Contest," says Paul Worthington, who owns the bar with wife, Evalena. "Contestants drink a chilled luge shot, tie a bowline and lasso a piling on wheels,

## Smokin' Tuna Saloon ↑

4 CHARLES STREET

Tuna – as a melt for lunch or blackened or jerked at dinner – is indeed on the menu at this favorite bar and eatery located two blocks to the northeast from Race Week Headquarters. Sit outside under a natural canopy of ficus and banyan trees, or inside where there's cool AC. Signature drinks include the Top Shelf Tuna Rita or margarita and the Smokin' Tuna Rum Punch. "It's the locals, the tourists and Team Tuna, plus the fresh seafood, raw bar and live music that makes us special," says general manager, Charlie Bauer. Come back in May when the Smokin' Tuna serves as the home to the Key West Songwriters Festival, the largest event of its kind that features the writers behind those well-known songs.

pull the piling with a beer on it towards them, drink the beer and turn the cup upside down on their heads! The contestant with the fastest time each night is declared the winner. The fastest time overall determines the year's Champion!"



## Green Parrot Bar

601 WHITEHEAD STREET

Three blocks south of Kelly's, this corner saloon located in a 19th century frame building is known for its libations and its live music. The Root Beer Barrel – a shot glass filled with chilled Root Beer Schnapps set inside a rocks glass brimming with lager – is the signature drink. Weekend nights feature nationally-famous touring bands, while weeknights the party vibe thrives with a thumping jukebox. There are darts, pool and pinball for added entertainment. "What makes us special is the open-air atmosphere, ice-cold beer,



spine-tingling cocktails and friendly, seasoned bartenders," says general manager, John Vagnoni.

## Kelly's Caribbean Bar, Grill & Brewery

301 WHITEHEAD STREET

Start your own customized Key West bar crawl right here, steps away from Race Week headquarters.


"Kelly's is most famous for being the original home of Pan American Airways and owned by the actress Kelly McGillis of Top Gun fame," says owner, Fred

Tillman. "We have a microbrewery and feature Havana Red Ale, Key West Golden Ale and Southern Clipper, our wheat beer." The dinner menu offers Islands-Meet-Mainland cuisine with entrees spanning from Coconut Shrimp to Beef Short Ribs served with Young's Chocolate Stout gravy. Late partiers and early risers will both enjoy the Kegs N Eggs Breakfast where \$3.50 will buy you eggs and bacon or a breakfast burrito, and craft beers sell at half price.



## Sloppy Joe's ↓

201 DUVAL STREET

Half a block northeast of the Smokin' Tuna is Duval Street, famous for its well preserved and charmingly restored Victorian mansions. It's here, located on the corner of Duval and Greene Streets, that Sloppy Joe's has been serving drinks since 1937. "Joe Russell the original owner of Sloppy Joe's was good friends with Ernest Hemingway who was often a customer," says Donna Edwards, manager of the Key West landmark that is listed on the National Register of Historic Places. Today, it's signature drinks like the Papa Doble (Papa Hemingway's favorite), a mix of Bacardi rum, grapefruit juice, other flavorings and fresh lime, that keep patrons coming back. 



# “FOR SAILORS, BY SAILORS”

BY TERRY BORAM



**T**he docks at the fall boat shows are lined with catamarans designed specifically for the charter market. They sport large cockpits and saloons for entertaining, 4-8 cabins with minuscule heads, and so much volume in the hulls that you need a ladder to board the vessel. Sailors searching for blue water catamarans have limited affordable options, often compromising sail-ability for livability. Phillip Berman, President of The Multihull Company, with a team of designers and builders listened to hundreds of catamaran sailors to design the perfect balance for a live-aboard catamaran. Introducing the Balance.


I went along with Phil on a shakedown sail of the Balance 451, hull one, owned by Rick and Helen Bell of Canada. Immediately I was drawn to its clean lines, sleek hulls and flat topside decking providing ease of movement. Once onboard I found the hard top bimini provided ample sun protection without compromising visibility. The raised helm station gave the helmsmen maximum view of his sails and great visibility while docking.

With such vastness topside I was afraid the living space below would be cramped. This is truly where I was most impressed with the Balance 451. The saloon featured a large seating area with well appointed galley and navigation station. The owners' hull was one of the most well thought

out spaces I have seen. Forward there was a utility space which the Bells made into a cedar lined closet. The master berth was centered in the boat with steps on either side so the owners could get in and out without disturbing one another. There was ample storage for long voyages and a master head that would rival those at any Miami condo. A large, glass enclosed shower with bench seating was the highlight of this spa-like space.

The port hull had another queen berth forward, a large head, and an office space in the aft cabin. With the boutique style concept of the Balance, owners have freedom to design a vessel specific to their needs. "Most of our customers have owned two or three boats prior and know exactly what they want," says Berman. For the Bells, that aft cabin will serve as Helen's quilting space.

The true test of a catamaran comes once the dock lines are tossed. The Balance 451 was designed to be easily single-handed. Mainsail hoisting and reefing led to the helm station, eliminating the need to go forward to the mast. The self-tacking jib made it a breeze to tack, and a screecher handled lighter, off-wind sailing.

There are too many customizable features to name on this boat "By Sailors, For Sailors." See for yourself at the Miami Boat Show in February or by contacting Phil Berman at [Phil@multihullcompany.com](mailto:Phil@multihullcompany.com). 



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*w/ Andy Schell*

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# EASTBOUND ROUTES

STORY AND PHOTOS BY CAPTAIN WARREN EAST



The author, Captain Warren East



As the cold winter weather sets in, it's time to start thinking about moving your boat to the Caribbean and, if you're located on the East Coast of the United States, there are a few ways to approach that task. There is obviously nothing better than to have your boat delivered by a professional delivery crew if you don't have time to do it yourself. Then all you have to do is fly down to the Caribbean and sail away! But, if like so many, you are up for the challenge, here's some advice on tactical considerations before you set out.

If your boat is located anywhere North of the Chesapeake Bay, you will most likely want to consider heading out to Bermuda where you can sail due south on the easterlies that begin to establish themselves as winter sets in. This makes for a good shakedown leg, plus a stop in Bermuda is always nice. Crossing the gulf stream is one of the only real hurdles of this part of the trip, so choosing the right moment to set out is critical. Plan to arrive on the west side of the stream during fine weather. Whether you plan to stop in Bermuda or not, the island which is 450 nautical miles offshore, should be considered a port of refuge in the event a storm develops or worse, if a late season hurricane fires up. Make sure you have a very good understanding of the navigational and entry procedures for St. Georges Harbor which is located on the eastern end of the island.

If the idea of being offshore for up to eight or nine days doesn't really inspire you, my best advice is to sail down the coast to Florida, hop across to the Bahamas and island hop all the way down to the Virgin Islands. Make sure you provision for a least a two week trip. You will have at least two to three days from Norfolk to Miami, then 1500 miles between Miami and the BVI. I made this trip on a 75 foot catamaran several years ago and the biggest problem I had was getting around Cape Hatteras where the Gulf Stream kisses the coast and can cause havoc for the unprepared. An alternative to running this gauntlet is using the Intracoastal Waterway which you can pick up in Norfolk and pop out to the southwest of the Cape and head straight to Charleston or Miami from there. There is access to several inlets if conditions become difficult along the way.

For anyone considering beelining it to the BVI from anywhere on the East Coast other than Newport, I wouldn't recommend it. You will experience wind on the nose for almost the entire trip causing you to burn through a lot of fuel, be uncomfortable most of the way, and wish you had used the Bahamas route. Which is the way I recommend you do it.

The only times I've ever really enjoyed this trip was starting out of Fort Lauderdale and making for Exuma Bank. Be sure to arrive at the northwest entry area, just to the north of

Nassau, as close to 10 a.m. as possible so that you can cross the 40 miles or so bank in good sun. This will allow you to see the coral heads until you get to the other side. If you arrive there too late, don't try to cross it. Go as far as you can, find a safe spot to anchor and wait until the next day. It feels a bit strange anchoring in the middle of nowhere, but you will have no problem finding 15-ft. depths and plenty of sand.

Once across the Exuma Bank, you have the option of hugging the island chain and taking the opportunity to visit some incredibly beautiful spots. Certainly, if the weather takes a bad turn, you will have an endless supply of ports or anchorage to use.

Once leaving the Exumas, I usually head for the Turks and Caicos and if all is good, carry on to Puerto Rico, being certain to remain a good ways off the coast of Haiti and the Dominican Republic by skirting the southern edge of Silver Bank: a large shoal extending out of the south eastern end of the Bahamian chain.

Once you arrive in Puerto Rico, pull into San Juan and restock the boat before heading down through the Spanish, U.S., and British Virgin Islands. Making this final leg the start of your Caribbean cruise, you can island hop all the way through. 🌀





# ALERT AND AWARE

BY CAPTAIN JEFF WERNER



EU Naval Force captures suspected Somali pirates.

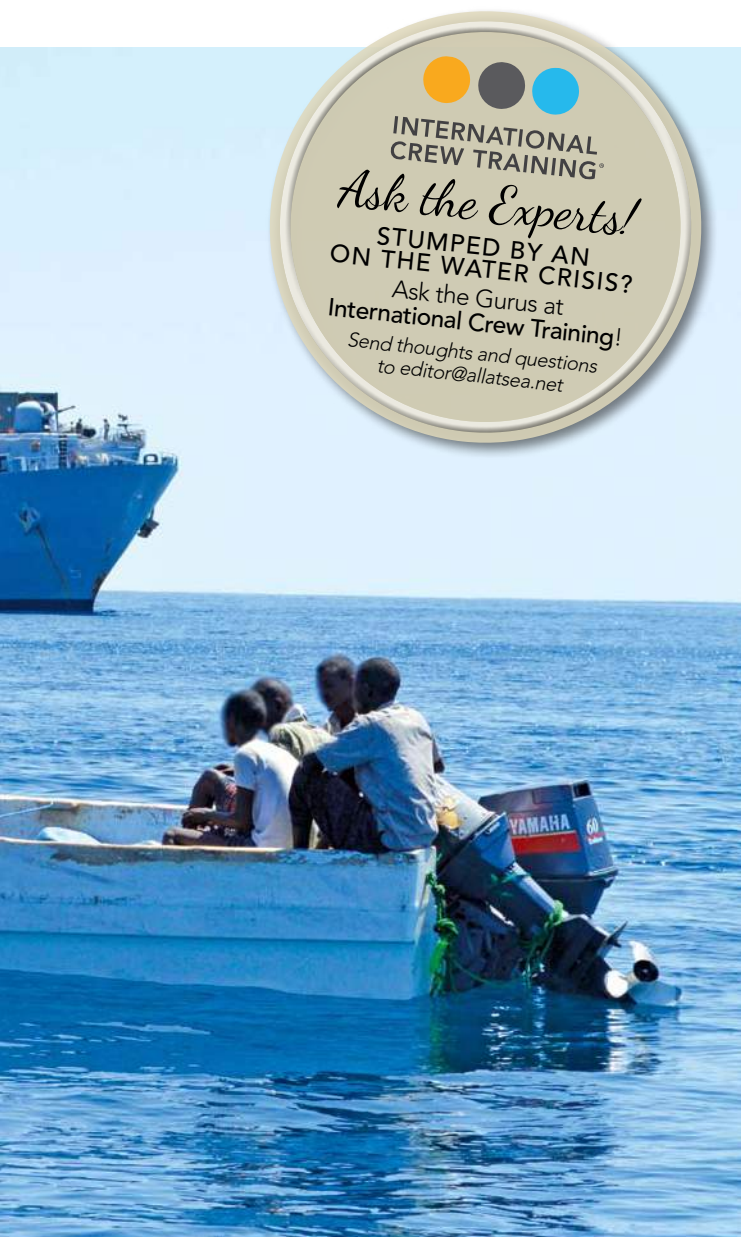
We live in an era that glorifies the culture of pirates of the past. Every year, the memories of Blackbeard, Jean Lafitte and Anne Bonny are toasted with mugs of grog at pirate festivals in Florida coastal towns. But when it comes to modern day corsairs, we are less tolerant. The film *Captain Phillips* recounted the real life hijacking of a container ship by Somali pirates. The U.S. Navy eventually came to the rescue and we all felt good that the bad guys were vanquished.

In response to the horrific events of September 11, 2001, the maritime industry began to harden its defenses. The International Ship and Port Facility (ISPS) Code was developed by the International Maritime Organization and put into force in July, 2004. ISPS is a comprehensive set of measures to enhance

security of ships and port facilities using the techniques of risk assessment and risk management. Yachts rated a gross tonnage of 500 or more that are engaged in international commercial activities, such as charter, are covered by the ISPS guidelines. These superyachts roughly correspond to vessels 50 meters or 164 feet LOA and above. They are required to have a ship security plan, a ship security officer and to always operate at one of three security levels based on the threat risk.

However, when working aboard a yacht, unless you are the ship security officer, the thoughts of piracy and terrorism are near the bottom of the list of everyday priorities. Provisioning, washdowns, cleaning heads and beds, and setting up for the sunset beach barbecue come first in the daily routine. Thoughts of security are placed on the back burner. But





thinking about security should be paramount, for all crew, especially aboard a superyacht.

A superyacht is a pleasure craft worth tens of millions of dollars, cruising to resort destinations around the world. These ports of call may be in poorer countries where the average per capita income hovers around \$7,000/yr. Wealthy owners and guests, flashy tenders and water toys all become targets of opportunity for individuals who have an economic, social or political grudge.

In October 2014, while anchored in Papua New Guinea, the Australian owned 36-meter luxury yacht *Antipodean* was boarded and robbed by armed thieves. After reaching the yacht by rowboat, the three pirates brandishing long “bush

knives” confronted the New Guinean crew. Fortunately, there were no injuries and only food and dive gear were taken.

The 2010 Manila amendments to the International Convention on Standards of Training, Certification and Watchkeeping (STCW) understood the disconnect between the daily activities of crew members aboard superyachts and the role they should be playing in their vessels’ security. These STCW revisions require additional training for all superyacht crew that work aboard ISPS compliant vessels, and this new level of training must be completed at approved training centers.

Depending on your job aboard a superyacht, you are required to complete one of two new courses. The course that is required for all crew members, regardless of their duties, is “Proficiency in Security Awareness.” This four-hour training program covers just the basics:

- The importance of security aboard a yacht
- Measures needed to maintain security
- How to recognize and report a security threat

If your work aboard a superyacht requires you to have a role in the implementation of the ship security plan, then you must take the next level of training. This eight-hour program known as “Proficiency for Seafarers with Designated Security Duties,” delves more deeply into security measures and procedures aboard a yacht in six key areas:

- Control of unauthorized access
- Restricted areas onboard
- Delivery of provisions and ships’ stores
- Handling of unaccompanied baggage
- Monitoring the security onboard and the surrounding areas
- Prevention and suppression of attacks by pirates and armed robbers

These new security training programs teach you not to react like a cowboy, which would only make a bad situation worse. Instead, knowing that you are the eyes and ears of your yacht, you can provide early detection and passive defenses that will likely foil any threats before they begin, and assure the safety of the guests and crew aboard your yacht. Remember the *Antipodean*; if it happened to them, it can happen to you. ☹

---

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

# OUT ISLANDS OF THE BAHAMAS

BY SUZANNA THOMASINA



PHOTO CREDIT: BARRY MILLER

Guana Sunset

At around this time of January every year I find myself setting out my goals for the following 12 months. Not to be confused with my pitiful New Year's resolutions which have usually already been canned just hours after they were pledged, this list is far more positive and that much more achievable – where I hope travel in 2015.

And this year is no different. Replete after a fortnight of festive frivolities and eager to find my sea legs again, I set up my computer and begin my research. Because this year I want to go somewhere off the beaten track, despite 2015 being the Year of the Sheep. I have no desire to follow the crowds, so where should I go?

Three long days later, with my shoulders around my ears from crouching over the Internet, I have found my #1 dream destination for 2015: The Out Islands of the Bahamas.

The 'Family Islands, 'Paradise by the Sea' and 'Heart and Soul of the Bahamas' are all terms of endearment by which this collection of islands in the Caribbean Sea are called. More than 700 islands scattered to the east of Florida make up this idyllic sailing territory with only 14 out of the Out Islands inhabited. Anyone who is even half decent at math can work out that there remains a huge number of deserted islands left to explore.

But let us focus on the islands where human life thrives and



where visitors are welcomed with open arms, according to Mike Kefford, who has recently returned from a trip to the region on his 43-foot Beneteau, *Tashi Delek*.

Mike and his wife Carol were fortunate enough to visit more than half of the inhabited islands, which include the Abacos, Acklins and Crooked Islands, Andros, the Berry Islands, Bimini, Cat Island, Eleuthera, Harbor Island, the Exumas, Inagua, Long Islands, Mayaguana and San Salvador.

"After the commercialization of many of the Caribbean islands we visited, we found the Out Islands hugely refreshing. It is no wonder there are referred to by local Bahamians as the 'family islands' as they ooze warmth, simplicity and beauty.

"Unlike on many other islands, we were relieved not to find lots of large luxurious resorts. The beaches still look like I am sure they did on other more commercialized islands a hundred years ago, and the waters were stunning.

"We particularly enjoyed Crooked Island and Acklins Island, and the pink flamingos of Great Inagua which were possibly one of the highlights of our trips last year."

So, where else should I visit in this Paradise Lost? From chatting with friends and family who have already ventured off the beaten track in the Bahamas, I have come up with the following TOP 10 MUST DO list for any trip to the Out Islands.



PHOTO CREDIT: VICKI LATHOM

Bahama Beach

## TOP 10 MUST DO

- 1** Moor in Marsh Harbor on the Abacos and from here make the journey to the Hole-in-the-Wall Lighthouse on the southern end of Great Abaco, making sure you look out for the endangered Abaco parrot on your way.
- 2** Dive off the east coast of Andros, the largest island in the Bahamas. Discover miles of vertical walls in a reef which stretches 140 miles along the edge of the Tongue of the Ocean, a 6,639-foot underwater canyon.
- 3** Snorkel with wild spotted dolphins in the clear waters off Bimini, a collection of three islands which were the favorite holiday destination of U.S. author Ernest Hemingway.
- 4** Cat Island, named after a pirate, Arthur Catt, is a magical island not to be missed, I am told. And if you do visit, make sure you allow time to climb up to the Hermitage stone monastery on Mount Alvernia, the highest point in the Bahamas.
- 5** Next recommended port of call is Eleuthera, which means 'freedom' in Greek. Mike tells me if I do one thing on this island, it is to buy the specialty of the island – a pineapple tart.
- 6** Once replenished with pineapple tart, head to Harbor island, which is separated from Eleuthera by a narrow channel that you can probably swim without too much trouble. Not being a hugely strong swimmer, I prefer the comfort of a yacht and a gentle paddle off Pink Sand Beach, one of the most famous stretches of sand anywhere in the Bahamas.
- 7** Snorkel off the Exuma Cays, a group of islands, one of which was used as the beach setting for the *Pirates of the Caribbean* movie starring Johnny Depp and Keira Knightley.
- 8** Join a fishing expedition from Stella Maris on Long Island and catch yourself your tea. The region is very popular with fishermen, both amateur and professional.
- 9** Explore the sparsely populated islands of Crooked and Acklins and experience travelling in a time warp. The few people who live on the Far Out Islands survive on fishing and farming, and a visit here is like stepping back in time.
- 10** Marvel at the flock of pink flamingos which have made their home on the salt flats of Great Inagua. More than 60,000 of the beautiful birds are believed to be living here at any one time.



# THE OASIS AT FLIBS

PHOTOS BY CHRIS KENNAN

Yacht captains and crew members had an oasis to retreat to at the Fort Lauderdale International Boat Show courtesy of ISS GMT in association with Yacht Chandlers. A short tender ride across the ICW provided crew members an opportunity to grab some food, beverages, a massage or even a quick haircut before heading back for their next shifts on their vessels.









# KEEP YOUR DAY JOB

ADVICE BY ANITA VALIUM



Dear Anita

I recently completed a lot of courses in South Africa to join the yachting industry after the career was sold to me as a great way of seeing the world and earning lots of money. Upon arriving in Antibes I was shocked to discover I was expected to walk the docks and ask people for work like some sort of beggar. Even our house staff at home didn't come knocking at the door! They were placed by an agency. I have registered with at least four so why haven't I been given a position yet? The sailing school I attended told me it's easy to get work here. I've been told by some nasty boys that I'm too heavy to work on yachts which is outrageous. Can you find me a position? I'm running out of money and will have to go home soon.

Lady Annie

*Well well well Lady Annie, sadly you're not the first person to be duped into parting with (their parents') money by one of these training "academies" and sold a dream that doesn't exist. It's a shame you didn't do your own research. Yachting's a glamorous industry love; these owners spend kabillions on their shiny white toys, they want people to say "oooh!" and "aaah!" as they rock up in port. They want people to stare, slack jawed at their handsome young deck crew throwing lines and flexing their muscles. Similarly they want to be served by attractive young women. This is a high end industry and*

*you have to be awesome to be in it. As you don't have much money, why not try getting off your ass and walking around to network? Or, alternatively, go home to your parents and house staff and make room for someone who actually deserves a job.*

Dear Anita

I'm a stewardess, living in Australia. I dayworked on four different boats last season in the Caribbean but as I couldn't find a full time job I decided to go home for Christmas. I want to secure a position from here, and I know that boats will fly people to them for interviews so this is what I want to do. I want to work on a charter boat too, and travel lots.

*Sweetheart, get over yourself. I'm afraid I don't know of any boat that would fly you over from Australia to work as a junior stew based on the fact you've washed a few decks and cleaned a couple of johns. When you're starting out in the industry you have to be where the action is. If you're not, then the hundreds of other girls who have made the effort to save up enough bucks to get themselves over there will all get picked over you. Even the useless ones. The minute a chief stew or captain sees your current location isn't local, it might as well say "Outer Mongolia". If you want a boat to fly you in for a job you have to be pretty special, and sorry hon, judging from your previous experience, you ain't. Keep on truckin'...*



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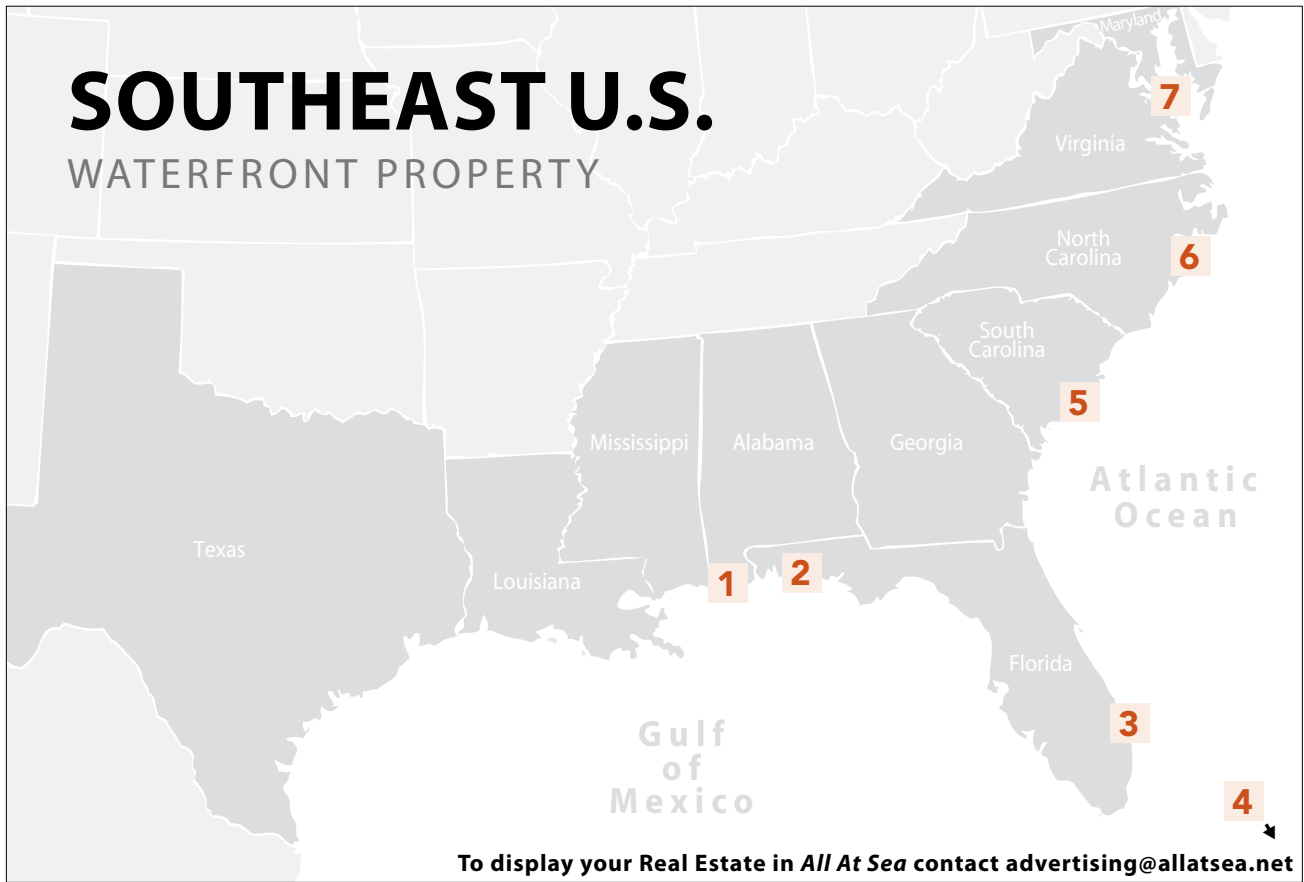


# SOUTHEAST BOATYARDS

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				Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/Capacity	DIY Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
Jersey City	NJ	<b>Liberty Landing</b>	201-985-8000	9'	75'	19'	no limit	50 Amp	24x7	60 ton travelift	•			•	•		
Chesapeake	VA	<b>Atlantic Yacht Basin, Inc.</b>	800-992-2489	12'	120'	25'	no limit	30/50/100 Amp	24x7	60 ton travelift, 300 ton railway		•	•	•	•	•	
Deltaville	VA	<b>Deltaville Boatyard</b>	804-776-8900	9'	80'	25'	no limit	30/50 Amp	7-5 M-F	35/75 ton travelift	•	•	•	•	•	•	
Deltaville	VA	<b>Deltaville Yachting Center</b> www.dycboat.com	804-776-9898	10'	70'	19.6'	no limit	30/50 Amp	8-4:30 M-F/ 9-4:30 S	50 ton travelift	•	•	•	•	•	•	•
Wanchese	NC	<b>Blackwell's Boatyard</b>	252-473-1803	6'	70'	20'	no limit	30/50 Amp	7-3:30 M-F 7-12 S	70 tons		•	•	•		•	
Washington	NC	<b>Cap't Sam's Boatyard</b>	252-975-2046	8'	44'	14.2'	no limit	30 Amp	7-5 M-F Sa-Su by app't.	24 ton travelift	•	•	•	•		•	•
Bayboro	NC	<b>Hurricane Boatyard</b>	252-745-3369	8'	70'	21.5'	no limit	30/50 Amp	8-5 M-F	50 ton travelift	•	•	•	•	•	•	•
Oriental	NC	<b>Deaton Yacht Service</b>	252-249-1180	5'	50'	18'	no limit	30/50 Amp	8-5 M-F/ 8-12 S	35 ton travelift	•	•	•	•			•
Oriental	NC	<b>Sailcraft Service</b>	252-249-0522	6'	60'	17'	no limit	30/50 Amp	24x7	35 ton travelift	•	•	•	•	•	•	•
Minnesott Beach	NC	<b>Wayfarers Cove Marina &amp; Boatyard</b>	252-249-0200	6'	50'	18.5'	no limit	30/50 Amp	8-4 M-F	60 tons	•	•	•	•		•	
Beaufort	NC	<b>Jarrett Bay Boatworks</b>	252-728-2690	10'	130'	30'	no limit	30/50/100 Amp	24x7	50/75/ 200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	<b>Beaufort Marine Center</b>	252-728-7358	10'	130'	30'	no limit	30/50/100 Amp	8-4:30 M-F	50/75/ 200 ton travelift	•	•	•	•	•	•	•
Beaufort	NC	<b>Moores Marine Yacht Center</b>	252-504-7060	10'	130'	30'	no limit	30/50/100 Amp	8-4 M-F	50/75/ 200 ton travelift		•	•	•	•	•	•
Brunswick	GA	<b>Two-Way Boat Yard</b>	912-265-6944	7'		16.5'	no limit	30 Amp	8-4:30 M-F	30 ton travelift	•		•		•	•	
Amelia Island	FL	<b>Amelia Island Yacht Basin</b>	904-277-4615	11'	100'	19'	no limit	30/50 Amp	8-6 x7	36 tons							
Stuart	FL	<b>Apex Marine</b>	772-692-7577	8'	65'	19'	no limit	30/50 Amp	7-3:30 M-F	65 tons			•	•	•		
Fort Lauderdale	FL	<b>Apex Marine</b>	954-759-7212	9'	90'	22'	no limit	30/50/100 Amp	7-4 M-F	92 tons			•	•	•	•	
St. Petersburg	FL	<b>Progressive Marine Service/Boat Yard</b>	727-822-2886	10'	100'	26'	no limit	50 Amp	8-4:30 M-F; Sa-Su by app't.	40/94 ton trav- elift		•	•	•	•	•	•
Gulf Shores	AL	<b>Saunders Yachtworks</b>	251-981-3700	10'	130'	28'	74'	30/50/100 Amp 3 phase	24x7	165 ton travelift		•	•	•	•	•	
Mobile	AL	<b>Dog River Marina</b>	251-471-5449	8'	85'	22.5'	75'	30/50/100 Amp 3 phase	24x7	70 ton travelift		•	•	•	•	•	
Orange Beach	AL	<b>Saunders Yachtworks</b>	251-981-3700	6'	85'	21.5'	no limit	30/50 Amp	7-5 M-F/ Sa-Su by app't.	60 ton travelift		•	•	•	•	•	
Kemah	TX	<b>South Texas Yacht Services</b>	281-334-7245	7'		16'	no limit	30 Amp	7:30-4 M-F 8-12 S	37.5 ton travelift		•	•	•		•	•

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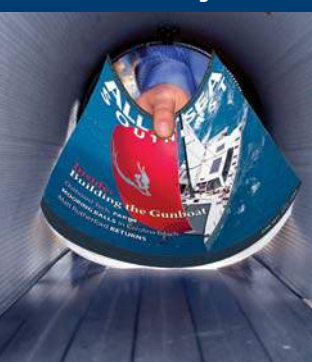


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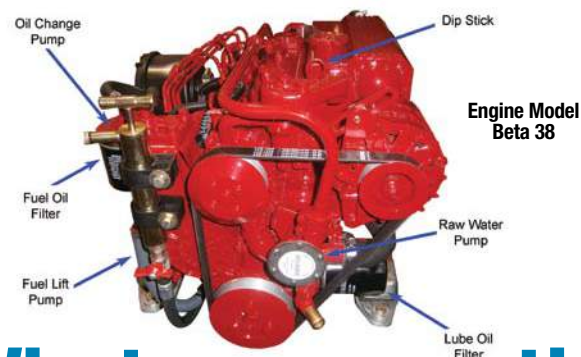


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# GOSLING'S OLD RUM REVIEW: COMPLEX AND INVITING

BY TERRY AND CLINT BORAM

The house drink on our sailboat is a traditional Dark 'n Stormy made with Gosling's Black Seal Rum and Barritts Ginger Beer. Knowing our affinity for this drink a friend returned from Bermuda with a gift of Gosling's Family Reserve Old Rum. The numbered champagne-style bottle, dipped in black wax came in a wooden box with straw cradling the bottle. The presentation alone created great anticipation for the taste to come.

## ABOUT

The Gosling's family rum recipe dates back over 150 years. Old Rum begins with their Black Seal Rum recipe which uses a blend of pot still and continuous column stills. The rum is then placed in dark barrels for years to deepen the characteristics. Like the treasured family recipe the exact time in the barrels is a greatly guarded secret.

## HE SAID

"The initial nose provides a wonderful vanilla bouquet but with each breath the complexity of the rum comes through. It makes me wonder what the taste will be. Is it going to be smooth, strong, biting? I immediately get spice when it hits the tongue. The complexity of the rum opens up as it goes down smoothly. Second taste I pick up on more flavors. Sweet, smokey, and biting at times yet still a very smooth finish. Another layer is exposed with each sip."

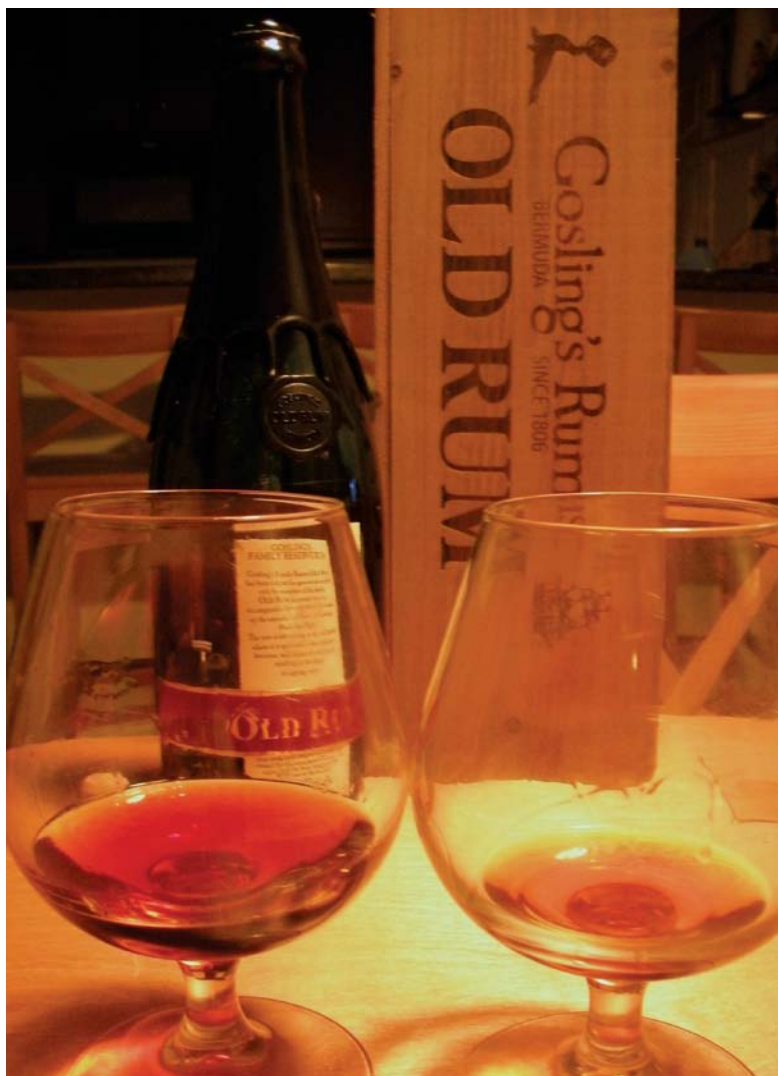
## SHE SAID

"The initial nose reminds me of a smooth cognac. Deeper inhales tickle the nose with vanilla, orange, and cloves. There is a slight bite on the tongue that immediately fades as it takes over the mouth. The finish is smooth and warm, comforting my soul all the way down."

## OVERALL

Old Rum is a slow sipping experience to be enjoyed during a sunset in a quiet anchorage. As the hues of the sunset change so too, will the complexity of Old Rum. The taste and finish take you to the slow pace of Bermuda and how rum is meant to be enjoyed.

**OVERALL RATING: 4.5**



**TESTERS:** We have sampled many a dram over our 31 years of marriage and quite often we don't fully agree. Could be the difference is male/female taste buds. Or, somebody is just wrong.

## SIPPING RUM SCALE

- 1 - An expensive mixer
- 2 - A quick celebratory shot
- 3 - Wouldn't be embarrassed to share with friends
- 4 - Are my friends worthy of a sip
- 5 - Special moments rum







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