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Inside: Miami International Boat Show Preview

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THE SOUTHEAST STATES' WATERFRONT MAGAZINE



PHOTO BY GLENN HAYES

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COVER SHOT: Sea Ray's New L590 Fly | Photo Credit: Waterline Media

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FINDING BALANCE

The wind direction and speed were perfect for a spinnaker run down Biscayne Bay. At first the 11 - 14 knots kept the colorful sail filled with very little adjustments needed. Content, I prepared myself for a relaxing sail catching up on the magazines subscriptions I don't often get to read.

At the first flutter of the spinnaker, Clint tugged the spinnaker sheet to help the sail fill. Soon I was summoned from my perch to trim while Clint guided the boat to keep the sail filled. As the upper luff curled I trimmed in, easing out when the sail filled. Again, trim, ease, trim ease. My frustration level rose with each adjustment. Trim, trim, big ease. Trim, trim, trim. "Why can't I keep this dang sail filled," chastising myself. The more I worked the sail the more off course we became. Suddenly it occurred to me. This exercise in futility was my life in a nutshell. The more I tried to man-handle (or woman handle) a problem the more off course I got. I needed to stop, breathe, assess the obstacle and get back on course.

With this clarity I could see that the wind had come so far behind us that the main sail was blanketing the spinnaker. We snuffed the spinnaker then after motoring through the channel (our course) we lowered the main, hoisted the spinnaker, set a new course and sailed on. Life was back in balance.

Now that the holiday season is over what are you doing to keep your life balanced? How about fishing? Captain Judy Helmey says fish are for the taking off the shores of Savannah. Todd Kuhn gets you ready for inshore fishing with the gear to look for at the 2015 boat shows.

Speaking of boat shows, the Progressive Insurance Miami International Boat Show and the Miami Yacht and Brokerage Show run concurrently February 12 - 17. Companies use this show to launch their 2015 products. Glenn Hayes highlights some of the products and boat debuts while Suzanna Thomasina takes a look at yacht toys. Also don't miss the debut of Sea Ray's L590 Luxury Cruiser. She will surely be a popular boat to view.

Finally, if the balance you are seeking begins and ends aboard your boat then you will want to read Troy Gilbert's Mardi Gras destinations. Apparently Fat Tuesday celebrations are not just for landlubbers. Also learn why many cruisers head to Vero Beach to either stage before heading to the Bahamas or simply stay for the winter. Vero Beach Marina will be on my list for next year.

Make some time to adjust your sails and find some balance in your life. The peace and calm feels amazing.



Terry Boram,
Editor



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Project Permit — population study, what, when, and how they tick

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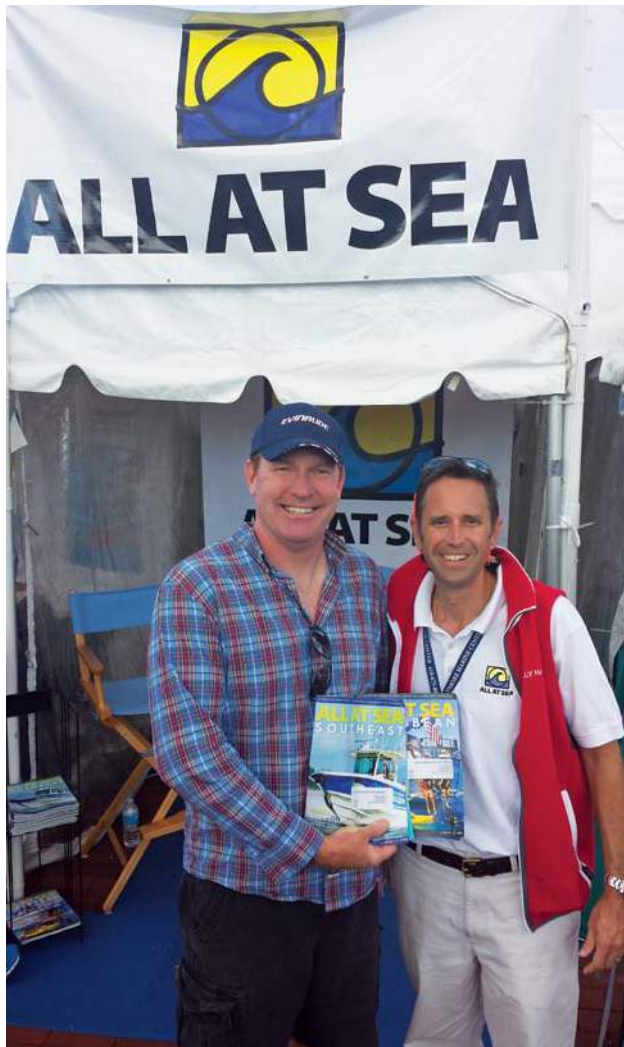


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Jim Dickerson from Island Water World at the Annapolis Boat Show

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Sea Ray's New L590 Fly

PHOTO CREDIT WATERLINE MEDIA

SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION



2015 M32 RACING UNDER WAY IN THE MIAMI WINTER SERIES

The M32 Miami Winter Series got under way January 8-11. Now in its second year, the high-performance M32's have begun to become a regular sight in the U.S. During the summer, in Newport, Rhode Island, five M32s have been regularly competing in Thursday night regattas. The fleet has also been accepted by 'the establishment' and has sailed in both the New York Yacht Club Annual Regatta and Newport Race Week.

The 2015 M32 Miami Winter Series is made up of four regattas. Following the January season opener, the Series moves on to back-to-back events February 26 - March 1 then March 5 - 7 forming part of the Bacardi Miami Sailing Week. During March 30 - April 3, the Series culminates with what has historically been the pinnacle of all global M32 racing, the M32 Gold Cup. In Miami, the M32s are based at the Miami Rowing Club, located on Virginia Key, close to Key Biscayne. The boats will be racing the new 'America's

Cup' course on Biscayne Bay with reaching starts and finishes and windward-leeward legs between.

ABACO BEACH MARINA NAMES RETURNING DOCK MASTER

Abaco Beach Resort and Boat Harbour Marina, located in the Out Islands of the Bahamas, has announced the return of Demetri Darville as dock master. Darville, who was an intern at the resort in 2011, brings with him a diverse background both in marina services and the hospitality industry. In his new role, he will be responsible for all aspects of the resort's 198-slip marina in addition to creating and managing a number of new guest services offered to resort and marina guests.

"We are thrilled to welcome Demetri Darville back to our team, said Kevie Thomas, director of guest relations at the resort. "His extensive knowledge of marina procedures and hospitality practices make him a great fit for the position.

Before rejoining the resort, Darville gained experience as



a dockhand at Bay Street Marina in Nassau, Bahamas and was a marina assistant at Hawks Cay Resort in the Florida Keys. He holds a Bachelor's degree in hotel and lodging management from Johnson and Wales University.

Located just 165 miles off the coast of Florida, Abaco Beach Resort and Boat Harbour Marina accommodates vessels up to 200 feet in length. The resort and marina have long served as a popular stage from which to launch fishing and pleasure boating excursions. Services include 24-hour security, Internet, TV, full detailing and cleaning, electricity and fueling services seven days a week, 365 days a year. On-site customs and immigration clearance are also provided for those arriving by sea.

VOLVO PENTA NAMES NEW POWER CENTERS IN FLORIDA AND PACIFIC NORTHWEST

Volvo Penta of the Americas has announced the appointment of Stewart & Stevenson FDDA LLC (FDDA) and Pacific Power Group as new Volvo Penta Authorized Power Centers.

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

VIRGINIA BEACH, VA

FEBRUARY 6 – 8

Mid-Atlantic Sports and Boat Show
vaboatshow.com
(757) 222-3912

MIAMI, FL

FEBRUARY 12 – 16

The Yacht and Brokerage Show
www.showmanagement.com

FEBRUARY 12 – 16

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

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

NAPLES, FL

MARCH 3 – 8

Bonita Springs Boat Show
www.swfmia.com

MOBILE, AL

MARCH 13 – 15

Mobile Boat Show
www.gulfcoastshows.com
251-478-SHOW

WEST PALM BEACH, FL

MARCH 26 – 29

Palm Beach International Boat Show
www.showmanagement.com/palm-beach-boat-show/event/

GULFPORT, MS

APRIL 9 – 12

Gulfcoast Yacht and Boat Show
www.gulfcoastyachtandboatshow.com
roblynch@rvexpo.net
941-780-0538

ORIENTAL, NC

APRIL 10 – 12

Oriental Boat Show
www.OrientalBoatShow.com
salmonboone@embarqmail.com
252-249-0228

JACKSONVILLE, FL

APRIL 10 – 12

Southeast US Boat Show
southeastusboatshow.com
904-759-2758

ANNAPOLIS, MD

APRIL 17 – 19

Bay Bridge Spring Boat Show
www.USBoat.com
410-268-8828

CHARLESTON, SC

APRIL 17 – 19

Charleston In-Water Boat Show
www.CharlestonInWaterBoatShow.com

ANNAPOLIS, MD

APRIL 24 – 25

Annapolis Spring Boat Show
www.usboat.com

FISHING TOURNAMENT

POMPANO BEACH, FL

FEBRUARY 5 – 8

The Sailfish Challenge
www.bluewatermovements.com/salifish_challenge/

KEY LARGO, FL

MARCH 18 – 21

Jimmy Johnson's National Billfish Championship
www.jimmyjohnsonbillfishchampionship.com

SAILING REGATTA

CHARLESTON, SC

APRIL 16 – 19

Charleston Race Week
www.CharlestonRaceWeek.com
843-259-2672

FDDA, a wholly-owned subsidiary of Stewart & Stevenson, is an authorized distributor for major brands of diesel engines for off-highway and on-highway applications, with a strong presence in both the pleasure craft and commercial marine markets. The company has been in business over 50 years and currently employs more than 250 people in nine locations throughout Florida. FDDA will provide parts and service support for Volvo Penta marine products from its Miami, Jacksonville and Ft. Pierce locations and will be responsible for direct engine sales throughout Florida and the Bahamas.

"The appointment of FDDA and Pacific Power Group as Volvo Penta Power Centers is part of our long-term strategy to expand our marine commercial expertise and serve the needs of commercial operators with exceptional products, innovative solutions and unparalleled customer service," said Marcia Kull, Volvo Penta Vice President of Marine Sales for North America.

John Merrifield, President and CEO of FDDA, commented, "Volvo Penta has a strong reputation as an innovator in the marine marketplace and has been leading the industry with Tier 3 compliance, enabling FDDA to support the market with the changing emissions regulations. The Volvo Penta product line complements our horsepower range, so we can be a full-range marine propulsion provider. It will also open new repowering opportunities for FDDA."

REWARD OFFERED IN DOLPHIN KILLING INCIDENT

The Coastal Alabama Business Chamber and the Alabama Gulf Coast Reef & Restoration Foundation are offering a \$3,000 reward for the information leading to the identification, arrest and conviction of the person or persons responsible for the illegal and cruel acts that led to shooting of a bottlenose dolphin with a hunting arrow in December.

The reward amount, which represents \$1,500 from each organization, will augment other awards that have also been announced. The total amount of the award is expected to grow and several Chamber members have expressed an interest in adding to this amount.

"This is a senseless act that must not go unpunished," said Susan Sizemore, 2014 Chair of the nearly 1,000 member Coastal Alabama Business Chamber. "Our board has voted to take a stand that actions like these will not be tolerated by the business people and individuals who call Coastal Alabama home."

"The coastal waters are our greatest natural and economic resource," said Vince Lucido, 2014 President of the Reef Foundation. "The marine life and natural beauty of our waters is one of the primary reasons people from all over the world choose to visit Coastal Alabama and why many of those people take the next step and decide to make this community

SEA HAWK PAINTS APPOINTS MIKE DETMER CHIEF OPERATING OFFICER



New Nautical Coatings, Inc. has announced the appointment of Mike Detmer to chief operating officer. Based at the company's headquarters in Clearwater, Fla., Detmer will report to Erik Norrie, co-founder and chief executive officer at Sea Hawk Paints. His responsibilities will include overseeing day-to-day operations as well as executing key strategic growth initiatives.

"As Sea Hawk positions itself to be the leading provider of premium, application specific products that elevate the enjoyment of boating experiences above all others, well managed daily operations and timely execution of strategic initiatives are critical to meeting the company's goals," said Erik Norrie. "Mike brings over 30 years of successful contribution providing strategic, tactical and financially responsible leadership for top brands to this newly created position, and recognizes the importance of strengthening our daily operations and accomplishing our growth strategies."

Prior to joining New Nautical Coatings, Inc. and the Sea Hawk brand, Mike spent two years as the president of the Niles division of Nortek, Inc.'s AVC Group, and from 1991 – 2010 he was vice president of sales and marketing at Niles.

their home. We must be vigilant as a community to ensure that the resources we value are protected by our own values."

The Marine Mammal Protection Act of 1972 provides for civil and/or criminal prosecution to individuals guilty of harassing, harming, killing or feeding wild dolphins. Convictions may carry fines of up to \$100,000 and up to one year in jail per violation.

Anyone with information on either dolphin death is encouraged to call NOAA's Office of Law Enforcement in Niceville, Fla. at 850-729-8628 or the NOAA Enforcement Hotline at 800-853-1964. To report a stranded, injured, or sick dolphin, call 1-877-WHALE-HELP (1-877-942-5343).

WESTREC MARINAS UNVEILS NEW HAULOVER MARINE CENTER

WESTREC Marinas has announced detailed specifications of its Haulover Marine Center, located on the Intracoastal Waterway at Bakers-Haulover Inlet in North Miami Beach, Florida and nestled between Sunny Isles and Bal Harbor. Following extensive negotiations with Miami-Dade County Parks and Recreation Department, all permits were issued and construction commenced in July 2014, with a completion date Grand Opening scheduled for the spring of 2016.

The most popular inland sandbar and one of the nicest beaches in South Florida lie adjacent to the site of the new Haulover Marine Center. Westrec leases both the Marine Center on the north end of the Park where the new building will be located and Haulover Point which houses a retail store and fuel dock at the southernmost end.

The appeal of the area for boaters and Westrec alike is an all-amenities approach enabling easy access to the water in an environment welcoming to water lovers whether visiting the park by water or land.

Haulover Marine Center is less than one mile from Baker's Haulover Inlet and provides quick and easy ocean access. Between the two, a boater's ideal all-purpose location is represented with retail stores, a restaurant, fully stocked and extensive bait and tackle, a gas and diesel fuel dock, a marine service department, restrooms and a sanitary pump out.

To enhance and modernize Haulover Marine Center's existing facilities while adding nearly double the dry storage, Westrec Marinas has successfully negotiated leading edge design, engineering and construction of improvements, including: a 508-rack fully enclosed dry storage building, new marine center rated to withstand a Category 5 hurricane, an innovative elevator lift system for launching and retrieving vessels, dry storage building to hold the larger multi-outboard engine boats, and new dry storage accommodating vessels up to 50' in length overall.



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1-888-BOATS-99**

BLUE GAS MARINE PIONEERS NATURAL GAS MARINE SYSTEM

BY HELEN AITKEN



PHOTO CREDIT: BGM

Twin Mercury Verado 300 engines that have our Natural Gas EFI system installed. These are the first hybrid Mercurys that run on Gasoline or Natural Gas, on demand.

Each time gas prices rise, boaters take a hit. A cheaper, cleaner alternative arrives in 2015 using natural gas (NG). Blue Gas Marine, Inc. (BGM) in Apex, N.C. has pioneered NG hybrid-fuel technology for boats, and a NG station delivery system.

BGM founder and CEO, Miguel Guerreiro, worked at NASA before designing/patenting the technology in 2012. Passions for boating, fishing and marine environment prompted his work.

Today 40% of all metro buses in the U.S. run on NG with another 15 million vehicles around the world using NG as

their primary fuel. "Boat engines must use ten times more energy [than cars] to push boats in the water. More fuel is used in boats than land vehicles, and catalytic converters are not available to reduce pollution."

BGM's system reduces fuel costs and pollutants by 70%, compared to ethanol-free premium, 89-octane gasoline generally used. Natural gas at 130-octane in BGM systems, matches or surpasses gasoline performance. Only super-premium gas without ethanol does better, but the cost is prohibitive.

In 2016, diesel engines must install catalytic converters to trap produced sludge, for disposal as hazardous waste.

BGM's fuel-system will reduce diesel pollutants by 90% thereby creating cost savings and extending the life of the engine. And finally, there is a tax advantage in converting to NG, increasing a boat's value.

About 70% of all coastal residents use natural gas at home. Adding a small compressor to a home's system could fill a trailered boat tank overnight. Or, at approximately 2,000 public natural gas stations now existing, boaters can fill their boat tanks using a special transferring nozzles. In Raleigh, N.C., four stations offer NG at \$1.66-\$2 per gallon. Additionally, BGM will deploy mobile filling stations to select marinas in 2015, until marina stations become popular.

BGM's tank size and location are determined by a boater's normal consumption. NG should account for 80-90% of a normal trip before switching over to gasoline. With a push of a button the switch between fuels is seamless at any speed.

NG tanks are made of lightweight composite carbon fibers and plastic, with high-grade anti-corrosive stainless steel valves. BGM's largest tank weighs 90 pounds. NG being 97% pure, it will stay in the tank and not cause any deterioration or corrosion. While NG is difficult to ignite, the tanks still use a variety of valves to ensure passenger safety in case of a fire. BGM tanks carry a 20-year warranty.


"We are working on a variety of engines and have not encountered one yet that cannot be adapted to our system," said Guerreiro. "We have to modify and calibrate our technology to each engine type. Our goal is to make the NG hybrid-fuel system available for all the major brands of engines." Yamaha, Mercury and Suzuki outboards, and Mercruiser inboard engines have been successfully modified. The system has proved successful for 4-stroke engines and the 2-stroke Evenrude G-2 for pontoons. Yamaha engines meet or surpass expected performance, increasing their top speed by 10%. It's perfect for high consumption gas engines used in fishing boats, long cruisers, law enforcement, military boats, towboats, tugboats or ferryboats. Currently,

Intrepid and other boat manufacturers will offer the system, including the Great Lakes Inboard Mercurizer manufacturers. Soon, BGM will expand its equipment and service centers outside the U.S. where land vehicles use natural gas.

The demand is there. At the 2014 Ft. Lauderdale boat show, BGM received 40 U.S. orders. These customers were professional weekend boaters, professional fishing teams, and television fishing teams, desiring to use American fuels and products.

Conversion costs are determined by: (1) Size and placement of the tank--cheapest is horizontally by the transom under a bench where space is already available, or under the helm seat. (2) Size and number of engines—adding additional components, injectors and devices. BGM works to cut the cost of a large NG tank without displacing too much deck space. Overall, it takes 1-2 days to install the entire system of tank, computer, and switches; inboard systems may take longer. Guerreiro estimates that, a 22' Chris-Craft, V shape hull with a 250 Yamaha outboard engine, costs approximately \$7-12K.

Customers begin by contacting Blue Gas Marine. "We develop the custom system, send it to the center and tell you where to take the boat to have it installed," Guerreiro said. Facilities exist in Carolina Beach and Ocean Isle N.C. and Myrtle Beach, S.C., and soon in Florida, Georgia and Texas. The "Plug n' Play Parts" can be put in the system in about 4 hours. However, Inboard engines may take longer to install.

Contact BGM, www.bluegasmarine.com, 919-238-3427, Web Master@BlueGasMarine.com for fuel sources. Check apps like altfuels.com or greenfuel.com for NG zip code locations. 

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



SEA RAY: A COMPANY ON THE MOVE

BY TERRY BORAM
PHOTOS COURTESY OF SEA RAY



The new L590

Before a crowd of media at the Fort Lauderdale International Boat Show in October 2014, Sea Ray's president, Tim Schiek, uttered three words, "Dedication. Focus. Investment." Over the past year, Sea Ray, a division of Brunswick Corporation, has launched 11 boats in four categories including the new L Class and the customizable SPX series. This was only the beginning for a company on the move.

Since 1959, Sea Ray has been a leader in technology and quality manufacturing processes for the pleasure boat market. It was the first boat builder to use fiberglass and other high-tech composite materials in the construction of pleasure boats. Today it continues to bring innovations in style, performance and technology. It is no wonder that Sea Ray is the world's top boat manufacturer and top searched brand on the internet, according to data trackers.

Brunswick Boat Group president, Andy Graves, challenged each of the company's brands to "lead their segment in innovation and product value." In 2011, Sea Ray launched seven new boat models including the National Marine Manufacturers Association Innovation Award win-



ner, the 370 Venture. This Sport Cruiser featured the all new Concealed Outboard Propulsion™ design with the engines hidden under a fiberglass hood that doubles as seating, expanding the living space while keeping noise and vibration to a minimum. The 370 Venture was a prime example of Next Wave thinking, an "intensive commitment to enacting major innovation across all Sea Ray platforms."

Sea Ray continued with the debut of the L650 Fly at the 2014 Miami International Boat Show. The L650 Fly is part of the new luxury line manufactured at the Palm Coast, Fla., facility. With the launch of the new luxury class, Sea Ray plans several infrastructure improvements and anticipates adding 100 more jobs to the facility.

Schiek spoke passionately about investing in the employees at Sea Ray, many of whom have been at the company for over 20 years. "It is the investment in our people that makes our company," he said.

The L-Class is "not just about the boat," Schiek said. "It's a new approach to the market that includes product along with a completely unique sale process and post-purchase experience." L-Class customers will have access to special services and equipment such as customer service phone lines, prioritized remote service, a sales concierge to optimize the buying procedure, captain training and a three-year bow-to-stern warranty that includes engines and components.

The new products kept coming at the 2014 Fort Lauderdale International Boat Show, with the debut of the all new SPX series. The SPX 19 is the largest boat in its class, optimizing the space, providing comfortable seating for up to 11. With the affordable price point of \$26K, and five-year bow-to-stern warranty with a limited lifetime structural hull warranty, this boat is a game changer.

In total Sea Ray debuted 11 new boats in 2014, and has no plans to stop there. Speaking at their end-of-year Yacht Expo in Captiva, Fla., Sea Ray senior vice president of marketing and planning, Brad Anderson, provided a glimpse into the future. "We've introduced a tremendous amount of new products across a broad portfolio and will continue to do so. We plan on introducing 10 to 12 products next year and we would like to see that cadence of new-product introduction be 10 to 12 every year." To put this into perspective, the amount of new products Sea Ray has introduced in the past few years is more than the total number of products some competitors carry in their complete portfolio.

Riding the success of the L590 Fly in 2014, Sea Ray will debut the L590 at the 2015 Miami International Boat Show in February. From the entertainment space to the helm, this three stateroom luxury cruiser was designed with the owner/operator in mind. True to Sea Ray's philosophy; No compromises. No qualifiers.



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TOPSIDE PAINTING

STORY AND PHOTOS BY ROGER MARSHALL



Does your boat's topsides look shabby? Does polish and buffing do little to make the hull look good? Have you had the boat for five to seven years and never repainted it? If you answer yes to any of the above questions, it may be time to repaint the topsides.

"But that's a five to ten thousand dollar job," you say. Former president of Interlux and now with Quantum Paints, Steve Schultz says, "98% of painting is preparation and you can do all the prep work yourself." In fact, the only part a professional spray operator needs to do is the actual topside spraying which usually takes less than one day in the spray booth and two or three days to thoroughly dry, depending on the ambient temperature. For a few hundred dollars and some dust under your fingernails you can increase the boat's value by thousands of dollars.

The first step in any repaint job is to fill any cracks, dings and dents and get the hull absolutely smooth. If you are working on a fiberglass hull, first clean the entire hull using soap and water. Repair any dings and dents using a marine filler such as Interlux's Interfill, Awlgrip's professional Awlfair, or an equivalent product from any other manufacturer. If you cannot get any of these professional products, use a little polyester or epoxy resin and add micro-balloons until the mixture is the consistency of peanut butter. Mix the res-



in well before adding micro-balloons. Use a plastic spatula to apply the mixture after you have mixed it. Be sure to wear a dust mask.

Now buy yourself a sanding longboard and sandpaper from your local chandlery. If your hull is very rough or you need to remove a previous paint layer use 100 or 120-grit. For fairly smooth hulls use 220 or 300-grit. You will also need some 320 and 400-grit for the final sanding.

Sand the entire hull until it is perfectly smooth. This step can take up to a week if you do it carefully. Use a long flexible batten to check for smoothness. On a 12 meter boat the criteria for smoothness was that you could not get a piece of paper under the batten, but you do not need to go that far.

Only when the hull is smooth should you wipe it down with a solvent. This will get rid of any grease or wax on the surface. At this stage I would advise that you have a professional look at it. If you are changing color from a dark to light color,

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Topside Painting



Sanding the primer coat

for example, the professional might recommend an undercoat to cover the dark color. A good professional will also tell you where the hull is unfair or has any other problems.

As soon as the hull is acceptable, it should be undercoated with a hi-build primer. Before undercoating, mask off at the boot-top, the underbody, and along the toerail to protect against overspray. Remember to cover the entire deck or you may get overspray on it. You can also roll-and-tip the primer layer to reduce the cost of having it sprayed. (See sidebar.)

The primer helps to smooth out minor imperfections and will need to be sanded thoroughly. Use 320 to 400-grit to sand the topsides smooth. Note: Some painters recommend no finer than 320 grit to give the topsides a rough enough finish for good paint adherence. Wipe the topsides down with a solvent to remove any dust residue and oil or grease. Be aware that oils from your hands can mar the final surface so keep your hands off.

After the primer has been sanded, many painters will use an undercoat the same color as the topcoat to ensure the primer color does not affect the finished top coat color. If an undercoat has been sprayed on, you will need to sand it with 320 to 400 grit. By priming and sanding you can spot any problems and fix them before the topcoat is applied. Only after the hull is perfectly smooth should the topcoat be sprayed.

Do not go into the spray booth without a respirator when the hull is being painted. Most topside paints contain isocyanates which are dangerous to your health. Leave the hull in the spray booth for at least 24 hours for the paint to harden, then carefully peel off the masking tape and paper. You should have a perfectly finished hull.



Roll and tipping the hull with primer. One person rolls the paint on, the other is tipping it off.

ROLL-AND-TIP

Paint is rolled onto the topsides using a marine grade sponge roller and then 'tipped' by using the tips of a dry brush. Do not put the brush in the paint, just use the brush to make the layer of freshly rolled wet paint smooth. You will find that working from the rail to the boot top gives you the smoothest finish.



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A TREASURE COAST GEM

STORY AND PHOTOS BY RICK CAROSELLI



We moved aboard our catamaran *Makana* over eight years ago in South Africa. After sailing across the Atlantic, my wife Katie, our daughter Hoku and I enjoyed exploring the many islands of the Caribbean and up the U.S. East Coast to Maine. More recently we've been spending summers cruising in Maine and then when the leaves begin to change color we head south chasing the warmth to spend winters in the Bahamas. While the Bahamas offer cruisers fantastic islands, beautiful beaches and spectacular reefs, finding provisions there can be a challenge, especially in the "out" islands where we spend the bulk of the winter. Our solution to this is to stock up on provisions prior to heading across the Gulf Stream to the Bahamas.

"You can't always get what you want.....but you just might find you get what you need." Mr. Jagger couldn't have stated it better, as we've discovered that we can find everything we need for the winter in Vero Beach, Florida.

Why Vero? Well at the top of the list is the Vero Beach

Municipal Marina which is right off the ICW and usually has slips or moorings available for visitors. Vero Beach Municipal Marina and the surrounding community offer services resulting in the marina being one of Florida's premier staging locations for cruisers headed south. But it's also a destination in itself with some cruisers enjoying the area so much that they stay the entire winter nicknaming it "Velcro Beach." We usually spend a week or so in "Vero" each year before heading over to the Bahamas for the winter. It's one of our favorite stops in Florida especially for our daughter, as there are usually several "kid boats" there and she enjoys the beach at the local park.

The facilities are quite nice with economical moorings, Wi-Fi, hot showers ashore, a laundry and a lounge with a small kitchen and two TV's, one tuned to the Weather Channel 24-7. There is a fantastic free bus service providing access to many of the local stores with a pick-up / drop-off stop at the dingy dock. The beach and accompanying park are a short dinghy ride away and there are miles of bike and



jogging paths. Not only is this nice for a cruising kid, it's also a definite bonus in the minds of most adult cruisers as they are often anticipating a crossing and may not get a good stretch of the legs for a few days. At times there may be over a 100 boats with most moorings accommodating two to three at a time. It's quite a sight to see a single mooring holding three catamarans with an overall beam of 75 feet!

The majority of these boats are homes to the winter snow birds with migration plans varying from heading to the Keys or crossing the Gulf Stream for the Bahamas to cruising to points further south. With such a contingency in Vero, at certain times of the day the dinghy dock becomes a mini Grand Central station, especially if a "weather window" to cross the Gulf Stream opens. And when the free local bus arrives to unload passengers, each carrying more shopping bags than would seem possible, you know there's an encouraging forecast on the horizon. It's amusing to see a dingy loaded with 20 rolls of paper towels, enough canned food for a small army, cases of motor oil, soft drinks and

enough chips and crackers to open a convenience store.

This also just happens to be one of the many reasons we enjoy Vero. We are typically guilty on all accounts as we usually rent a car for a day and immediately high tail it to a certain big box store. On our last visit we overfilled four shopping carts with the checkout teller commending me on how this was her longest receipt ever issued!

Once the provisioning is finished we typically spend a few days just taking in Vero. You may find us soaking up the sun at the beach. Or, if you catch us on a Thursday afternoon bring your guitar. It's Bob's unofficial jam session and is just one highlight of the weekly cruiser sunset ge- together. Of course we'll probably be discussing a little boat business while enjoying the assortment of appetizers. How else will we convince our friends and family back "home" cruising is not always rum drinks in paradise?

In Vero we have met plenty of cruisers taking a short or long term break and if you happen to be in the area you should too.





THE SICK SIDE OF TEACHING KIDS TO SAIL

BY CAP'N FATTY GOODLANDER



Fatty with daughter Roma and granddaughter Soku.

The problem with teaching kids to sail—is that you’re supposed to know how. I’m not sure I do. Oh, yeah, I know how to drift downwind long enough to circumnavigate a time or two—but that’s easy-peasy. I also know if the wind is forward of the beam—I should crank up my diesel. But, that’s about it.

Luckily, I’m currently teaching fairly naive kids in fairly crowded waters. Yesterday we capsized (and righted the boat) and ran aground (and learned what to do with the centerboard and kick up rudder) and were involved in a collision.

“Damn, Fatty,” said one of the parents, “You really make it exciting for the kids!”

“Well,” I said modestly, “I do go the extra mile!”

“...teaching them not to panic by intentionally capsizing in front of that car carrier—wow! Brilliant!”

“What car carrier,” I thought to myself. I hate parents with better eyesight than mine.

Which brings us to the subject of the collision. The collision wasn’t my fault—not at all. And, even though the boat was totally destroyed, I was able to use the entire “Mayday! Mayday!” incident as a teachable moment.

I know how to drift downwind long enough to circumnavigate a time or two—but that’s easy-peasy.

“We,” I intoned piously to my students, “were on starboard. The dock, however, was on port!”

Right-of-way rules are right-of-way rules, eh?

What good are running-aground drills if you don’t shear off the centerboard, rip off the rudder gudgeons, and hole the boat? And doing this deep water is boring. Amid sharp coral is better. Among sea urchins is best. If large waves are curling like Hawaii Five-Oh, all the better!

Now, the sad fact is that most youth sailing groups are conservative. That’s a given: the club I’m currently working with wants me to bring back the students alive. I, personally, don’t find that reasonable. Sure, some of them need to survive or the sailing program would run out of PFDs. And, I can even see where some namby-pamby parents might think the majority of them should survive. But how can you keep those little tykes’ attention if you can’t drown at least one per lesson?

“Parents are touchy,” screamed the head of the all-volunteer sailing club. “Humor them!”

“Don’t be silly,” I screamed back. “I’m a comedian. I know about humor, for gosh sakes. And I’m no fool, either. I know the entire planet is overpopulated with bilge rats...”

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The Sick Side of Teaching Kids to Sail

"That's not the issue," yelled the Hilter-type fellow, totally out of control now. "Mothers tend to want their own child, not just any child!"

"Well, maybe the local mothers should be a little less attached and more accepting, okay!" I demanded in my best, most righteous tone.

With some parents—no matter how nice and reasonable you try to be—they respond with outraged disbelief.

Many of my fellow instructors refused to take the kids on the beach cats. Me—why not! ZOOM!!! I particularly love kids hiking 'on the wire' and my being able to wrap them as tight as a tether ball around the mast if they misbehave—which they invariably do!

Everything I've learned at sadism, I've learned with a tiller in my hand. And the same is true for most sailors. What is the advantage of being skipper if the crew doesn't suffer? And suffer. And suffer some more!

Of course, pitch-poling in a beach cat with a dozen spoiled brats aboard during a 35-knot white squall while doing a full-standing jibe—now that's fun! It's almost impossible for me to get bothered by their silly I've-got-a-broken-bone whining. I just dunk my head under.

Sometimes I teach the advance "race" course as well—and try to give them as much adult insight as possible to carry into the protest room with them.

Blessed silence.

...see, adults ARE smarter than children!

We have a lot of chase boats. Each has a label. I often drive good ole Launch #11—because all I have to do is give one more kid prop rash—and it will be Launch #12! (What the hell did you think those numbers referred to?)

Some sailing programs attempt to—after a full day of sail training—match up their junior sailors with their parents by last name or blood type or banking affiliation or hair type or language spoken or skin tone or gang tattoos. Others realize the inherent non-PC aspects of such stereotyping, and just force the next available sailor-kid into the next available SUV.

Of course, the sailing club I'm volunteering with often purchases marine gear in large quantities. I want them to procure truly heavy-duty wearables for the kids that will stand up to repeated use, daily abuse, and then some. Thus, when I found they were bidding on lightweight PFDs, I was outraged. Why not use good old-fashion 'sand-filled' life jackets. Those will make a strong swimmer outta ya! Talk about a training tool! YEAH! If you survive a capsized with one of those suckers pulling you down—you're like,

Michael Phelps material!

And, as a bonus, sand-filled life jackets help while hiking out. Just ask any cheater Laser sailor with a six pack! (Abdominal, not alkie.)

As a sailing coach, I get a whistle—and a license to blow it. This is extremely useful if a Donzi full of semi-naked mothers speeds by and needs some close-up and personal lecturing about No Wake Zones.

Actually, I prefer coaching Optis (because some of the Laser sailors are old enough to hit back).

Basically, I try to keep it fun. If the fleet of kids is heading back to clubhouse after a long hot day of sail training on the water and we happen to sail into a patch of Portuguese man-o-war—well, "Man overboard drill!" I sing out.

Ditto great whites. Once again, I got some dirty looks from parents when I showed them the GoPro shots of their child's final moments. However, I defended the whole video thingie by saying, disdainfully, "Animals will be animals—am I right?"

Of course, when you come right down to it, it is all about character building. If you hit the mark and you think an on-the-water empire might have observed you—you do your three-sixty turn. That's fair and sportsmanlike. If you think he didn't see you—then who are you to stick his nose in the sad fact he'd can't see worth a darn! Do you want to sail or do you want screw with authority? What are you—some sort of trouble-maker? It's best just to gloss over the volunteer race officials error and rank stupidity—and to scoop up the trophy you don't deserve... rather than rock the boat.

....nobody likes a boat rocker!

See how sportsmanship works?

Sometimes I teach the advance "race" course as well—and try to give them as much adult insight as possible to carry into the protest room with them. For instance, I tell the rich kids to make sure the race officials know how much their daddy is worth. And, I advise any 'ethnic minority' youngster to point out to the same officials that accusations of racism splatter everyone.

I mean—just because we're competing against each other doesn't mean everyone can't come in first, right?

Oh, yes! Yacht racing, even at the Opti level, is a far more sophisticated and important sport than it used to be. We've had to ban a number of parents—for biting!

Yes, Opti Dads make Little League Dads appear to be effeminate nonviolent snobs who don't have the foggiest on how to effectively wield a fish gaff in a gang fight.

Ah, the simple joys of sailing!



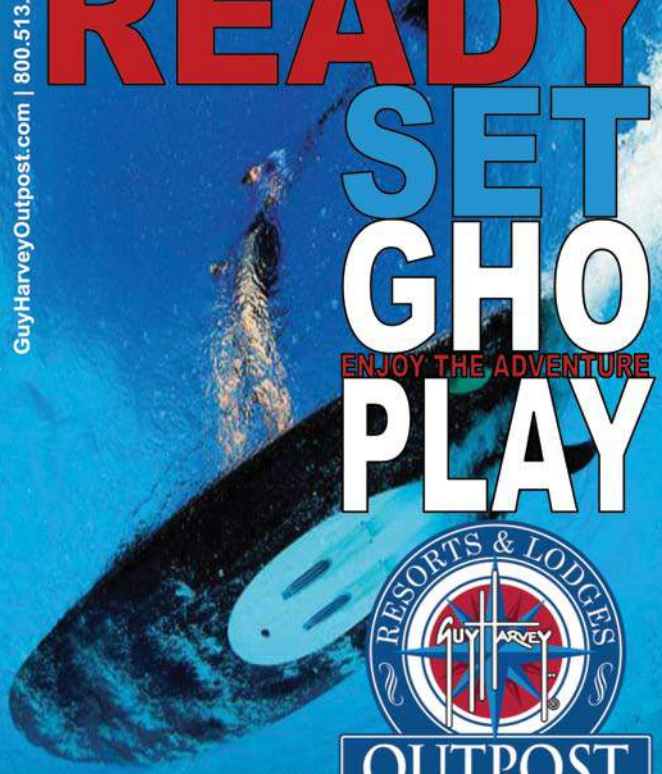
BIO NOTE: Cap'n Fatty often volunteers to teach sailing—but seldom lasts long.

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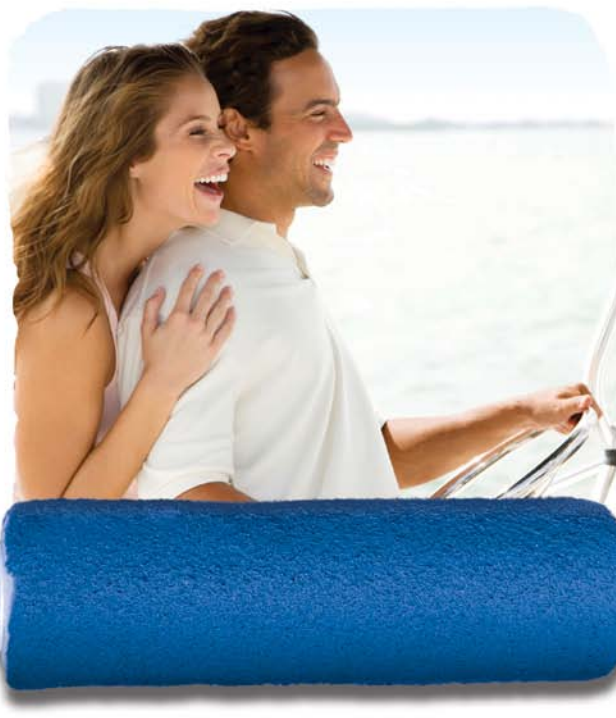


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BY DR. TODD KUHN

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Costa Del Mar Cortez

A quality pair of polarized peeps are a necessity for those spending hours bobbing about searching for fish. Costa's Cortez features molded frames with aggressive venting for fog-free operation. The frames are molded nylon, built for rough-and-tumble use. When paired with Costa's legendary polarized, 580 glass lenses these are a tough-to-beat pair of fishing glasses. (\$169; costadelmar.com)



Penn Battle II

The Penn Battle II is an improved version of the uber-popular original Battle. The Penn features a full-metal body, side plates and rotor; all designed for the salty long haul. Sealed bearings hold the nasties at bay, while keeping the reel turning silky smooth. A carbon drag provides excellent stopping power when those monsters turn tail and head for open water. (\$100; pennfishing.com)



Power Pole Micro

In the "why didn't I think of that" category comes the Power Pole Micro. The Micro is an electric anchoring system designed for small craft. Whether a Jon boat, kayak or skiff, the Micro lets fishermen anchor up silently, hands-free, in seconds. The Micro keeps anglers locked into their favorite spots, without the need of clunky anchors or anchoring spikes. (\$699; power-pole.com)



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Plano Hydro-Flo Flex'N Go Satchels

Salt is the nemesis of fishing lures. Anyone who has forgotten to rinse one knows the heartache felt when they find their \$25 lure rusted beyond repair. The Hydro-Flo satchels feature storage boxes with literally hundreds of small holes, strategically positioned on the top and bottom of the boxes. The holes create a breathable environment for stored lures and allow anglers to rinse everything off in one quick and easy step. Once rinsed, baits air dry inside without fuss. The two boxes are featured on each tackle system and secured with a flexible strap. (\$24.99; planomolding.com)



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FEBRUARY'S FISHING SECRETS

STORY AND PHOTO BY CAPTAIN JUDY HELMEY



Christopher Miller, Captain Judy Helmey, and David Miller... These fishermen are showing off a fine catch of winter king mackerel, little tunny, and barracuda!

Fishing the inshore waters of Savannah, can be rewarding during the month of February, if you are privy to some local secrets. The water is a lot clearer, making the fish a bit more skittish. Fishing redfish, pick areas in the sounds where sloughs flow onto bars or flats. Have at least six to eight inches of water at mean low tide. The best days are those having a midday low tide stage with sunny conditions. I like to fish the bottom of the low tide stage until the water floods the grass. As the tide rises there is more water between you and the sand. No one ever wants to spend the day high and dry on a sand bar.

For bait, try chunked pawn shrimp and whole mullet cut in pieces like a loaf of bread. Put the bait out in the air and sun to seal in the fish juices. This rings the dinner bell for redfish once it's back in the water. Remember reds can pick up on even the smallest fishy scent. Using natural baits you need 12 to 15 inches of 15 to 20-pound test fluorocarbon leader tied to a small extra sharp circle hook. Cast into the area, let the bait fall to the bottom, and wait for a hit. Always allow time to eat before setting the hook. For those fishermen that prefer pitching artificial baits during the cold water bite I suggest Berkley Jerk baits or Strike King "soft bait" flukes rigged on 1/4-ounce jig heads. White is the right color for this time of the year.

February is a great month to give fishing striped bass, AKA rockfish, a try. The Savannah and Ogeechee Rivers, seem to hold the interest of these strong pulling fish. I sug-



Captain Deidra Helmey Jeffcoat is holding David Miller's just caught king mackerel!!

gest using live shrimp, finger mullet, or threadfin herring, as these live baits work great under larger, adjustable, traditional floats. For those wanting to go artificial, I suggest 3-ounce lead head with hair jigs rigged with 4-inch plastic worms or paddle tails. The best jig for this job is the bait that is called Cobia Candy, invented and made by the Whoop Ass Tackle Company. The striped bass loves windy, rainy, and cold water conditions. So if you are this kind of a fisherman this is the type of fish for you!

For those fishermen wanting to try open water trophy redfishing, February is definitely the month. Redfish are in the 27 to 45 inch and bigger range this time of year. The best place to start looking is at the near shore Georgia artificial reefs located in no more than 50 feet of water. The SAV, DUA, CAT, KC, and KTK buoys have been holding some nice trophy fish. For up-to-date information on Georgia artificial reefs go to <http://www.coastalgadnr.org/node/2089>



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PURPLE ISLANDS

STORY AND PHOTOS BY FRANK SACCENTE



Like clockwork, I begin to question my sanity the day we begin to get ready for the trip. In addition to taking what we need to transplant our lives from New Jersey to the Florida Keys for 10 weeks each winter, there is also one additional detail...the boat.

The vessel in question is only 19 feet long but on the trailer it's 26 feet overall. When you add in 16 feet of SUV, the rigs tops out at 42 feet. My wife is uncomfortable driving this nautical semi, so I'm behind the wheel the whole way down.

After twelve gas stops and two and a half days on the road we arrive at our final destination...Islamorada - The Purple Islands - so named by Spanish explorers due to the proliferation of purple *Bougainvillea* indigenous to the island.

It takes about two days for us to unpack and unwind from the stress of the ride. It's almost like a vehicular jet lag that you need to recover from, but on about day three the boat gets dropped in at the local marina and we motor over to Smuggler's Cove on Snake Creek, buy some bait and head out to see what's around.

As you probably already know, Islamorada is considered the Sport Fishing Capital of the World, and for good reason. First, unlike my 45-minute commute from slip to ocean back in New Jersey, in Islamorada, you transit from slip to the edge of the reef and a hundred feet of water in under

fifteen minutes. The second monumental difference between The Keys and anywhere else I've fished is that it is virtually impossible to cast a line into Hawks Channel or the Straits of Florida and not catch something.

During our first winter in the Keys I learned quickly from the locals that with certain fisheries, "It's all about the chum." Up north, the only time I used the stuff was during a shark fishing trip out to the Canyon. I remember hauling five gallon buckets of this pungent slop into the cockpit of my buddy's 31 Bertram and then ladling said slop over the side for hours once we arrived at the fishing grounds.

In the Keys, however, it's a less strenuous and much neater affair. You buy it in small, easily handled boxes that are suitable for gift wrapping, and simply drop the frozen brick contained within into a chum bag, tie it off to a cleat and throw it over the side. The next step is to tie a 1/8-ounce slipper jig dressed with a piece of fresh shrimp the size of your thumbnail to the end of some 12-pound fluorocarbon leader. The leader is made fast to 30-pound braid spooled onto a medium weight spinning outfit. The final step is to let fly this assemblage into your chum slick and keep the bail open, allowing the baited jig to drift back with the chum slick, away from the boat.

Our fish du jour is yellow tail snapper and a more "leader shy" species you will never encounter, so fluorocarbon is



During our first winter in the Keys I learned quickly from the locals that with certain fisheries, “It’s all about the chum.”

a must. I’ve seen yellow tail approach a hooked piece of shrimp through a pea soup thick fog of chum just below the surface, sniff it, and back away.

The remedy here is another trick taught to me by the locals, which revolves around taking a block of chum and dropping it into a five gallon bucket of seawater the night before your trip. The resultant chum soup you’ll find the next morning is mixed with a 1-pound bag of oats also purchased at the bait shop. This mix is then stirred for exactly 7-1/2 minutes with the handle of your boat hook, with eyes closed, head tilted back, facing east, while reciting a native “Conch” hymn to His Majesty, King Neptune. This concoction is then ladled over the side, creating a slick so thick you can practically walk on it, thus rendering the yellowtail visually impaired and more likely to strike your baited hook.

The last element for success, to borrow some NFL parlance, is to “go deep.” During our first forays into Keys yellow-tailing years back, we were two miles offshore over patch reefs in 20 feet of water, with nothing coming over

the side but 12 to 15 inch fish. Current regs allow you to keep yellowtail at 12 inches, but after filleting a fish that small, you wind up with what amounts to an hors d’oeuvre. We soon learned that the deeper the water, the bigger the fish, and started anchoring over some wrecks and reefs in 100 feet of water, which translates into fish measuring in at 20 plus inches.

During the winter season you can also expect hookups with hog fish, mangrove and mutton snapper, mackerel and myriad other species when you’re in close. When venturing further offshore, kingfish, wahoo, cobia, mahi and sails are pretty standard fare. And if you are sans boat, no problem. The island has a wide range of charter possibilities ranging from single person charters out on the flats to small group charters and a fleet of head boats. Your first stop should be the Islamorada Visitor’s Center which has an entire section dedicated to the above.

For your angling resume to be complete, this is a trip you need to take. There is nothing more dreamlike than being on the blue waters off the Florida Keys in the dead of winter, when everyone up north is being spanked by polar vortices and shoveling snow. And if you feel that you can’t afford it at this particular point in your life, here’s some advice. Beg, borrow and steal to make it happen. You’ll thank me later.



SO WHO OWNS THE SUNSET?

BY CAPTAIN ROBERT BERINGER



Quick, what do Ponce de Leon, Osceola, Harry Truman, Ernest Hemingway, and Jimmy Buffet all have in common? They traveled in, and anchored their boats on the waterways of Florida.

From the time of the first European settlers 450 years ago, people have enjoyed the beautiful coastal waters of the Sunshine State. Its unique peninsular geography and mild climate make it the top destination for boaters, fishermen, and sailors who travel through at a leisurely pace,



taking in the culture of the many towns as they go. Still others use it as a staging ground on their way to the Bahamas and Caribbean.

But if a number of state representatives in Tallahassee have their way, local communities will soon have the au-


thority to create 'no anchor zones' around their counties and towns, which the Fish & Wildlife Commission will be charged with enforcing. Why would they do this, you ask? These visitors make contributions to the state's economy buying fuel, food, repairs, and parts. They patronize restaurants, bookstores, hotels, and movie theaters. This tourist trade enables Florida to be among the fortunate few in the US who don't charge income tax. So what's the beef here? You would think the towns would want more boaters to come and anchor.

Apparently, it's about who owns the view.

Some of the waterfront homeowners don't appreciate boats anchoring in the waters bordering their properties and have pressured their representatives to enact legislation that would allow them to create no anchor zones.

So if you're a boater who enjoys cruising and anchoring in Florida, it's time for some robust dialogue! You need to stand up and be heard NOW.

Meanwhile, the FWC has held three public meetings on this subject and is preparing to release the results of their second online stakeholder survey on potential legislation authorizing local governments authority to do just that. They are trying to determine public sentiment on which direction to go. They are, after all, a public agency, tasked with managing public land and water in everyone's best interest and, from their press release, *"We are committed to a robust dialogue seeking balance between boating interests and local governments in an effort to identify points of consensus and to help resolve some of these issues."*

So if you're a boater who enjoys cruising and anchoring in Florida, it's time for some robust dialogue! You need to stand up and be heard NOW. There are far more waterfront homeowners who vote, than boaters who can't. Some homeowners view boaters as a nuisance and don't want them in their sunset view. "You don't pay waterfront property tax so get the hell out of my backyard," said one in an online post. State representatives have already attempted to attach bill amendments that would allow local jurisdiction over anchoring. 

Contact a Florida state representative where you boat and tell him or her that Florida waters belong to everyone. <http://www.myfloridahouse.gov/Sections/Representatives/myrepresentative.aspx>

SEE IT FIRST IN MIAMI

STORY AND PHOTOS BY GLENN HAYES



Plenty of new products at the Miami International Boat Show.

February in Miami is a good time to romance your valentine while enjoying all the sun, glitz and style the city has to offer. It is also the best time to see all that is new at the 2015 Progressive Insurance Miami International Boat Show. Miami Beach is transformed from February 12 - 16 into the epicenter of the boating world. The show is chock full of all the latest boats and accessories the marine industry has to offer including much anticipated boat and yacht debuts from top manufacturers.

The Miami Beach Convention Center hosts the main show featuring a huge selection of powerboats, accessories, electronics and smaller craft. There are large areas dedicated just to marine electronic manufacturers demonstrating their latest offerings. Garmin presents an expanded range of multi-function touch displays with features such as high definition sonar, wireless capability and auto-routing capability built in. Wireless repeatability and control through smartphones and tablets are some of the current hot trends in marine electronics, so look for even more control and capability from your tablet at the show. Following this trend, Furuno will show off their wireless radar, the DRS4W, designed to be controlled exclusively through your iOS tablet. Other new technology to look for is the ever expanding and highly improved sonar and fish-finding. More manufacturers are offering side view sound-

ings but keep your eyes open for developments in forward scanning sonar.

The convention center is also home to the Big Game Room, a section dedicated to the sport fishing enthusiast. Here you will find all the latest tackle to catch the fish of choice. Innovative fishing accessories will be displayed here along with the latest in rods and reels. You can even take on virtual fish by fighting them on fishing simulators. There will also be plenty of new fishing apparel with new designs from companies such as Pelagic and Guy Harvey.

Innovative and never before seen accessories can be perused at the all-new Accessories Pavilion. With products ranging from new cleaning products and all new docking aids that make life aboard easier, to refrigerated cup holders, you will find that latest invention that you just have to have. The show sponsor, Progressive Insurance will even have new insurance coverages available such as for the lower unit of your outboard or outdrive. It may be worth a visit to their booth for more information.

Boat builders recognize the significance of the Miami show and take advantage of the great setting to debut their latest and greatest models. Those offerings span every style of boat and boating, from super luxurious mega yachts, stylish and roomy catamarans, fast and nimble sail-cats to capable and comfortable center console fishing boats, as well as im-

pressive go-fast speed machines. At the Convention Center you will see an impressive array of the latest powerboats with many sporting two, three and even four outboards.

One such speed machine making its debut is the all-new M3900 from Mystic Powerboats, well known for performance race boats. The M3900 is an impressive center console, "reliable and effortless at 75+mph" according to John Cosker at Mystic. This center console not only handles incredibly well and is fast, but is also very well appointed and comfortable. The fact is, many center console manufacturers are producing boats that go beyond fishing machines to be ever more comfortable for family outings and day cruising. An exemplary ultimate fishing machine, SeaVee's new 370Z, will also debut at the show. One look at many of the new center console offerings will pique new awareness of more comfortable seating, bow areas with amenities such as removable tables, and consoles with full heads and showers, along with wet bars and even built-in grills in some.

At the Strictly Sail show, at Miamarina at Bayside, peruse

every variety of sailboat imaginable. Among them see the all-new Bali 4.5 Catamaran, shown by Dream Yacht Sales, the exclusive U.S. representative for Bali Catamarans. Drawing from its Catana pedigree, this impressive catamaran boasts a huge central platform with increased living space, an expansive sunbathing area, and increased freshwater and fuel capacity to enhance self-sufficiency. Also, try your hand piloting a sailing simulator, or take a load off your feet and listen to one of the many free seminars.

The New Yacht and Powerboat Show at Sea Isle Marina, which is free to the public, is the place to board powerboats of all sizes. The show also features the latest offerings in outboards and outdrives rigged on a wide array of vessels from small skiffs to high performance race boats.

Everywhere you go in the show you will find the latest vessels and accessories and there will surely be something that captures your desire. Just be sure to plan enough time to take it all in and still allow for romancing your valentine, or you may be in the market for a single-handed boat. ☺



The Strictly Sail Miami show has something for every sailor.



The Yacht and Powerboat Show at Sea Isle Marina is just part of the enormous Miami International Boat Show.

MARDI GRAS CRUISING

STORY AND PHOTO BY TROY GILBERT



Initially celebrated in Mobile, Alabama and then New Orleans, the Mardi Gras traditions of masked balls and parades have run for over 200 years, percolating throughout the Northern Gulf Coast and becoming a unique cornerstone of the region's culture. It should come as no surprise that Mardi Gras celebrations throughout the coastal cities of the old French and Spanish colonies, are easily accessible to cruisers.

With over a million people on the streets of New Orleans alone, hotels are booked a year in advance and homes are filled with guests. Yet in many places, only a few blocks from the parade routes are marinas with empty transient slips although in several towns, boat parades are primary, allowing transient cruisers to costume, decorate their boats and participate. From water-borne floats, crews toss beads and other "throws" to Mardi Gras revelers lining the piers.

THE MISSISSIPPI COAST

Biloxi has the largest and most extravagant Mardi Gras celebration on the Mississippi Coast with events taking place primarily on Fat Tuesday – Feb. 17. On the shores of the Mississippi Sound with direct access to the Intracoastal Waterway and the Gulf of Mexico, Biloxi has three primary marinas. The ideal location for transient slips with access to

the parades is the Small Craft Harbor on the Sound. Holding 124 slips and servicing boats between 25-50 feet, it is directly across the street from the parade route and not far from the Biloxi Yacht Club.

Fat Tuesday is not to be missed in Biloxi. Since 1908, the Gulf Coast Carnival Association's parade comprised of over 100 floats, marching bands and dance troupes rolls through downtown Biloxi and along Beach Blvd. starting at 1 p.m. Following immediately afterward is the Krewe of Neptune moving out at 3 p.m. Other celebrations with waterfront access include Mardi Gras in Gulfport, Bay St. Louis, Long Beach and Pass Christian.

MOBILE

Mobile, home to the second largest Mardi Gras celebration on the Gulf Coast, is intensely proud to claim the first known historical celebration, in 1703. Like New Orleans, Mobile holds formal masked balls and presents multiple parades throughout its downtown. On the western edge of Mobile Bay, the city offers direct access to the Intracoastal Waterway and the Gulf of Mexico. The majority of the marinas serving Mobile are due south at the entrance to the Dog River, including the nearby Mobile Yacht Club.

The city holds 14 of its 22 Mardi Gras parades February

11 and February 17, most in downtown Mobile. There are multiple parade routes throughout the downtown area. In order to reduce congestion, the parades run on a staggered timetable. The entire experience is very walkable and family friendly.

NEW ORLEANS

For two weeks the City of New Orleans puts on what is known as "The Greatest Free Show on Earth" with 53 parades rolling over 20 days. Only the Carnivale in Rio De Janeiro, Brazil can match the New Orleans' scope. The city is easily accessible from the Gulf of Mexico or the Intracoastal Waterway via Rigolets Pass into Lake Pontchartrain. At a near universal depth of 12 feet, the lake can accommodate virtually any vessel. Among multiple public and private marinas, the ideal location for transient slips is the Orleans Marina at West End. Home to two yacht clubs as well as fuel docks and chandleries, West End is the recreational boating heart of the city.

The primary six mile parade route stretches from the oak canopied, mansion lined St. Charles Ave. to the outskirts of the French Quarter and is the course for the Super-Krewes. From February 11 - 17, the city offers 21 parades. Fat Tuesday starts its first parade at 8 a.m. and parades continue well into the afternoon.

Approximately 8 miles from the French Quarter or the Uptown parade routes, West End is not within walking distance and vehicular traffic is a nightmare anywhere near the parade routes. The ideal methods to get around are bicycles or scooters. City buses do run from just outside of West End on adjusted routes, and cabs are available, but wait times may be excessive.

The beauty of the parades and the excitement in the streets of New Orleans are unmatched, and a magical wonderland for children. The parade routes in Mid-City and along St. Charles Ave. are lined with Mardi Gras ladders filled with excited children catching throws.

PENSACOLA

Beautiful Pensacola on the western shores of Pensacola Bay fully embraces the waterfront with fine dining, entertainment and several downtown marinas. A relative newcomer to Mardi Gras, the city's first Krewe formed in 1874. Easily accessible via the Intercoastal Waterway and the Gulf of Mexico are multiple transient-friendly marina options. Palafox Pier & Yacht Harbour Marina is an ideal location only blocks from the parade route. It holds 88 slips, many available for transients.

Both weekends prior to Mardi Gras Day boast parades, however during the second weekend, the Grand Mardi Gras parade rolls downtown Saturday, Feb. 14 and the Krewe of Wrecks takes the party along Pensacola Beach Sunday, Feb. 15.



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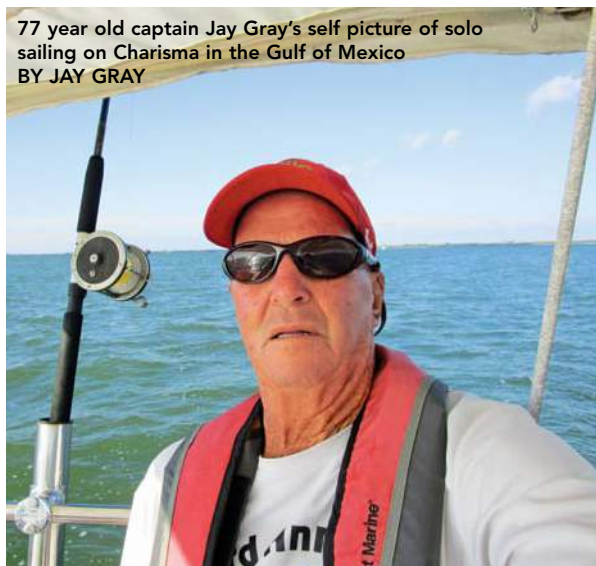
BY CHRIS KENNAN



D dock at Vero Beach
BY RICK CAROSELLI



BY CHRIS KENNAN



77 year old captain Jay Gray's self picture of solo sailing on Charisma in the Gulf of Mexico
BY JAY GRAY



Kathy
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ACE BASIN NATIONAL ESTUARINE RESEARCH RESERVE

BY JEFF DENNIS

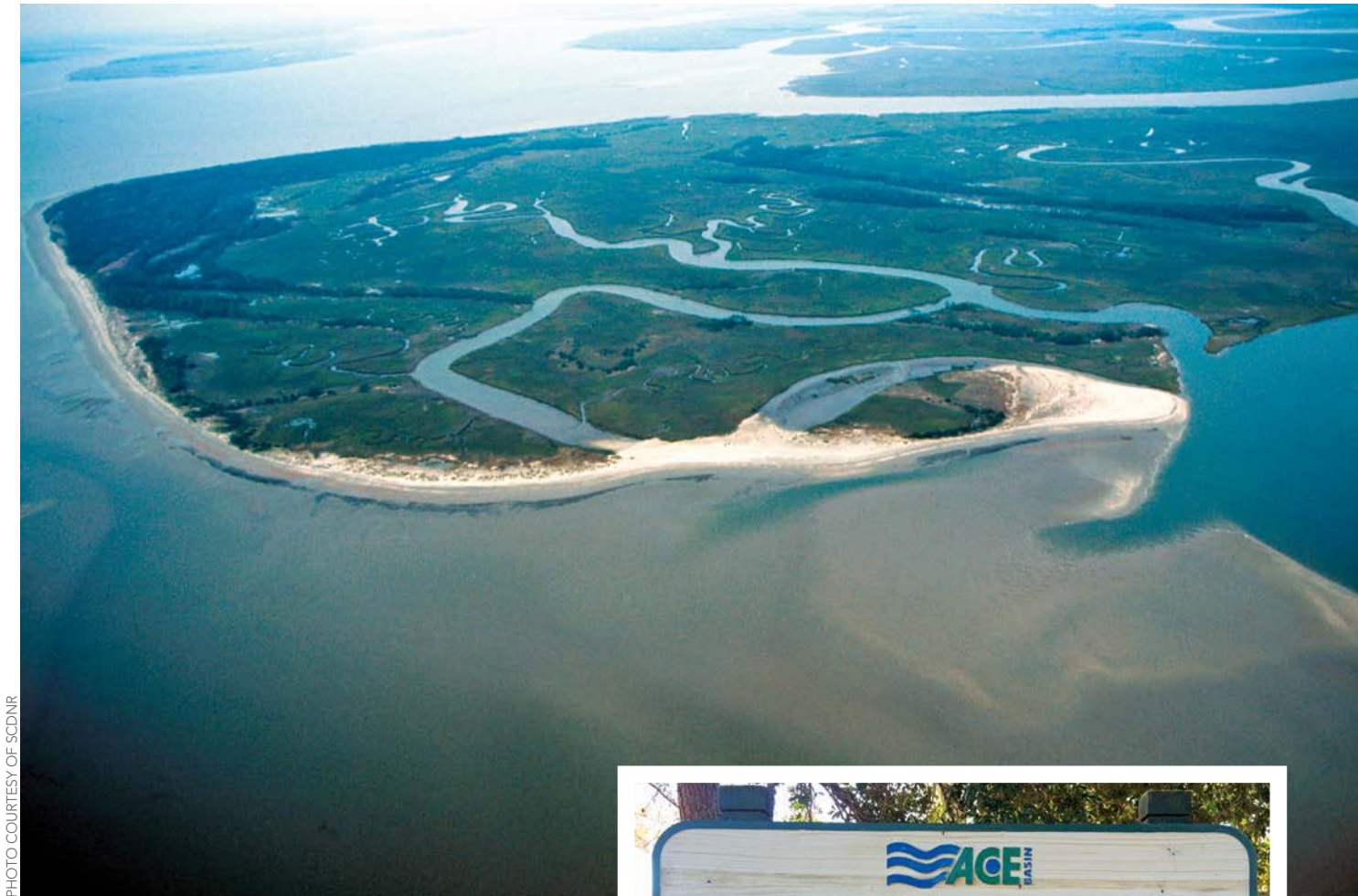


PHOTO COURTESY OF SCDNR

Boaters traveling the Intracoastal Waterway through southeastern South Carolina have always known about the scenic sea islands with their natural look and a maritime forest ecosystem. Three rivers feed into St. Helena Sound between Beaufort and Edisto Island, forming a framework for a larger area that became known 25 years ago as the ACE Basin. The watershed for the Ashepoo, Combahee and Edisto Rivers are now constantly monitored in the National Estuarine Research Reserve (NERR) network.

The ACE Basin NERR encompasses more than 93,000 acres of uplands, wetlands and everything else found in this river system basin. Perception of the ecological significance of the ACE Basin was magnified in 1989 when the area was recognized as critical habitat for migratory birds. In 1991,



PHOTO BY JEFF DENNIS

the ACE Basin National Wildlife Refuge was formed after government purchase and protection of the Grove Plantation. In 1992, The ACE Basin NERR was formed, becoming just the 20th such site under the watch of the National Oceanic and Atmospheric Administration.

A partnership between private landowners and other


parties began to blossom in the ACE Basin with an intense focus on conservation. The Nature Conservancy listed the ACE Basin as one of the World's Last Great Places in 1994, bought South Williman Island (2765 acres) and placed it under conservation easement. Several more barrier islands were purchased and protected from development and placed into the ACE Basin NERR including Otter Island (1889 acres) and Ashe Island (1722 acres).

The watershed for the Ashepoo, Combahee and Edisto Rivers are now constantly monitored in the National Estuarine Research Reserve (NERR) network.

The South Carolina Department of Natural Resources manages some of these islands in their Heritage Preserve system now, which allows public access by boat for daytime visits. Some islands have pristine beaches where birds like the piping plover can stop over and where loggerhead turtles continue to nest. Others offer historic sites concerning Native Americans and rare plants that evolved over time in this temperate and salty section of the South.

The ACE Basin NERR operates a field station along Mosquito Creek at Bennetts Point, a long time maritime com-

munity for shrimp boats and oystermen. This facility hosts researchers as they conduct long-term projects to monitor water quality and other environmental stress indicators. The field station also exists to promote stewardship with the public by hosting seminars in either their conference room or outdoor classroom facilities. They also offer on-the-water experience aboard the research vessel Discovery for groups and students to better reveal how features like spartina marsh relate to the ecosystem.

Boaters wishing to visit the ACE Basin NERR field station should navigate up the Ashepoo River about 1.5-miles from the Intracoastal Waterway. Turn East into Mosquito Creek and the field station is on the left just past the Bennetts Point public boat ramp and B & B Seafood. One must pay attention to the depth finder due to the six-foot tides and winding creeks found in the area, while the ambiance and majesty of one of the largest undeveloped areas found on the East Coast offers a dazzling distraction. 

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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A YARDSTICK FOR A BOATYARD

STORY AND PHOTOS BY ROSIE BURR



Hauling your boat out of the water can be a nerve wracking experience. Finding the right yard for the job is imperative. Some yards have wonderful facilities but not the technical support you require, some have the skilled labor but their amenities leave a lot to be desired. Some are overpriced or have too many restrictions and fees while others are simply not in a convenient location, expecting you to bring all your supplies and materials with you. Having a clear idea of what you are looking for and the work you need to achieve will make finding the right yard easier.

Almost all yards offer a variety of services to a lesser or greater degree, from DIY to full service boatyards. Perhaps you are only looking for storage or maybe it's time for a major refit. Is this something you want to do

yourself or perhaps you want to appoint the yard to oversee the work on your behalf? For most it will be something in between.

Is the yard affiliated with any professional organizations like the American Boat and Yacht Council (ABYC) and does it carry out work to their specifications? Do the employees and technicians have the skills, experience and expertise in the area you require? Do they have the specialized equipment to carry out the task; metals fabricators, engine workshops, cranes etc., and what condition are they in? Any sign of neglect should be a warning to you. Have a look around and get a general feel for the place. Boatyards are by nature dirty work areas but there is no reason why they should not be kept neat and orderly.

What is their policy regarding bringing in outside con-



tractors and equipment? Find out what the rules and regulations are before you haul, and read their contract before you sign. Do they allow DIY and live-aboards? Must you purchase items from their ships store? Are their prices reasonable? What and how do they charge for water, electricity, to DIY, to live aboard, for garbage, outside contractors etc – all these fees can add up! Are there restrictions on the kind of work you are allowed to do? Is spray painting, sanding or rigging work etc. allowed?

Is the yard in a location convenient to local hardware stores, marine shops and specialty items you might need, including supermarkets if you are staying on board? If you cannot live aboard or do not live nearby, is there accommodation in the area? How your boat is lifted and chocked is of prime importance too – do the slings have protective coverings? How well is the boat supported? We have seen a catamaran keels collapse due to not having been correctly blocked. Are there enough electricity and water terminals throughout the yard?

Is the yard in an area prone to stormy weather, sea surges or hurricanes and if so, what protection does it offer from wind and how well does the ground drain? We have seen yards that get flooded when rains are torrential - in one case a boat fell over as its stands slid away. And another that leaves you with a swamp under your boat....not much fun when you are working under the keel. What is the climate like in the area you want to haul? Is the work you need to do, like painting, varnishing or fibre-glassing going to be affected by heat, humidity or rain in the summer months or, what about ice in the harsh winter months? No matter whether you are leaving your boat in storage or are living aboard to carry out repairs, do you feel happy with the yard's security and safe in the area you have chosen?

So your boat is being looked after but what about you? What are the washrooms and showers like? We had found a boatyard that ticked all our boxes in the Caribbean. The yard was lovely and just what we were looking for and then we checked out the showers and washroom. The toilets were indescribably mucky and sadly a complete deal breaker. This may seem like a trivial matter but after a hard day working on your boat, clean up is important. Does the yard offer a lounge, laundry, Wifi, a courtesy car or bikes? If you are staying in a yard with a marina are you allowed to use the same facilities? A comfortable yard will make sure you are not hurrying to escape its clutches.

Above all, listen to what others have to say; personal recommendations and word of mouth are by far the best endorsements. Putting some thought in before you haul out will pay dividends in the end and help ensure your next sailing season is a smooth one.



BEGIN & END YOUR ITINERARY IN FLORIDA

STORY AND PHOTOS BY CAPTAIN WARREN EAST



Having spent the winter in Florida this year, I have become witness to the boat culture that exists along the entire coast, with a particular focus around Miami and Fort Lauderdale. While there, I had the opportunity to get out on a few vessels and have come to fully appreciate the sheer intensity of the luxury yacht industry and why it functions so well in that region.

To begin with, for people who cannot travel out of the United States, and for charter guests who like a nice combination of Caribbean/ American, the Florida Keys make for an ideal itinerary, one combining Miami's fun factor with hundreds of remote anchorages throughout the Keys. I am amazed by the variety of dive sites along the entire coast down to the Dry Tortugas at the end of the Keys. Guests can dive coral reefs or WWII naval ships.


Another huge advantage Fort Lauderdale and Miami have is their proximity to the Bahamas. Guests can fly to either international airport and be in the Bahamas the next morning. A week's cruise on a motor yacht would allow the cruiser to see the Exumas then travel back through Bimini, Grand Bahamas, the Abacos or Nassau, in time for the return flight home.

The Exuma chain has a very remote feel and sits on the edge of a fairly deep bank, so once inside, navigation is fairly straightforward. Staniel Cay is one place which has stuck in my mind for a long time. This beautiful Cay is where parts of the James Bond movie "Thunderball" were filmed. There are beautiful anchorages, perfect conditions for kayaking and stand-up paddle boarding, and outstanding diving! Along the way, there are many stunning spots to



stop for lunch and a swim or to spend the night on anchor. If conditions are right to anchor for the night on the Exuma bank during the full moon, take it. This truly was one of the most memorable anchorages of my entire career. Of course a sailing catamaran would be the best way to see the Exumas but if you only have a week to make the trip, stick with a motor yacht.

For people taking young kids on a yacht vacation, a stop at Paradise Island in Nassau is a great way to finish a trip. As well as the casinos, Atlantis has an incredible aquarium and water parks which get you very close to sea life through very large glass tanks. You can actually eat a meal in a fine restaurant with a grouper the size of a mini staring at you from inside the tank. A shark may also swim past for added effect!

Although the Bahamas have much to offer, when you arrive within view of the Miami skyline, you admire the sunset dancing upon the tall glass structures of this metropolis. The Intracoastal Waterway, between Miami and West Palm Beach, affords boat users a very social and pleasant place to use their boats regularly, without having to face the Atlantic Ocean if the wind or sea are not ideal. I particularly enjoyed the restaurant and bar hopping, the holiday boat parades with hundreds of decorated vessels and the multi-million dollar houses decorated to the nines as they reflect along the waterway. What a beautiful sight. 

Thank you Florida! See you the next time through.
Capt. Warren East
www.eastyachts.com



IS THERE A DOCTOR IN THE HOUSE?

BY CAPTAIN JEFF WERNER



Next to a fire at sea, the scariest prospect working aboard a luxury yacht is responding to a medical emergency of a guest or crew member, whether it occurs onboard or while they are ashore. Let's face it, the medical care that we have come to expect, living in a wealthy country, may not be the medical care we will receive in a smaller poorer island nation that does not have the benefit of necessary emergency and trauma resources.

A case in point, while I was working as a yacht captain in St. Lucia, two guests on another yacht were victims of a tragic motorcycle accident. A husband and wife, on a motorcycle rented for a fun day of touring, each lost a leg in the mishap. Sadly, the emergency care system in St. Lucia was not equipped to handle that single incident. The lone emergency room doctor on duty that day, a volunteer surgeon from the neighboring island of Martinique, could only offer the couple a chilling choice. The severely injured couple had to decide which one of them would receive medical care first. The husband quickly offered that

his soul mate should be sent into the operating room right away. Thus his wife's life was saved, but he lost his own while awaiting the trauma care he desperately needed.

While this is an extreme case, it raises an important issue. How much medical training should there be aboard a yacht, and which crew members should be trained?


The medical training requirements for yacht crew by STCW 95 (Standards of Training and Certification for Watchkeepers) are straightforward. All crew members are certified in Elementary First Aid as part of their Basic Safety Training. However, it is only those crew on the deck officer career path (Master, Chief Mate and Officer of the Watch) that must take additional medical training. "Every deck officer is required to be trained to the level of Proficiency in

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Medical First Aid and masters and chief mates are required to hold a certificate of Proficiency in Medical Care." If there is a specific crew member who is designated to provide medical care, he or she must also hold the Proficiency in Medical Care certificate.

STCW 95 also recommends a "prearranged system shall ensure that medical advice by radio or satellite to ships at sea, including specialist advice, is available 24 hours a day."

While serving as captain aboard a large sailing catamaran, I was delivering that yacht from the British Virgin Islands to Savannah, Ga., for a refit. The owner's son and wife decided to join the paid crew for the experience, and do some scuba diving along the way. We found an interesting wreck off South Caicos which would prove to be a challenging dive. A small airplane had crashed about a mile off the coast in about 100 feet of crystal clear water. Later that night while we were back underway, the owner's son complained that he was losing his peripheral vision. I knew from my medical training that this was tunnel vision, a symptom of decompression sickness, and a rapid response was needed. Contacting the USCG via our satellite email service allowed us to reroute immediately to Providenciales, which had the nearest emergency hyperbaric chamber. After 24 hours in the chamber, the owner's son recovered without any permanent damage to his body.


As a crew member, your responsibility for the safety of guests while they enjoy their yachting vacation onboard also extends to their use of water toys, riding in the tender and their excursions ashore. In addition, there are many hazards aboard a yacht that can cause a crew medical emergency. Working with cleaning chemicals, mechanical equipment, and electrical circuits on a daily basis all entail accidents waiting to happen. Doesn't it make sense that you earn medical care certifications above and beyond what is required by STCW 95? Taking a course to become certified in Medical First Aid is an excellent start if you are serious about your career in the yachting industry. This certification will not only provide an additional margin of safety aboard your yacht, but it will also make you a more valuable crew member during a future job search for a berth aboard that perfect yacht you are looking for. 

Capt. Jeff Werner is a Senior Instructor with International Crew Training in Ft. Lauderdale, and is a 23 year veteran of the yachting industry.



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YACHT TOY FUN FOR ALL AGES

BY SUZANNA THOMASINA



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This month's Miami International Boat Show and Yacht and Brokerage Show are renowned as launch pads for new powerboats and yachts, with boat aficionados coming from far and wide to catch a glimpse of the latest boats to grace the water.

The shows – which will take place at various venues in Miami from February 12 to 16 – are also the ideal place to showcase the very best in boating toys for the sailor who has everything.

Below are ten of the very best 'toys' in the market in 2015, many of which you will be able to find in the exhibition space in Miami this month.

1 The Yamaha FX Cruiser Sho claims to be the best-selling luxury performance watercraft ever to have been invented. The waverunner, which can be seen at Booth D86 at the show, has recently been reengineered with RiDE™ for the ultimate driving experience. The FX Cruiser Sho can fit up to three people and has a fuel capacity of 18.5 gallons. www.yamahawaverunners.com

2 Zayak Sea Sled won the "Most Innovative New Product Award" at the Miami International Boat Show last year. The inflatable 'sea sled' is a stable and sturdy flotation device which enables people to snorkel for hours on end from a platform which gives you a panoramic view of the undersea environment. There is no need to even get your face wet, using the neoprene dry mask to block out all water, and sunlight, so that you can snorkel to your heart's content. www.zayakseasled.com

3 The Workart is a wicked machine that motors like a go kart on water. It is the first patented designer watercraft in the world with a mid-mounted outboard engine and as a result it's fast, agile and loads of fun for all the family. The Wokart can reach speeds of up to 40 knots while also being capable of 90 degree turns. wokart.com/

4 The Jetsurf is a powered surfboard designed by Formula 1 and Moto Grand Prix engineers, the use of which is now considered an international sport. The lightest and fastest powered surfboard ever built, the Jetsurf combines physical

effort and pure fun, mixing the world of extreme sport with the world of luxury. www.luxurywatertoys.eu

5 This one is for the really far out amongst you; the **Jetlev Flyer** will fling you up in the sky more than 30 metres in the air, at a speed of more than 20 mph or more. The Jetlev Flyer uses a water repulsion marine engine to propel you into the air for the ultimate holiday snap. Perhaps not for the faint hearted. www.jetlev-flyer.com

6 The **Quadski** also made waves at last year's Miami International Boat Show when it was exhibited by Gibbs Sports Amphibians. The company will be present again at this year's show at Booth E94. The Quadski is the world's first high-speed amphibious craft which can achieve speeds of up to 45mph on both land and water. Equally as impressive is the way in which it can change from land to sea mode. At a mere flick of a button the Quadski's wheels retract after entering water and deploy when approaching land. www.gibbssports.com

7 This water 'toy' looks like a fearsome shark, but it is in fact an underwater observational speedboat which can reach speeds of up to 55 mph on the surface and dive under the water as well. Called the **Seabreacher X**, the vessel can also jump 90 degrees out of the water. seabreacher.com/seabreacher-x/

8 The **Seabob** is a cross between a jet ski and a body board, which uses an electric impeller jet motor to whizz you across the surface of the water at various speeds. The seabob allows you to glide along the surface or dive under the water depending on what crazy action you fancy on any particular ride. www.seabob.com

9 Children will love the **Kayacht**, a two-seater electric kayak which can go at speeds of up to 4 mph for a maximum of 8 hours a day if the batteries are fully charged. There is even an electric cannon which can squirt water up to 35 feet in the air, which is sure to be a hit with young passengers on yacht charter. Weighing just 126 lbs, it is the perfect toy to bring with you for hours of fun. www.kayacht.com/fun-boat.html

10 If you are in a hurry to get to the shore-side restaurant, why not seek out the **Flying Fish Hovercraft**, a two-man vessel which was launched at the London Boat Show. It's great fun to drive, looks ultra-cool and is surely the best way to get from your yacht to the beach restaurant this summer. britishhovercraft.com

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Miami International Boat Show - www.miamiboatshow.com
Yacht and Brokerage Show Miami - www.showmanagement.com/miami_boat_show/event/



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BY STEVE MONK, DA GAMA MARITIME



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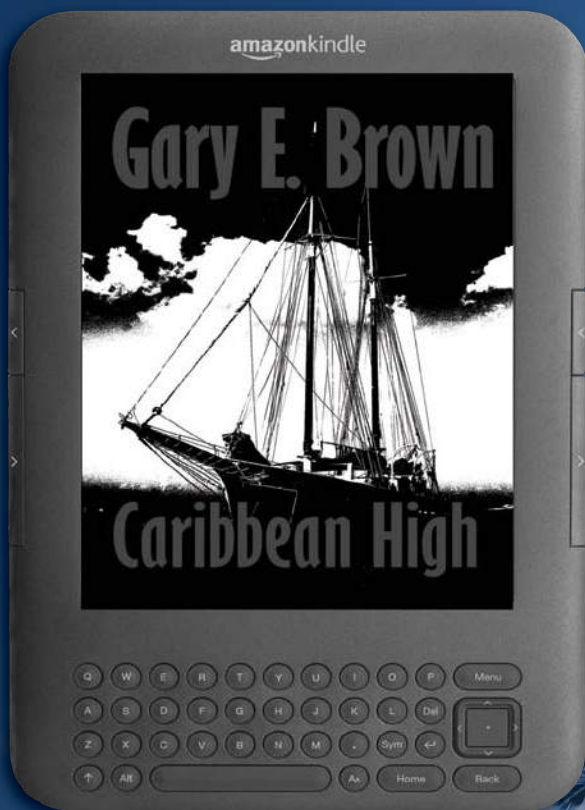
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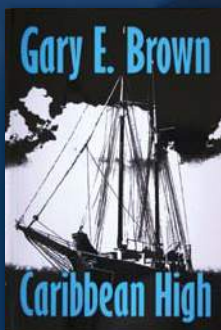


BY CHRIS KENNAN



Caribbean High

A Novel by Gary E. Brown



☞ When it comes to sailing inkslingers, Gary E. Brown is among the best. He's the voice of experience, and he's got the bar room bruises and ocean miles to prove it. Want a peek at the underbelly of paradise? Here it is. *Caribbean High* is an exciting, thrill-a-page waterfront yarn. – *Cap'n Fatty Goodlander, Editor-at-Large of Cruising World, and author of Chasing the Horizon & Red Sea Run.*

☞ It is as if James Bond becomes a Sea Gypsy and retires to the Caribbean! Packed with humorous ribald partying, a wide assortment of corruption and evil, strong and lasting friendships with love lost, and a frightening tropical storm, Gary Brown's novel is a perfect way to dig your feet into the sand, fill a bucket with cold beers, and read. Or position your favorite reading chair near the fireplace wherever you live, and dream of the Caribbean. – *B.D. Anderson, author of Wet Feet and Island Ice.*

☞ Picked your book up the other day and now I can't put it down. Fabulous read! – *Steve Hammond, Manager of St. Maarten 12MeterChallenge.*

☞ *Caribbean High Gets High Marks!* *Caribbean High* is an excellent fast-paced, intricately detailed adventure story with twists and turns throughout. The writing is smooth and logical with NO slow spots – you've got to be on top of your game to keep up. TRUST THIS REVIEW... the 'Modern Action Novel' that follows in the wake of Ian Fleming has brought great writers and even greater protagonist/hero's such as Clive Cussler's Dirk Pitt, Ted Bell's Alexander Hawke, Richard Marcinko's Rogue Warrior, W.E.B. Griffin's Presidential Agent and of course Jack Higgins' Sean Dillon. If you enjoy any of these writers, you will definitely love *Caribbean High*. The author Gary Brown is in fact a sailor who lives in the Caribbean and clearly had his share of experiences—which make this book rich with real life detail. If art imitates life, then Gary Brown has laid the blueprint with *Caribbean High*. Give it a try, I promise you will not be disappointed! – *Charles Southwold*

☞ It's the kind of a book that puts you there immediately. By the first paragraph, you are already lost in this other world, a very familiar world if you are a sailor, but even if you're not, you know you're coming along for the ride. And quite a ride it is! – *Lisa Burnet, for the St. Maarten Daily Herald Culture and Leisure supplement, The Weekender*

Caribbean High can be found at Budget Marine Stores throughout the Caribbean. Caribbean High is available in paperback or as an eBook for Kindle or iPad from Amazon.com or Amazon.co.uk For more news and information about Caribbean High, visit the author's website: <http://garyebrown.net>

KEEP YOUR DAY JOB

ADVICE BY ANITA VALIUM



Dear Anita

Why do you not reply to all of my emails? I have this problem with all agents. I mail about jobs as they ask me to and some agencies don't reply at all! Surely your business is to place crew like me? I look forward to your response.

A Lady Chef

Hello there Lady "Chef"

Yes, I'm afraid we are guilty of not replying to every single email you send us here. I can't answer for other agents; you'd have to ask them why they don't reply to you but I can probably assume their reasons are the same as ours. We receive hundreds of emails a week, in busy times that becomes hundreds each day. Looking back at your record, you email us about jobs you are not qualified for. I see we have replied to various mails explaining that but we can't reply to every single email as it takes up far too much time; time which could be better spent sending you AND EVERYONE ELSE to jobs they're suitable for. My advice – only apply for jobs you're suitable for. Easy. I see you have one season's experience as stew/cook on a 24m MY cooking for a family of four from England, prior to that, several years working in office roles ashore. No hospitality experience, and no cooking qualifications. You have been applying for Head Chef positions on 40-80m yachts with specific requirements stated in the adverts, including "must have 3 yrs+ experience in the

industry on a 40m+" or "must be Michelin trained" or "male due to cabin arrangements" or "must have a year on a yacht plus a good restaurant background and be professionally trained". When they say "must" it means... MUST. I also note you mailed us on Christmas day, and again two days later moaning you hadn't had a reply yet. I hate to break it to you sweetheart but like most of the western world, we have a couple of days off that time of year. And if you send emails with a shitty tone complaining then expect to be put to the bottom of the pile. We won't send you if we don't like you. And we don't like you. So there.

Dear Anita

How do I get a job in yachting? Do I need to do any courses? Or just apply for jobs on your website and other agencies?

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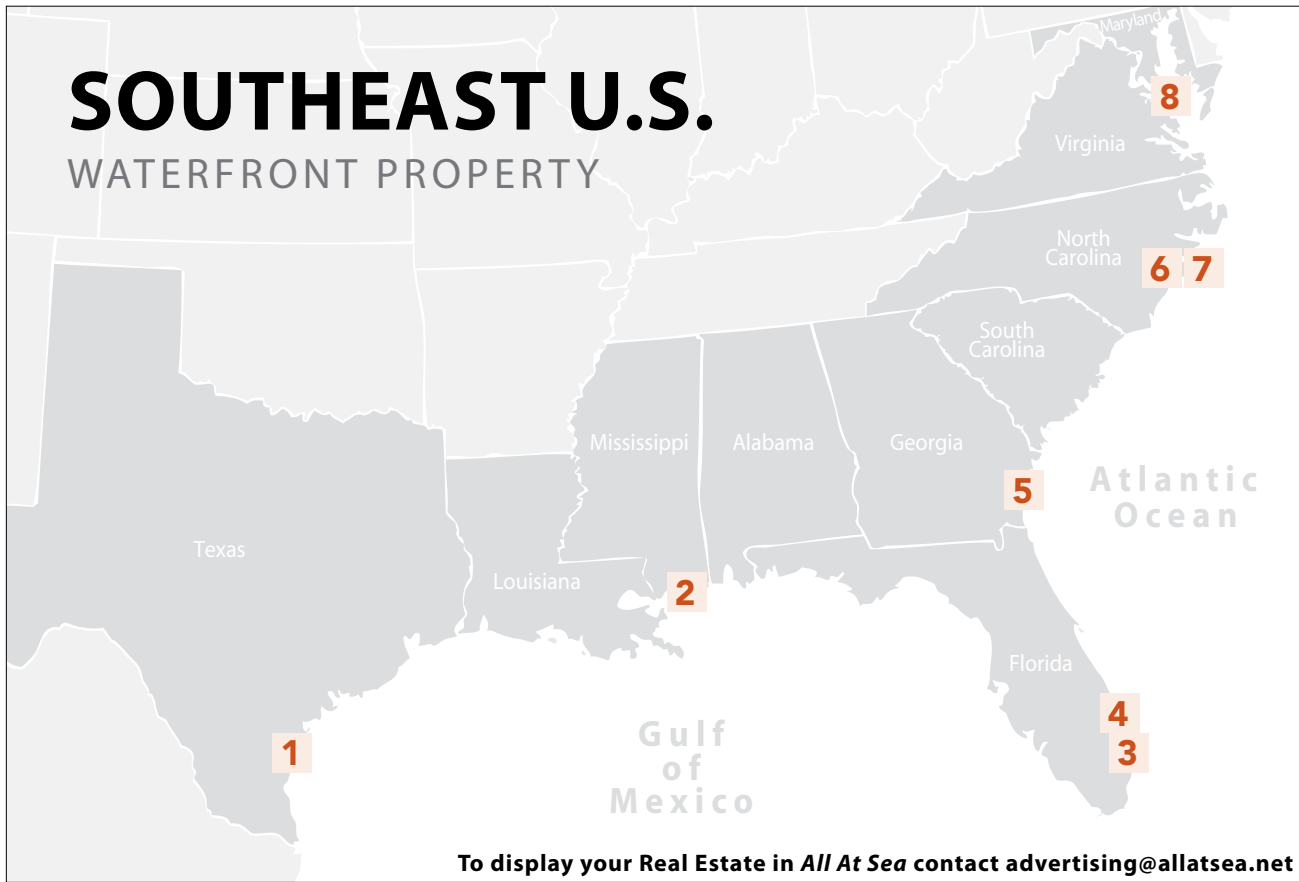
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Jersey City	NJ	Liberty Landing	201-985-8000	9'	75'	19'	no limit	50 Amp	24x7	60 ton travelift	•			•	•		
Chesapeake	VA	Atlantic Yacht Basin, Inc.	800-992-2489	12'	120'	25'	no limit	30/50/100 Amp	24x7	60 ton travelift, 300 ton railway		•	•	•	•	•	
Deltaville	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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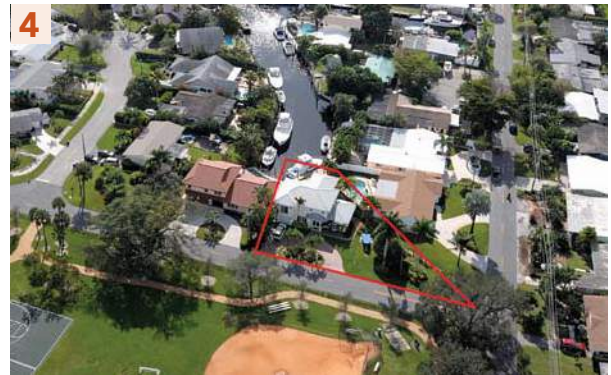
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Hallendale, FL. For a listing price of \$12,000,000 this gorgeous water front estate was Minutely planned, constructed and appointed by the current owner, this luxury dream corner two lots residence approximately 38,400, square feet presides over an opulent driveway with breathtaking water views, expansive laws and terraces, whilst the interior with 7 bedrooms and 8.5 bathrooms stands for a timeless sense of taste, ornate ceiling stuccowork, marble and intricate wall with spacious dimensions, lightflooded interiors and high- quality materials.

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4



Ft. Lauderdale, FL. Ocean access with no fixed bridges from quiet, tree-lined neighborhood in Fort Lauderdale, FL. Gorgeous 4BR/3BA home completely rebuilt in 2004 with all the bells & whistles! Open floor plan ideal for entertaining, travertine & hardwood floors throughout, marble baths, gourmet kitchen w/high-end appliances & fixtures, custom cabinetry. Built-in surround sound, gas generator, and heated waterfront pool. Great parkside location in this hidden-gem neighborhood, and just minutes to the open water. Offered for \$850,000.

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5



Darien, GA. Best views on Georgia's Coast from all three floors. Marina with sailing school and ramp/boat lift at end of street. 6BR/5.5BA custom-built. Elevator to all floors/rooftop deck. Front/rear decks on all floors. Sound/HD video installed throughout. Home Theatre. Two fireplaces. Gourmet kitchen. Granite countertops, travertine floors, heart of pine flooring, imported lighting, custom cabinetry/sinks. 1008 Blackbeard Lane, Darien, GA 31305 Listing Price: \$1,275,000.00

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6



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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7



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8



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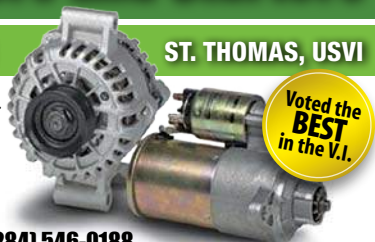
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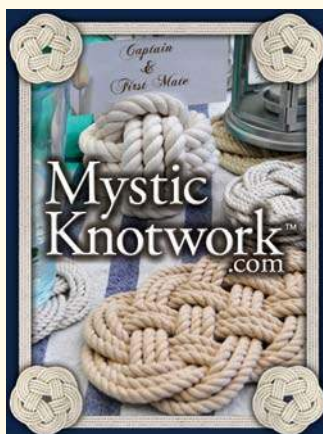
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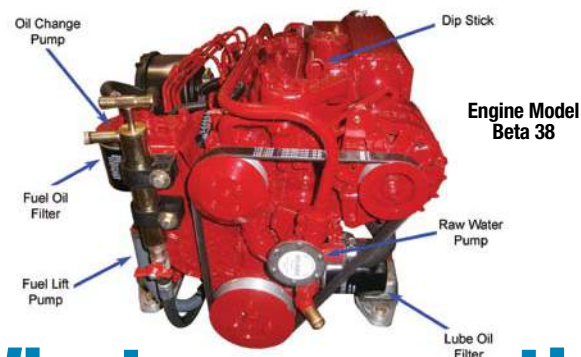
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APPLETON ESTATE RESERVE: SERVE WITH A TWIST

BY TERRY AND CLINT BORAM

Every rum has a story. Or is it every story begins with rum? For Appleton Estate Reserve Jamaica Rum that story begins in the mid-1700s on 11,000 acres in Jamaica's world famous Cockpit Country. The specific set of weather and soil in the valley helps create a unique quality to its rum. As the story unfolds, leading lady, Master Blender Joy Spence, the first woman to hold this position in the spirits industry, hand blends each batch to create just the right balance, ensuring that sequels are guaranteed thrillers.

ABOUT

Appleton Estate Reserve Jamaica Rum was the first blend Joy Spence created, launching in 2000, to celebrate the 250th Anniversary of Appleton Estate. The Reserve begins with two very old and rare signature rums ageing in oak barrels until matured. Ms Spence then hand blends each batch with 18 other aged rums. The result is Appleton Estate's first chapter in its line of sipping rums.

HE SAID

The nose is very inviting with a strong, oaky aroma and a hint of sweet - maybe vanilla, but not clearly defined. Upon the first sip, whatever taste you're yearning to explore immediately dissipates as soon as it hits the tongue. The flavors do not open up the more you sip. As a sipping rum it leaves me unsatisfied. No body. No complexity.

SHE SAID

I do agree with Clint that this has a very nice nose. I don't get vanilla rather maybe caramel. But there is also an earthy smell that is not clearly defined on the nose. The first sip immediately bites the tongue then disappears. The second sip bites again and the earthy scent presents itself to me; tobacco. Then poof, gone. There is no complexity to the rum at all however I still would sip if it were the only rum on board.

OVERALL


Even Joy Spence claims that she enjoys Appleton Reserve with a splash of soda water. We tried with a squeeze of lime and even an ice cube. The ice completely drowns out any taste of the rum. While this rum would be good for a quick celebratory shot after crossing the finish line, we believe it would make a good Mai Tai or even Cuba Libre.

OVERALL RATING: 2.5 OUT OF 5



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

ABOUT CLINT AND TERRY: 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. 



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