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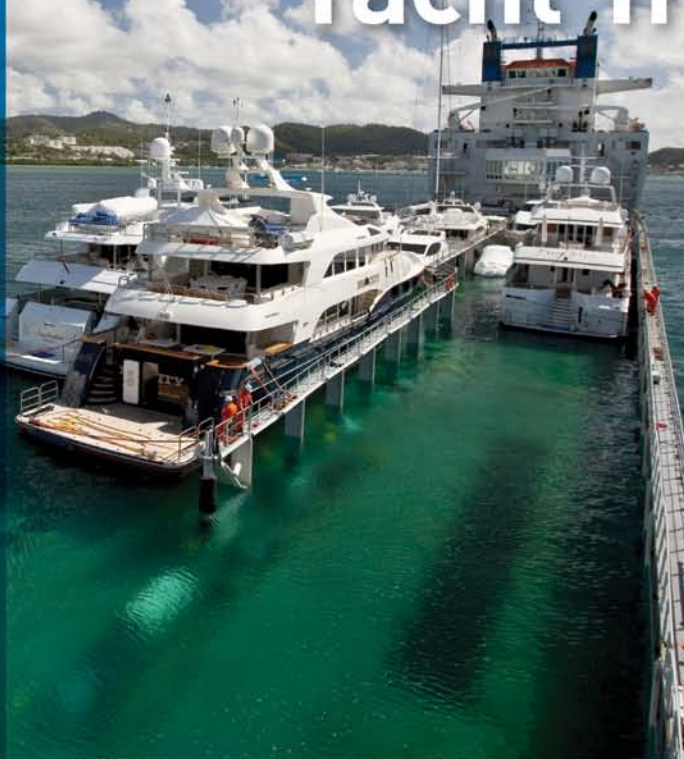
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THIS ISSUE



THE SOUTHEAST STATES' WATERFRONT MAGAZINE

PHOTO BY INGRID ABERY



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COVER SHOT: *Sea Tabby*, a 1938 Trumpy, cruising off the coast of Nantucket, Ma. See story on page 20. | **Photo by Steve Turrentine / Canopache Photos**

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PASSION COMES IN ALL SIZES

Ahh fishing. America's favorite pastime with an estimated 50 million anglers casting a line at least once in the past year. Hours upon hours sitting in one location, often in complete silence, hoping for that one big catch. My dad attempted

to pass his passion down to me when I was about eight years old. After ten minutes on the water I uttered, "Are we done yet?" My dad never took me fishing again.

So when Hobie Fishing Team member Christina Weber asked me to go kayak fishing, I was a bit nervous. I mentally set a time limit for myself to control the impending boredom. Soon I was pedaling near the mangroves, casting towards structures, above all enjoying the peace and serenity nature provided. After two hours, Christina wondered if I was ready to head back in. "Actually, no," came the totally unexpected response from this normally impatient soul. My day ended with some sadness that it was over, but delight in finally enjoying a sport that many are passionate about.

I couldn't wait to share my newfound pleasure with my husband using our dinghy from the sailboat. Soon we bobbed along with several other boats, casting silently into the mangroves. Guess how long it took for the boredom meter to spike? I see a Hobie fishing kayak in my near future.

This month features those who share their passions with others. At the Chesapeake Bay Maritime Museum in St. Michaels, Md., volunteers preparing for another season are taking their required annual training in the Spring. Answering phones in the office, taking museum goers on short excursions around the Bay, these volunteers give back to a community that has given much joy. In St. Petersburg, Fla., students are donating time to help boaters in distress. Learn how Eckerd College has helped fill a community need while students learn skills to save people's lives.

Restoring an old boat is truly a labor of love. Owners of *Sea Tabby*, a 1938 Trumpy, spared no expense to properly restore this vessel so generations to come may share in its beauty. Read about a pioneering technique used to allow the ribs below the waterline to last for another 70+ years. If classic sailing yachts are more your speed, Suzanna Thomasina previews the upcoming Classic Yacht racing season featuring these majestic vessels.

Captain Judy says the fish are waking up and ready for the catch while Troy Gilbert shares his knowledge of scalloping in the Gulf. Of course Fatty provides us all with a much needed laugh to get us through the month.

Open up your world to new experiences then share them with us at *All At Sea*. I can't wait to see what you discover.



Terry Boram Editor,
All At Sea Southeast



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Owned and Published by

Kennan Holdings, LLC

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Miami, Florida 33179-3899

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The views and opinions of the contributors to this publication are not necessarily those of the publishers or editors. Accordingly, the publishers and editors disclaim all responsibility for such views and opinions.

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SAILING OR MOTOR SAILING?



Dear Editor,

This letter is in reference to Capt. Fatty Goodlander's article in the November 2014 *All At Sea Southeast* issue about motor sailers. I don't know where he's been, but I don't think he has seen too many motor sailers. All of the large Perini Navi Yachts are motor sailers and the majority of them have a fly bridge and they race these big boys in the Med, Antigua Race Week, St Barts Bucket Regatta, and the Sint Maarten Regatta.

I've enclosed a picture of the Rhodes design 98' motor sailer *Fandango* in Greece in 1971 from Mykonos to Rhodes. What do you think Capt. Fatty? Sailing or Motor Sailing? Let me know your answer.

Bugs Glasgow
Engineer *Fandango*, St. Lucia

Ahoy Bugs!

You are right! That's a beautiful sailing yacht, and as her engineer I am sure you know exactly how many RPMs she is sailing at.

I once knew a very rich, very Corinthian racing purist who would only use one of his three engines while on the race course.

The real problem isn't with these gorgeous Italian ladies but rather with myself. I only seem to get invited on ugly boats by ugly people... probably because of all the ugly stories I write. ;-(

And I have never helmed a sailboat I could not make go slower.

Once I was steering one of Dennis Conner's America's Cup vessels to windward, and a sandbar silted in faster! Jelly fish passed me. Speedboats kept swinging alongside, and asking if I was aground. Yeah, embarrassing!

Seriously, you are only the second engineer I have ever conversed with. Once, however, I rescued an engineer from a Cannibal Isle off PNG. They'd eaten every member of the crew but him. When I asked the village chief about it, he asked, "...have you ever tried to clean one of those suckers?"

Sincerely,
Fatty

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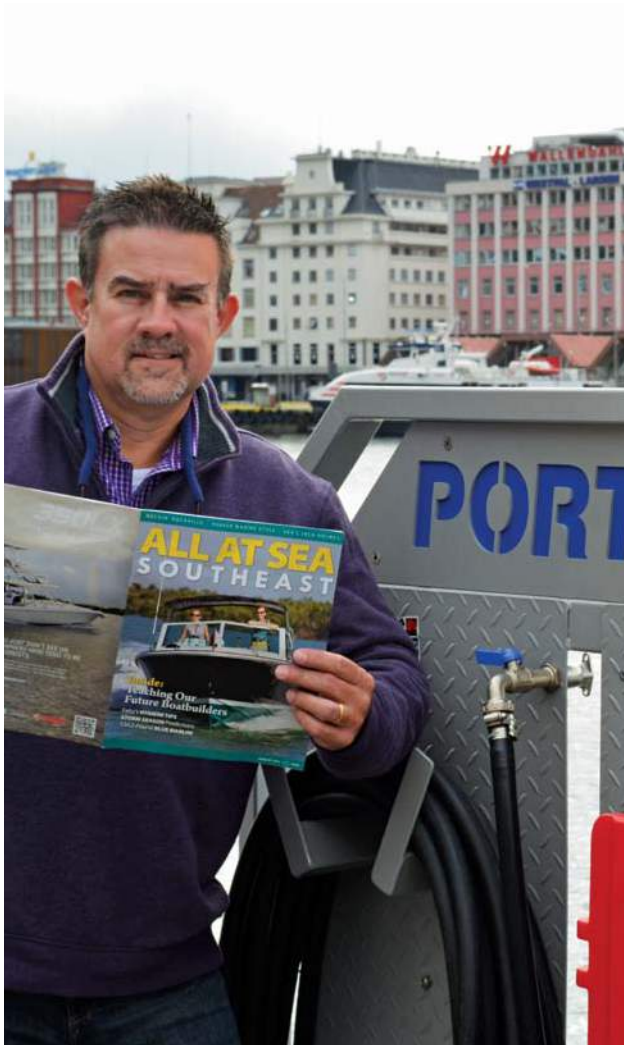
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Sea Tabby, the 62-foot
"houseboat" style Mathis
Trumpy yacht, cruising along
the shores of South Florida.



PHOTO CREDIT: STEVE TURRENTINE / CANOPACHE PHOTOS

SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION



Marine industry group spearheading community projects

The crew at the Marine Industries Association of South Florida (MIASF) is hard at work with several major upcoming events to benefit the marine industry and the surrounding community.

On Saturday, March 7, MIASF will host the 38th Annual Waterway Cleanup (www.waterwaycleanup.org) at more than 25 sites around Broward County. The cleanup is one of Broward County's largest and longest-running environmental events. In 2013 nearly 2,000 volunteers by land, and 70 boats worked at locations across the County to remove 18.6 tons of trash and debris from our waterways, rivers and canals.

Also in the works is the association's 19th Annual Plywood Regatta, April 11 and 12, in Dania Beach. More than 300 students will build boats and race them against one another. The money raised will go toward scholarships for students involved in marine-related programs. Visit www.plywoodregatta.org for more information.

And June 20, the association will host the second annual Marine Industry Day, celebrating the boatyards, marinas, goods and other local marine services in South Florida



which make up Broward County's No. 1 economic driver.

The Marine Industries Association of South Florida (www.MIASF.org) is the largest trade organization in the Southeast United States dedicated to promoting, protecting and growing marine interests. The 136,000 regional jobs in marine businesses and the goods and services that sustain them, drive a regional economic output of \$11.5 billion. Created in 1961, the nonprofit trade group is focused on the sound growth of the marine industry in South Florida to benefit its members, their customers, the community and the environment. The association has more than 500 members in Broward, Miami-Dade and Palm Beach Counties and owns the Fort Lauderdale International Boat Show.

44th Annual National Shrimp Festival Announces Poster Contest

Just a few days remain until the March 6 deadline to enter the 44th Annual National Shrimp Festival poster competition organized by the Coastal Alabama Business Chamber. Artists should visit www.myshrimpfest.com for a list of rules and design criteria. The winning poster will become the property of the Coastal Alabama Business Chamber, and will be the official artwork for the Annual National Shrimp Festival merchandise at the festival. The winning artist will receive a cash award of \$1,000. You can submit artwork at the Chamber of Commerce office, 3150 Gulf Shores Pkwy, Gulf Shores, Ala.

Lewmar USA Hires East Coast Sales Manager

John McCabe has joined Lewmar USA sales team as East Coast Sales Manager. John's responsibilities include managing and growing the existing customer territory on the east coast, while also developing custom sales opportunities in the larger Superyacht market sector in both new build and refit for the Americas. John brings a wealth of knowledge and experience in the boating industry having worked at Hall Spares for the past 14 years as aftermarket sales manager and more recently project manager. He previously captained a sailboat out of Newport and the Caribbean for 8 years and remains active as race crew on numerous sailboats. John commented "I am thrilled to join the Lewmar team at a time when the company is committed to growing their market share and their range of sophisticated products. The recovery of the powerboat and sailboat markets in the USA makes it an exciting time to be in the marine hardware industry."

"The introduction of new products like glass, hatch and port lights and new windlasses will help us grow market share," added Harcourt Schutz, USA General Manager, "and it is important at this crucial time that we have the correct resource and technical expertise to service our customers."

Aquamarine Global Group Named Consultant for New Bermuda Luxury Marina



AquaMarine Global Group Consulting has been engaged to create the marina marketing and feasibility plan for Morgan's Point, a luxury marina project on the Great Sound in Bermuda. Ginger Hornaday, founder of the consulting group, is a veteran of the marine and marketing industries, and leads the group that will create the strategic plan,

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

NAPLES, FL
MARCH 3 - 8
Bonita Springs Boat Show
www.swfmia.com

NEW ORLEANS, LA
MARCH 6 - 8
The Boat Show
New Orleans
www.boatshowneworleans.com
504-376-3679

MOBILE, AL
MARCH 13 - 15
Mobile Boat Show
www.gulfcoastshows.com
251-478-SHOW

ORANGE BEACH, AL
MARCH 19 - 22
Wharf Boat & Yacht Show (WBYS)
www.wharfboatshow.com
scott@cmmmarinas.com
(850) 527-2882

WEST PALM BEACH, FL
MARCH 26 - 29
Palm Beach International Boat Show
www.showmanagement.com/palm-beach-boat-show/event

HOUSTON, TX
MARCH 26 - 29
South West International In-Water Boat Show
www.southwestinternationalboatshow.com

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
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director@orientalboatshow.com
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JACKSONVILLE, FL
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Southeast US Boat Show
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ANNAPOLIS, MD
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Bay Bridge Spring Boat Show
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APRIL 24 - 26
Annapolis Spring Boat Show
www.usboat.com

CHARLESTON, SC
APRIL 17 - 19
Charleston In-Water Boat Show
www.CharlestonInWaterBoatShow.com

FISHING TOURNAMENTS

KEY LARGO, FL
MARCH 18 - 21
Jimmy Johnson's National Billfish Championship
www.jimmyjohnsonbillfishchampionship.com

MIAMI BEACH, FL
APRIL 23 - 25
Yamaha Contender Miami Billfish Tournament
www.miamibillfish.com
littlefish@miamisportfish.com
305-598-2525

SAILING REGATTAS

CHARLESTON, SC
APRIL 16 - 19
Charleston Race Week
www.CharlestonRaceWeek.com
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POKER RUNS

SPRINGFIELD, LA
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BASS PRO SHOPS HONORS CONSERVATION PARTNERS OF THE YEAR

Whit Fosburgh, president and CEO of the Theodore Roosevelt Conservation Partnership (TRCP), and Jeff Crane, president of the Congressional Sportsmen's Foundation (CSF), have been named Bass Pro Shops 2014 conservation partners of the year.

Fosburgh was recognized for TRCP's work to guarantee American sportsmen access to quality places to hunt and fish by amplifying their partners' voices to strengthen federal policy and funding. In 2014, their impact was powerfully felt as they made sure recreational saltwater anglers were well represented when Congress revised the Magnuson-Stevens Act, the law that governs our nation's marine resources.

"Whit Fosburgh and the Theodore Roosevelt Conservation Partnership are so deserving of recognition, and all of us at Bass Pro Shops are honored to be their partner," said Bass Pro Shops founder and CEO Johnny Morris. "They are a leader in the conservation world, able to bring together their many partners to identify shared areas of concern so they can work on those conservation priorities."

"I am honored to accept this award on behalf of the Theodore Roosevelt Conservation Partnership. Johnny



Bass Pro Shops Founder Johnny Morris and Congressional Sportsmen's Foundation's Jeff Crane

Morris and his team at Bass Pro Shops have long been leaders in advancing conservation that speaks to the priorities and values of the sportsmen's community," Fosburgh said. "We at the TRCP value our partnership with Bass Pro Shops, and we look forward to continued opportunities to work together to conserve fish and wildlife and their habitats – and expand access for all Americans to hunt, fish and enjoy our nation's lands and waters."

Crane was honored for CSF's work with Congress, governors, and state legislatures to protect and advance hunting and angling and conserve this country's fish and wildlife resources.

"All of us at Bass Pro Shops are proud to recognize Jeff Crane for everything his organization has done to champion legislation that benefits conservation and our outdoor traditions," said Morris. "The Congressional Sportsmen's Foundation is one of the foremost organizations for making sure the sportsman's voice is heard on Capitol Hill as well as state capitols across the country."

Fosburgh and Crane received the awards from Morris during a special ceremony for associates, which was held at Bass Pro Shops national headquarters in Springfield, Missouri.



Bass Pro Shops Founder Johnny Morris (l) names Whit Fosburgh

utilizing years of marina marketing experience in residential and marina developments in the US and the Caribbean.

Morgan's Point is located in Southampton Parish, with an expansive 360-degree view of the Great Sound and the interior waters of Bermuda. A former US Naval Annex, the completely protected site is not in use and is considered a prime location for the 142-unit condominium, marina/yacht club and luxury hotel property planned. This first will take up a small

portion of the total 87 acres, with other phases to follow.

Thanks to the recent announcement of Bermuda as the host of the America's Cup Sailing Race in June 2017, and the AC45 World Series in mid-October 2015, Morgan's Point development is ideally timed. "The 'Bermuda Brand' is sure to have a renaissance as a luxury resort destination," says Hornaday, "Morgan's Point is in the heart of the Cup Races and a substantial marina development."

MarineMax Acquires the Only On-Water, Full-Service Marina in Fort Myers

MarineMax Fort Myers announced their official acquisition of the only on-water, full-service marina and retail facility in Fort Myers. The company broke ground February 7 for a new service center to serve Southwest Florida. "MarineMax Fort Myers at Deep Lagoon is much more than a retail center for premium boat brands," said Store Manager, Ryan West. "Yes, we have built our business by selling and servicing premium brand boats, but we are also a tremendous resource for the area's dynamic boating community."

MarineMax Fort Myers at Deep Lagoon offers 75 well engineered wet slips, dry storage, an onsite fuel dock, a 75-ton travel lift that can accommodate boats of more than 70 feet, and easy access to the open waters of the Gulf and the Okeechobee Waterway.

With a 25-year history in Southwest Florida, MarineMax is the local dealer for Sea Ray, Boston Whaler, Meridian Yachts, Azimut Yachts, Ocean Alexander and Harris Pontoon Boats.

Sailorman Celebrates Anniversaries

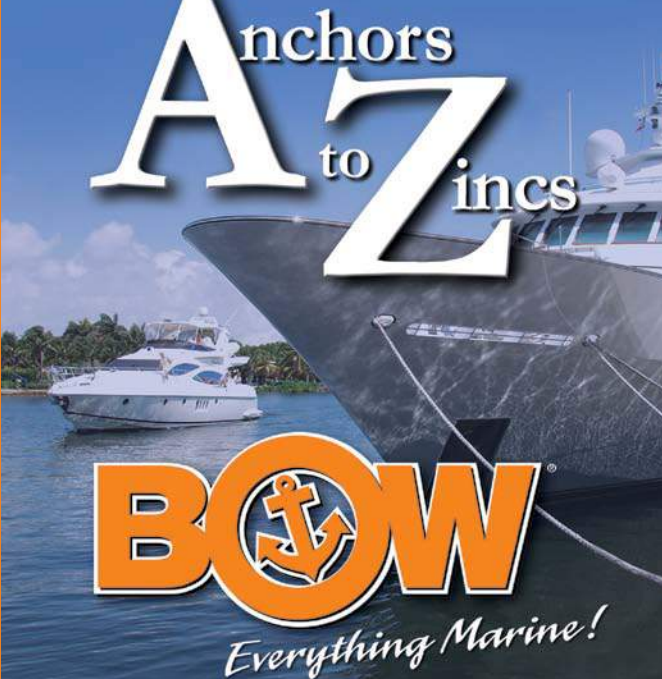
This year Sailorman in Fort Lauderdale is celebrating two special anniversaries. In 1975 Englishman Cliff Hunt started selling second hand marine parts from his hatchback. Over the next few years the business quickly outgrew his car, moving the business first to a garage, then to a small hole-in-the-wall, then finally, in 1982, to its current location on SW 24th Street in Fort Lauderdale.

In January, current owner, Chuck Fitzgerald, celebrated the 30th anniversary of his purchasing Sailorman on January 2, 1985. Customers enjoyed "Deal of the Day" savings throughout the entire month of January to commemorate this huge achievement.

The over 10,000 square foot warehouse, now dubbed "The World's Largest and Most Unique New and Used Marine Emporium", sells anything NEW or USED for boats. ☺



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Riviera Beach, FL 33404
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**www.bowboat.com
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BOTTOM PAINTING

STORY AND PHOTOS BY ROGER MARSHALL



It is the time of year when most sailors are painting their boats' bottoms. Many like to do the job themselves but have questions when choosing and applying the right paint.

Begin by answering these four questions.

How fast is your boat?

If you have a fast boat, maybe a 20- to 30-knot powerboat, you'll need a "hard" bottom paint (known as a contact leaching paint) or the impact of water on the boat's bottom will simply wear it away, leaving you with no protection.

Ablative paints wear away as the boat goes through the water. These paints are best on mid-range and moderate speed craft, such as sailboats. They slowly erode and will eventually disappear. This says that the paint thickness is the governing factor in how efficient the anti-fouling is.

Self-polishing copolymer (SPC) paints wear away in a manner similar to ablative paints, but the antifouling chemicals are bound in with the paint layer and only react with salt water. Note that only the layer of paint in contact with seawater reacts. Bottom layers are unaffected until the paint erodes enough. For this reason, a boat painted with SPC paint can be hauled and relaunched without having to be repainted.

Boats that move slowly or stay in one place can use the older (and cheaper) rosin-based paints. In most cases, these paints require that the boat be launched within 24 hours of painting.

How foul is the water in which your boat floats?

If the water is very foul, such as in bays where rivers meet the ocean, you need a paint with lots of biocides. Copper is a biocide, but today's paints contain more than just copper. These days, Irgarol, zinc and other biocides are added to bottom paint to minimize the amount of copper and to reduce the cost of the paint.

When a boat first goes into the water, the paint works properly for a month or so, then a layer of slime builds up. This slime layer slows the leaching of the copper biocide and eventually marine life gains a foothold in the slime layer. As "cling-ons" become more prevalent, the biocide cannot reach the outer layers to stop cling-ons gaining a foothold. By preventing the buildup of slime using products such as Biolux and Irgarol, the copper biocide works much more effectively, over a longer period than a paint without it.

How warm is the water where your boat is?


Warm water breeds more cling-ons, so you'll need a stronger paint. Warm water in estuaries and tidal flats has high levels of growth so your paint will need a high level of biocides.

How often do you use your boat?

If you use your boat regularly, you can probably use an ablative paint. One of the big advantages of ablative paints is that you don't have to sand them off at the end of the season – they should have eroded away. If you dry sail your boat or trail it

regularly, you should get an antifouling that can be used year after year without recoating. Many antifouling paints oxidize when the boat is hauled out of the water, which means they stop working. A few are formulated to work every time they are put in the water and stop working when they are taken out.

Trailer owners should look for a multi-season paint.

This table lists paints from the major manufacturers. A few additional brands from other manufacturers may also be available. *It does not include store labeled brands which might be made by one of the majors and relabeled.* 

EPOXY-BASED BOTTOM PAINTS - HIGH STRENGTH		
PAINT	USAGE	ACTIVE BIOCIDES
Interlux Ultra w/Biolux Interlux Fiberglass BottomKote Aqua	Heavy fouling areas	cuprous oxide
Pettit Trinidad	Areas of high algae bloom	cuprous oxide
West Marine Bottom Pro	Fiberglass/steel/wood hulls	cuprous oxide
EPOXY-BASED BOTTOM PAINTS - MODERATE PERFORMANCE		
Interlux Fiberglass BottomKote Pettit Unepoxy Plus West Marine Bioshield	Glass/wood/steel hulls	cuprous oxide
ABLATIVE BOTTOM PAINTS		
Interlux Fiberglass Bottomkote ACT Interlux Micron Extra w/Biolux Interlux Micron CSC Pettit ACP-50 Pettit Aqua Clean West Marine Bottom Shield	Glass/steel/wood hulls	cuprous oxide
Interlux Micron CF	All materials, substrates & waters	Econea
Interlux Aquarius	Glass/steel/wood hulls	water-based
Pettit Hydrocoat	Glass/steel/wood hulls	cuprous oxide with Teflon®
CONVENTIONAL ANTI-FOULING PAINTS		
Interlux Fiberglass Bottomkote	Non-planing hulls	cuprous oxide
Pettit Copper Bronze	Classic & trailered boats	cuprous oxide
Pettit Anti-Fouling	Moderate speed boats	cuprous oxide
Pettit Yacht Copper	Slower boats	cuprous oxide
HARD RACING FINISHES		
Awlstar Gold Label	Racing sailboats	tin-free polypeptide polymer
Interlux VC Offshore	Racing sailboats	cuprous oxide
Interlux BaltoPlate	Racing sailboats	oxide
Pettit Hard Racing Copper Bronze	Dry sailing/freshwater	cuprous oxide
PAINTS FOR ALUMINUM HULLS, OUTBOARDS AND LOWER DRIVE UNITS		
Interlux Pacifica Plus	Aluminum surfaces	Econea
Interlux Trilux 33	Aluminum surfaces	copper derivative
Pettit Alumacoat II	Aluminum surfaces	ablative tin-based copolymer



SEA TABBY – STILL BEAUTIFUL AT 77

BY JODY REYNOLDS
PHOTOS BY STEVE TURRENTINE / CANOPACHE PHOTOS

Of more than four hundred elegant Trumpy yachts built between the early 20th century and 1973, less than 25% are still afloat. Sadly, many of those remaining are in rapidly deteriorating condition.

But *Sea Tabby*, the 62-foot “houseboat” style Mathis Trumpy yacht built in 1938, is “absolutely timeless,” says her owner, Todd Glaser.

That’s an understatement. In fact it could be said, *Sea Tabby* is in better than new condition. She turns heads

wherever she travels and stands out among the mega yachts and cigarette boats of Miami as she does in the historic waters of Nantucket, her longtime summer home.

Glaser, a Miami real estate developer, uses *Sea Tabby* as a family yacht for himself, his wife and their four children and frequently, to entertain clients. “This works well, as most of our properties are along the Miami waterfront. During the week, she’s really a floating office,” Glaser says. “But after work, she’s mine. I often go aboard, even if it’s only for 25 minutes, to smoke a cigar and just enjoy



her company." *Sea Tabby* also earns her keep with occasional charters.

Although he's been a lifelong boater, *Sea Tabby* is Glaser's first wooden yacht. Growing up in Miami he'd frequently watched the *Trumpy*, *Veritas*, now *Aurora*, pass by. "One day," he promised himself, "I'm going to own that boat."

That didn't happen, but after years of looking for the perfect *Trumpy*, he found *Sea Tabby*. "I knew when they let me take the helm in the ICW (Norfolk) sea trial that this was going to be my boat," he said. But he had to convince

her former owners (of 30 years) he would make *Sea Tabby* a truly good home. He purchased her in 2012 and never looked back.

Between 1999 and 2003, *Sea Tabby* enjoyed a complete restoration, costing well above a million dollars, and truly a labor of love for her owners, Bob Libby and Addison Pratt. Not only did Libby oversee the project, he actually did some of the fine detail woodworking. For example, Libby carved a stunning seashell design (*Sea Tabby's* logo) on the side of a settee on the bow. This decorative piece cleverly hides a dryer vent.

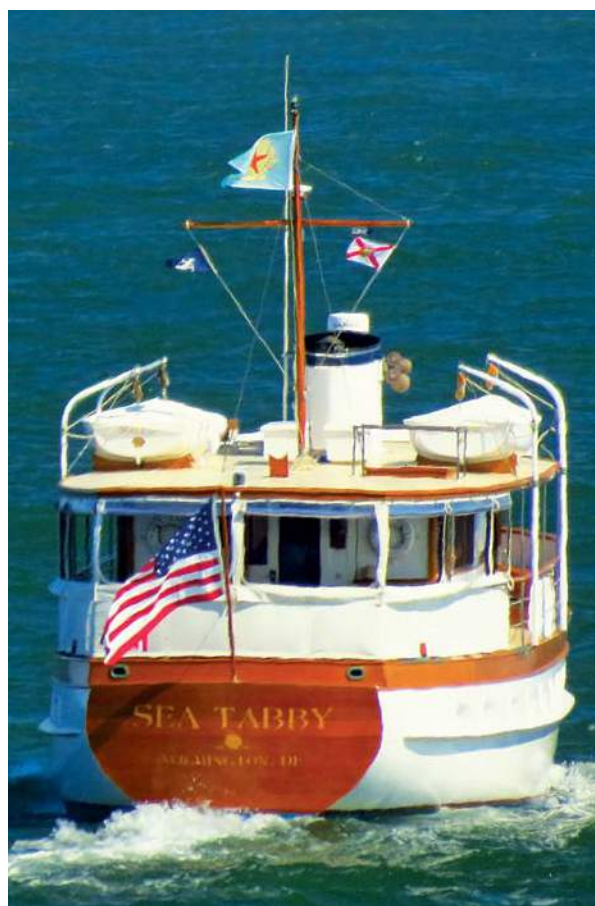
Other improvements included HVAC, stabilizers and a new galley and electronics. All modern improvements designed with legendary Rhode Island shipwright, Lewis Sauzedde, were positioned and "hidden" to preserve the vessel's historic character.

As a result, *Sea Tabby* appears to be a near-flawless original example of her era. In fact, even the most discerning yachtsman would be hard-pressed to discover some of her age-defying secrets.

But what truly sets this restoration apart is a pioneering technique used by the boatyard to replace ribs and structural members. Ribs below the waterline are constructed of high-density polyethylene, a technique pioneered on New England fishing boats, and quite a leap of faith for classic yachtsmen to try, using (a) anything but wood and (b) a



Sea Tabby – Still Beautiful at 77



structural technique that had probably never before been used on a yacht of her type.

The polyethylene is easy to form and fasten and the problem of electrolysis, which had been an issue before, has been eliminated. Sauzedde said, "The only way I would agree to this job was if they allowed me to replace the wood." He seems surprised that they agreed.

Another innovative process involved substituting Dynel and paint on decks to replace the traditional canvas. This reduced costs, and greatly adds to longevity and UV resistance, according to *Sea Tabby's* former owners. And no one can tell the difference.

"I loved *Sea Tabby* as soon as I saw her," says Glaser, "but this is what really sold me on buying her. I didn't want a project boat, or a boat that couldn't stand up to the harsh marine environment we have in Miami. The work on *Sea Tabby* was already done. And to me, it's better than new construction.

"Some purists might not want a historic yacht constructed with modern materials," Glaser laughs. "But I would be willing to bet that if today's plastics had been available to John Trumpy, he would have been more than happy to use them."

Glaser and his wife have done some of their own upgrades on *Sea Tabby*, replacing the traditional salon and wheelhouse carpeting with teak and maple, something her


former owners also considered. The effect is stunning.

They updated her spacious aft deck area with more modern furnishings in harmony with their entertaining and family lifestyle, but they saved the original wicker furniture now gracing the porch of their more than 100 year old home on Nantucket.

An unusual feature is a stairway (instead of the usual Trumpy ladder) leading up to her roof. This allows easy access for sport fishing, which is a key component of her new career in Miami, according to Glaser.

According to her resume, *Sea Tabby*, hull 235 of 448, was built by the Mathis boat building company in Gloucester City, New Jersey and designed by John Trumpy Jr.

The yacht, originally built as *Helma* for Bruce Dodson, was purchased in 1945 by carpet manufacturer Charles Karagheusian, who renamed her *Sea Tabby*. After his death in 1977, *Sea Tabby* had two other owners before 1982.

There's no question that this fortunate yacht has benefited from the dedication of her long-time owners. Now, more than 11 years and many thousands of miles since her restoration, she is tight, her hull looks great and there are no leaks. This is the ultimate testimony to the quality of the work. What's more, this efficient and cost-effective structural process could keep many more antique yachts afloat for years to come. We certainly hope so. 



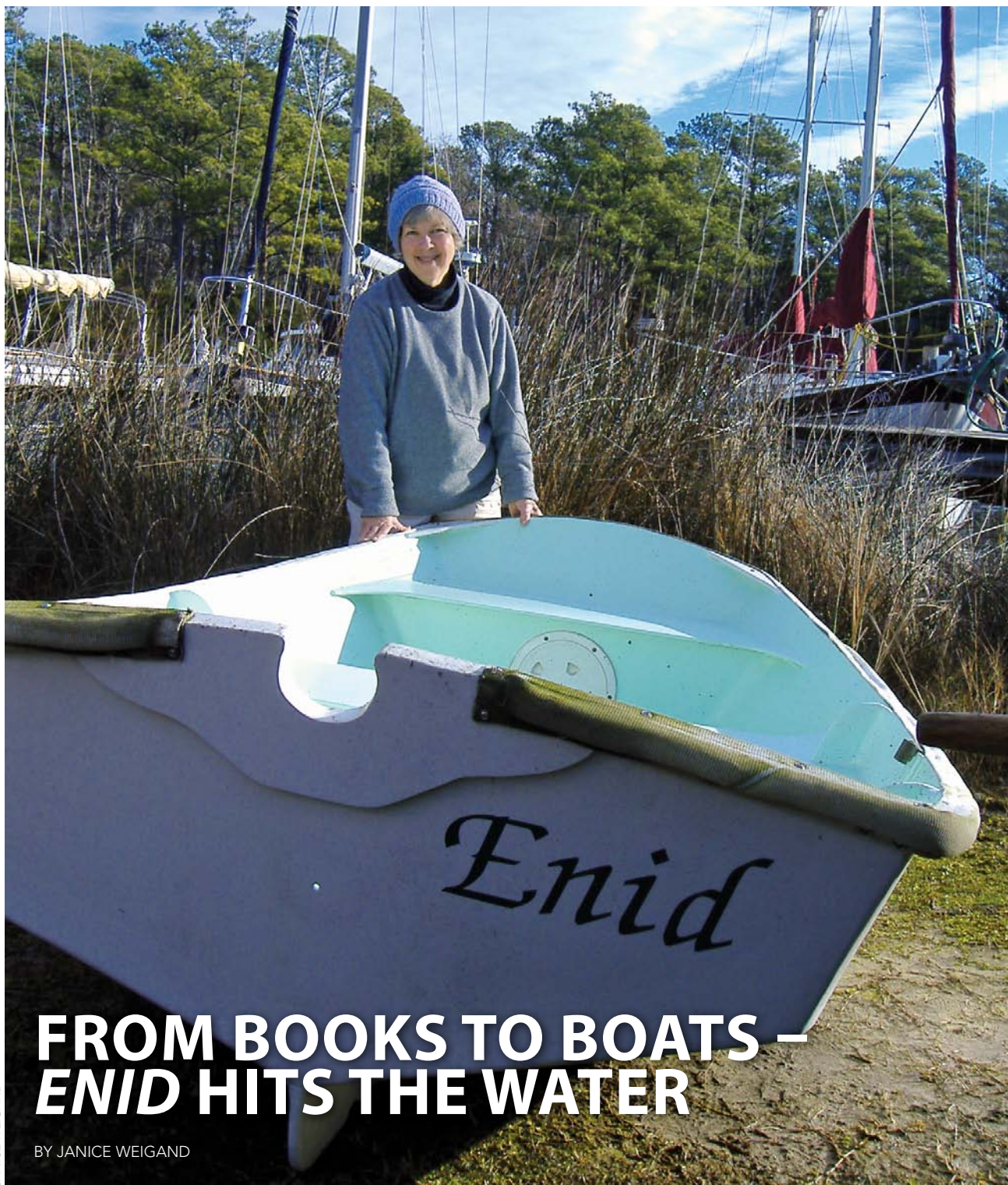
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FROM BOOKS TO BOATS – *ENID* HITS THE WATER

BY JANICE WEIGAND

Drakus, the Monk 47 Ketch currently under a boatyard tent receiving a fiberglass replacement for her tired teak decking, inspired one spirited small town librarian, Anne Siddens, to build the dinghy, *Enid*. While Siddens' husband Doug worked refurbishing Drakus as their permanent, itinerant home, house-

sitting provided the couple temporary quarters. Of course, in order to maintain cruising life aboard, the Siddens had to have a dinghy, which they call a 'car,' for *Drakus*.

A flyer about a boat building class arrived one day from the local community college. Anne was intrigued. She contacted the school and found a disappointing two-year wait-

list for the class. But now the seed had been planted; Anne and Doug went online looking at dinghy plans. Anne says, "Doug picked out the plans and I built the dinghy, telling him not to touch it unless I asked for help." Then she asked Doug for, and received lessons on how to use a circular saw and to drill precisely as marks directed...on the first try. By the time she felt confident with the tools, she had received the plans and instructions for a Prameke Dinghy ordered from Bateau.com, and her head was full of lists of necessities she had to gather with Doug's help: marine plywood, resin, fiberglass tape, paints, zip ties and ultimately, a wood craftsman for special carving. A friend provided a garage work area as reality took shape – and space.

Then came measurements and ratios, mental images and numbers for the conversion of little shapes on paper to proportionately larger shapes Anne needed to scribe on eight-foot plywood sheets.

"I liked that part best," she said. "As a kid, I moved a lot with my family. Mom had little colored pieces she set about on floor plans until she decided where to tell the movers to put furniture. I used her technique for my templates, and enjoyed it."

Anne cut out her frame pieces: mid- and outside panels,

four "just shy of eight-foot" sections, drilling and inserting zip ties loosely where the pieces would come together. Slowly, she tightened the ties to form the shape that would one day carry Doug and her and groceries and supplies as though it were the family station wagon.

"Doug showed me how to use matchsticks," Anne said, "so the pieces wouldn't touch, allowing resin into every joint. Then I made 'peanut butter' of resin thickened with wood flour, and filled all the little cracks, making 'fillets.' Everywhere wood showed at all, I put resin. When the resin had cured enough, I put fiberglass tape down on the seams, but not all over (in order to save weight)."

Many times Anne turned to Bateau2.com for the technical help they provided and especially for the posts by other amateur boat builders using Bateau plans or kits. "To read what others had learned in their projects and the pride they took in their finished and useful products was wonderfully helpful when I came to discouraging parts," Anne said.

Both bow and stern are flat, providing accessible dry storage, and "three resin coats cover all the wood, taped or not. Being sure no wood would meet water," she said, "I even put resin in every screw hole." Another house-sitting job provided an empty dining room which, well-



DOUG SIDDENS



DOUG SIDDENS



ANNE SIDDENS

From Books to Boats – *Enid* Hits the Water



tarped and protected, became a boat shed...until the time was up and the friends came home, moving Enid onto the screened porch.

Anne asked wood craftsman Matt Bannister in Oriental, N.C., to carve teak strips from her precise templates. With resin, she laminated the strips onto the dinghy in four layers "like a petit four with resin filling," she said, "as rub rails around Enid's sides and bow, protecting the lovely curve of the hull." Bannister also fashioned strips to complement the transom design. Anne cut round openings for access to under-seat storage at both bow and stern, purchasing and installing threaded watertight hatch covers, to keep dry goods dry when day-trips on rough water might be necessary.

When life interfered, as it did several times during her creation, Enid waited under a tarp. Anne, finally getting back to her finishing tasks in the winter of 2011-12, did much more sanding, painting and the installation (us-

ing screws all around) of a tough foam filled fabric gunnel guard atop the rub rails. One January day, that final phase completed in the garage of yet another friend, Anne, Doug, and the garage owner hauled Enid to the dinghy ramp at Sail Craft Marina and launched her, as yet unnamed, on her maiden voyage. Anne (who had never rowed before) borrowed oars and took her dinghy out into Whittaker Creek.

The only water in the boat upon her builder's triumphant return was droplets from the occasional crab caught by the inexperienced oars-person laughing as she zigzagged over the wide water.

"Building *Enid* wasn't easy," Anne said. "It was hard! And some days I asked myself 'Why am I doing this, anyway?' But when I was done, there was such a feeling of satisfaction in completing the [totally uncharacteristic] project.... It was the way you feel when you turn in a really big term paper. Accomplishment. Pride. Relief!"



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BOAT LUST!

BY CAP'N FATTY GOODLANDER



I am continuously amazed at how much time, talent, and money ordinary people lavish on their boats. It seems crazy, really. I live on my yacht, sail on my yacht, and do research for my writing on my yacht. It is my home, my hobby, my sport, my office, and my profession. So, yeah, I'm fairly attached to my vessel. But most people aren't in this category. They are boat owners (or loan holders) who only get to occasionally visit their vessels for brief periods—when they get time off for good behavior. Still, their vessels are front and center in their lives.

Why?

One of my best friends purchased a 38 foot sloop about eight years ago—hoping he and his wife could go cruising.

She wasn't into the concept as much as he. It became a bone of contention. He came to me and said, "She hasn't spent one night aboard... not one single night ever! And I have begged and begged her!" They divorced. My friend now has less free time—with his visiting rights, etc. Plus, he has to work far more hours now to pay child support and alimony. Thus, he hasn't moved his boat away from the dock in two or three years—and he's getting further and further in debt.

I suggested, gently, that perhaps he should sell the boat—which was costing him \$1,200 per month.

"What?!?" he said, the outrage and betrayal plain in his voice. "Why would I do *that*?"

"Well," I said lamely, "you know—to save money and get out from under the hassle."

"Naw," he said, shaking his head as if to clear it of heresy, "I'll keep the boat to... you know, just in case."

I didn't know—not at the time. But I think I do now.

Buying a boat is the physical embodiment of embracing the dream of freedom and adventure—no matter how much misery said purchase brings.

My father was dying of Parkinson's disease and barely able to get out of bed—when he purchased a very racey 36-foot lofty sloop which he renamed Miss Marie after my mother. He knew he'd never sail it. A few months later, he fell overboard and didn't have the strength to pull himself back aboard. Still, the boat invigorated him. He glowed when he spoke of her.

She gave purpose and direction to his final days.

Ditto, Steve Jobs. He knew he was dying when he commissioned his giant, super expensive mega-yacht. And he could have cancelled it early in the project for a modest loss. But that would mean admitting to his impending death—and letting go of the dream of peace, tranquility, and family which drove him his entire life. Mentally, he knew he was going to die—emotionally, he was in denial, and the boat is 100 tons of proof.

I used to deliver a very expensive sailboat to the Caribbean and Europe from the East Coast of the United States. The owner would often command the boat to be somewhere to meet him—and, hey, it was his nickel. But the owner was a busy man, and often missed his own schedule. Thus, the boat would regularly shift across oceans for no reason.

Once the boat went 19 months without the owner or anyone sent by the owner stepping aboard. Finally, I talked to some of his family and friends. They said there was a huge photograph of the boat in his Galveston office, and he'd call in workers from his vast oil empire and berate them mercilessly while jabbing a finger at the photograph—and screaming, "If you weren't such a hopeless screw-up, I'd be sailing now!"

Ah, human nature is so complex.

They say we humans are thinking creatures—HA! Not around the water, weren't not.

Once upon a time I consulted with folks who wanted to buy their first cruising vessel. I figured this would be a great match—and there would be lots of job satisfaction. I was wrong. The buyers and I would spend months together deciding exactly what type of vessel to logically buy—and equipped with exactly what equipment they'd need for the use intended—and then they'd go out to buy a pink one.

The first few times I was appalled. "But, but..." I'd sput-

ter, "but we agreed on a 45 foot cutter-rigged fiberglass boat—not an 88 foot schooner with a squaresail on the fore..." and they'd respond with, "...yeah, but isn't the pink topsides way cool?"

I know a blind guy who skippered his vessel around the world (with a sighted wife).

Recently I met a different couple in Opuia, New Zealand—two nearly blind sailors with such poor vision that couldn't see a mooring ball even while they were touching it. (They had to get in their dinghy and be within a foot before they could recognize the ball and pick it up.)

I can think of nothing scarier than to be blind and crawling to the foredeck in a gale to reduce sail.

Why would people put themselves in such a situation?

Of course, I can kinda understand the "dip your toe in, and see if you like it," school of thinking. My blind friend with the sighted wife spend a decade in preparation—even having a custom 'dry' gimbaled Braille compass made that he could steer-by-feel with. All his vessel's running rigging—even the anchor windlass—led back to the cockpit.

I live on my yacht, sail on my yacht, and do research for my writing on my yacht. It is my home, my hobby, my sport, my office, and my profession.

But what about the landlubber who, literally, jumps in at the deep end?

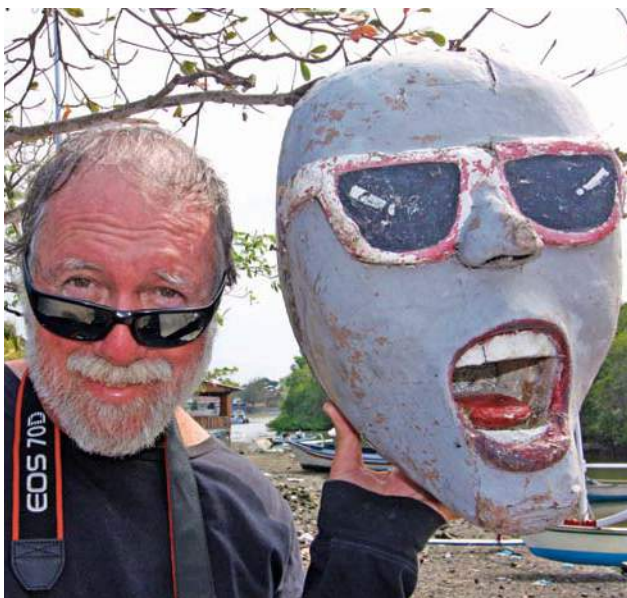
There was a very fat lady whose husband left her for a younger, thinner woman—who decided to sow some wild oats. She answered an online romance ad—and flew to meet an equally old, nearly blind fellow who needed a pair of eyes. "Perfect," she said. "You can't see how fat I am—we're a perfect match!"

They set off on a shakedown cruise. She fell over. He thought she might have gone overboard—but wasn't sure. She could see him searching the whole boat on his hands and knees, calling out to her. Despite his blindness, he managed to search in a grid and come fairly close to her twice—just, alas, out of earshot.

"He looked so sad and forlorn," she said later. "I felt so sorry for him—he was in such obvious pain. My heart really went out to him. Poor guy!"

But he gradually searched further and further away. And then night fell. And by dawn, she was getting tired and delirious. And one point, she imagined a boat heading right at her. Then something struck her in the head, "Damn it!" she cried out.

"Who's there?" cried a voice.



It was another single-hander—scared out of his wits by her.

There was a sea running. For hours and hours he tried to get the large woman aboard—and failed miserably. So he dashed to his SSB radio, and started screaming for assistance—“I’ve hit a whale, a human whale!” he broadcast without response.

He decided to forget about getting her aboard—that he’d tow her to land. But Big Beauty Whale Babes (BBWBs) tow very slow. And another night went by before he could get into a harbor, and maneuvered next to a hoist.

Just as they were lowering the travel lift straps for “the largest mermaid ever,” her blind skipper sailed in, sad and forlorn.

“The moment I saw him, I knew I was in love,” she said later, “And, of course, how much I dug the cruising lifestyle.”

They went on to spend a number of years cruising together in the Caribbean—with an extra large outboard hoist and stout bosun’s chair fitted on their transom.

Another ‘Internet Bride’ arrived in the Caribbean to try her hand at sailing—just as a hurricane bore down on the Lesser Antilles. Her new skipper—delighted to have companionship at last—failed to mention the approaching breeze. He didn’t want to scare her.

“There’s nothing to it,” he told her, “sailing offshore is simple, really. All you have to do is occasionally help me take down the sails—that’s all.”

They shoved off. The hurricane rolled upon them.

“Gosh,” she thought to herself, “this is rather rougher than I expected.” But she didn’t want to be a wuss—after all, he probably did this every day. Faster and faster they went. Harder and harder they pounded. Louder and louder. Stronger and stronger... and then, with a mighty crack, the entire rig went over the side.

Buying a boat is the physical embodiment of embracing the dream of freedom and adventure—no matter how much misery said purchase brings.

The broken mast—half on the boat and half in the water—started smashing into the hull.

The skipper dashed on deck, hollering with rage. He whipped out his rigging knife, and fell upon the flogging mainsail. She shrugged, and followed. She’d been told she should help taking the sail in—and that’s what she was doing.

“You’d think there’d be an easier way,” she shouted thoughtfully as the seas washed over them.

The Dream is powerful!

When I was building my 36 ketch in Boston, I couldn’t bear to see sailboats in the harbor—it was too painful. I’m 63, and have lived about for 55 years—and those few years I lacked a boat were consumed by acquiring one. My entire life has been spent either at sea or attempting to get there. And yet this lust for sailing is hard to put into words. Recently someone asked me why. “There’s rare air out there,” I said, “Air which no one has breathed first. I have my whole miniature country with me—even my queen! God’s face is in every wave and on every cloud. Such freedom, once tasted, is forever desired.”



BIO NOTE: Fatty and Carolyn Goodlander are currently in Singapore, teaching their 4 year old grandchild Sokú Orion to tie a bowline.

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SCALLOPING ON FLORIDA'S FORGOTTEN COAST

STORY AND PHOTO BY TROY GILBERT



Hidden from the endless tracts of condo developments and the annual migration of college students to the Emerald Coast of Florida, are rustic boating towns and fishing villages seemingly out of reach of the crowds. Somehow having managed to retain the old school charm of Florida's

Gulf Coast from the 1960s and 70s, these towns revolve around their quiet beaches, marinas and dockside restaurants where fried conch fritters and grouper baskets are served up with salty charter captains telling tall tales, and where a Jimmy Buffett from 40 years ago could be playing for tips and a bartab. But just offshore in these



pristine bays, hides one of the most unique boating experiences on the entire Gulf Coast.

Once widespread along Florida's coasts, bay scallops are small, tasty mollusks that have retained footholds along the "Big Bend" of Florida largely due to the undeveloped nature of the region. Protected by barrier islands and fed by a

large, marshy estuarine system that contributes to an ideal salinity and habitat, the waters from Port St. Joe to Cedar Key come alive from July to September, with skiffs and runabouts filled with Floridians donning snorkels, flippers and mesh bags to search for these culinary treasures.

On these pristine and shallow bay waters, "diver down" flags pop up above tried and true secret scalloping spots in the sandy turtle grass beds as rays scatter. Bay scallops prefer depths of three to six feet and with native seahorses and even conch hiding in the seagrass, this is a great family oriented adventure. Shallow draft Makos or Boston Whalers are ideal for running to the perfect scalloping areas, but these days you are as likely to see scallopers on kayaks, paddleboards and even jet skis. Local charters will also provide SNUBA gear and goggles for longer underwater foraging.

With commercial harvesting of bay scallops prohibited, the midsummer season of July through September has led to what has become a cultural institution on this coast. Highly susceptible to even minute environmental changes, the harvesting of bay scallops is strictly controlled and fishing licenses are required. A once extensive habitat existed throughout the state, but today isolated populations numerous enough to allow scalloping can only be found in the waters around Port St. Joe, Crystal River, Steinhatchee and Homosassa on Florida's remote Big Bend.

After long afternoons swimming in the cooling Gulf waters, families and friends anchor or tie up for scallop feasts on the beaches or back porches, with most scallops lightly breaded and seasoned and then flash fried. Similar to an oyster in that it is a mollusk, bay scallops are more muscular because of their ability to actually swim, and their meat is lean and firm. They have a very delicate and sweet flavor, so cooking methods should be light and gentle. More inventive dishes have been making the rounds in the past decades with scallops served in ceviche or lightly broiled and served in beautiful salads and even sliders. Many coastal restaurants will even prepare your fresh catch and simply charge a "corkage" fee for preparing your feast. The true natives will tell you however that bay scallops are best raw right out of the shell with the beautiful water and the white sands of the barrier islands in sight.

For recreational boaters and individuals who wade from shore with dip nets, scalloping is a time honored cultural institution on this stretch of Florida's coastline. Harkening back to the Florida of the past, bay scallop season is an ideal excuse to trailer your boat down for that beach vacation on Mexico Beach or St. George's Island, break up those suntan days on the sugar white sand and get your kids and friends out on the water - and then know that you have earned your dinner and that slight sunburn. ☺

FISH COME ALIVE

STORY AND PHOTO BY CAPTAIN JUDY HELMEY



Mariko Izumi and Captain Judy Helmey are two happy fishermen! Mariko is the host of Hookin Up on World Fishing Network and Captain Judy filmed a show with her in October 2014, which should air sometime in the spring of 2015.

INSHORE REPORT

I love it when the month of March rolls around on Savannah's coast. I finally get to say "When the water temperature reaches 65 degree everything is alive!" This is the time of the year all fishermen and fish have been waiting for. Inshore fishermen can expect the cold redfish bite to thaw and become less stealthy. Best way to get this fish's attention is to pitch Berkley Gulp baits rigged weedless in and around shallow areas with structure. Redfish consider submerged oyster rakes and isolated grass pods a target-rich feeding environment. Choosing a color for your artificial baits should be determined by the color of the water. The clearer the water the lighter the leader and color of artificial baits used!

ARTIFICIAL REEFS

Offshore fishermen can look to catching some of the biggest sheepshead and black drum during this month. Normally the bite is very active. Sheepshead and black drum are bulking up (feeding heavily) to ready themselves to migrate back to the waters. Best baits are purple back fiddlers, raw oyster, clam strips, and green mussels. While fishing for sheepshead you might encounter a black sea bass, flounder, or other bites, which is also a good thing. As of this report, black sea bass season is open. And I am happy to report that this bite is very strong at the nearshore artificial reefs. Before leaving the dock, whether your plan is



Alan and Frankie Epply went inshore fishing with Captain Matt Williams. As you can see they caught a very nice mess of good looking spotted sea trout!

inshore or offshore fishing, you should always check all rules and regulations for state and federal waters.

BLUE WATER GULF STREAM REPORT

For those fishermen that want a true challenge, I suggest giving some blue water trolling a try. The blue waters of the Gulf Stream, especially off Georgia's coast, can be very interesting, because during the month of March big fish are on the move. You could find yourself hooking up with a mako shark, billfish, wahoo, king mackerel or tuna. As far as best baits, I suggest setting your trolling spread up with real cedar plugs (not painted) and chin weighted dink ballyhoo. To go old school, I suggest rigging up a red/black flander with horse ballyhoo and pulling it way back behind your trolling spread. And if that top water bite doesn't materialize, then I suggest doing a little bottom fishing. It's a stretch to get there, but once you arrive, the possibilities could turn into a serious rod bending affair!




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VOLUNTEER AT THE CHESAPEAKE BAY MARITIME MUSEUM

STORY BY CAROL BAREUTHER
PHOTOS BY TRACEY MUNSON



Docent volunteers: Lloyd Devigne, left, and Frank Garahan, right, apply bottom paint to the Winnie Estelle. During the warmer months, volunteer USCG certified captains and their crew take passengers out on the Miles River for scenic cruises aboard the historic buy boat from the Museum's waterfront.

Years spent living around boats and the water. A love of centuries-old history, and learning new skills. The chance to meet people from throughout the East Coast, the nation and the world. These are just a few reasons why Lloyd Devigne decided to become a docent volunteer at the Chesapeake Bay Maritime Museum, located on 18 waterfront acres at Navy Point, in St. Michaels, Maryland. Devigne is one of over 250 active volunteers supporting the non-profit Museum. What's more, there are opportunities for new volunteers.

"No experience is required. Volunteers need not have an intense knowledge of the Bay or maritime activities beforehand, but merely have a desire to learn about the Chesapeake Bay and the Museum, and the time to commit to a weekly shift. The Museum is particularly in need of individuals who are able to volunteer on weekends or who enjoy working with the public, especially school children,"

explains Tracey Munson, the Museum's vice president of communication.

Devigne spends much of his some 300 to 400 annually volunteered hours taking groups of 15 or so for a one and a half-hour tour around to the museum exhibits, sharing stories of the Chesapeake along the way.

"There are water-oriented opportunities for volunteers since we are a maritime museum," says Devigne. "We maintain a floating fleet of historic vessels. One of these, the 1920-built 65-foot buy boat, the *Winnie Estelle*, takes visitors out on the Miles River for a 30-minute cruise while we interpret what visitors see, ranging from sea life, birds, and historic buildings to the working watermen...trying to make a living from the waters around us. When the opportunity came up to become a crew member/interpreter, I jumped at the chance....[Then] I took the necessary courses, passed the required exams and obtained a U.S. Coast Guard Mas-

ter's license, and now serve as captain. I also help to train the crew. It is a most fulfilling volunteer activity."

Mary Sue Traynelis started volunteering in 2007 after she and her husband moved to St. Michaels from California. Traynelis helped out exclusively in the Museum's working boatyard alongside shipwrights and apprentices who taught her skills such as how to lay a keel, and to steam and bend wood. One of the Museum's most popular programs is Apprentice For a Day in the public boat building program. Here, under the direction of the Museum's staff and volunteers, anyone age 16 or older can sign up to be part of an entire 17-week process, or take just those classes for skills they want to learn. Today, Traynelis wears many hats.

"One day I could be in the boat shop, the next day recruiting new members at one of our annual festivals, and the day after, playing a game of Jenga with a group of school children," Traynelis says, "where the wooden blocks they use to build towers several feet tall are stamped with pictures of crabs, oysters and grasses (for example), that show how each of these is integrated into our surrounding eco-system."

There are several husband and wife teams of volunteers. One of these is Pat and Kirby Scott. Pat volunteers each Wednesday afternoon in the administrative office responding to phone calls, greeting visitors who have appointments with staff, and sending out membership mailings. Her husband Kirby says, "I am usually at the Museum twice a week, once for a general meeting of the model boat guild, and then to prepare the children's model boat kits sold at the Museum store. One of my favorite experiences is the children's model boat building at the Museum's festivals throughout the year."

To volunteer at the Museum requires an annual eight-session 20-hour total training course taught by the Museum staff as well as other Chesapeake Bay non-profit professionals. Basic instruction includes Chesapeake history, interpretive techniques, and Museum information and logistics. A mentoring program teams new volunteers with seasoned docents. Upon graduation, docents are asked to commit to one 4-hour shift weekly.

"Volunteers remain an integral part of the success of the Museum, which is celebrating its 50th anniversary in 2015," says Munson. "Nothing could have been accomplished in these last 50 years without their help, including our on-the-water programs, historic boat restorations, festivals, collections management and upkeep to our gardens, buildings and grounds. We rely on the help of volunteers, and in return, they feel great, knowing that their help has made the difference in delivering an excellent guest experience here every day."

For more information, visit www.cbmm.org



CHESAPEAKE "SMART" BUOYS TELL ALL

BY VICKI LATHOM



PHOTO CREDIT NOAA CHESAPEAKE BAY OFFICE



PHOTO CREDIT NOAA CHESAPEAKE BAY OFFICE

Just think how much easier it would be to plan your next cruise if you knew how hard the wind was blowing and how high the waves anywhere on the Chesapeake Bay. The answer to a boater's prayer are some recently installed "smart" buoys. There are ten of them from the top to the bottom of the Bay and they know everything. NOAA's (National Oceanic and Atmospheric Administration) new high tech buoys give real time data on weather conditions. They also follow the historic Captain John Smith's water trail as he explored the Bay in the 1600s in search of resources for the new colony in Jamestown.

The idea for the buoys grew out of a meeting held in 2005 by a group of Chesapeake Bay organizations in Annapolis, who met to brainstorm how to best commemorate

the 400th anniversary of Smith's remarkable explorations of the Bay. This timing also happened to coincide with the 200th anniversary of NOAA.

"Marking a trail on the water is a bigger challenge than marking one on land," says Kim Couranz of NOAA's Chesapeake Bay Office and the go-to person for the buoys. "There are no trees to place plaques on."

The answer turned out to be buoys. "But we thought, why not make them more than just sign posts?" says Couranz. "Why not make them useful?"

Thus was born the idea of the Chesapeake's "smart" buoys, which record real time data using wireless technology. The data includes wind speed and direction, wave height, air temperature and pressure, eight factors of wa-

ter quality, temperature, turbidity and oxygen levels. This information makes the buoys one-stop-shops of valuable information for such users as Bay pilots, marine scientists, racers and cruisers, watermen and educators.

There are several ways the public can access the ten buoys strategically located from the Susquehanna down to Norfolk. The website buoybay.noaa.gov provides all the data for each buoy on the Bay at a click of a mouse. To actually hear the buoys, mariners can call a toll free number (877-286-9229) and select the desired buoy, or download a free app from Android Marketplace or iTunes by searching "smart buoys" to have the information in the palms of their hands.

The first buoy was launched at the Jamestown location in 2007, with three new ones commissioned each year after that. A final one was launched in 2010, making a total of 10.

The buoys are located:


- At the mouth of the Susquehanna River, near Havre de Grace, Md.
- At the mouth of the Patapsco River, near Baltimore
- At the mouth of the Severn River, near Annapolis
- In the upper Potomac River, south of the Woodrow Wilson Bridge, near Alexandria, Va.
- Off the mouth of the Little Choptank River

- At the mouth of the Potomac River, near Point Lookout, Md.
- At the mouth of the Rappahannock River, near Stingray Point and Deltaville, Va.
- In the James River, near Charles City, Va.
- In the Elizabeth River, near Norfolk, Va.
- At the mouth of the Chesapeake Bay near Cape Henry, Va.

For History Buffs

In addition to providing scientific data, the buoys transmit historical and geographic information about what Captain Smith might have seen as he passed near that location 400 years ago. Those interested in following in the wake of the Capt. John Smith National Historic Trail (smithtrail.net) can listen to descriptions of geography and history. The "voice" of the buoys is that of Chesapeake Bay Foundation's Senior Naturalist, John Page Williams, who has worked for the Foundation for 40+ years and is on his own personal mission to save the Bay.

Williams has played an integral role in many Chesapeake endeavors and says he will continue to work tirelessly "until my granddaughter can see a clean bay."

It's that kind of determination among Chesapeake organizations and the public that makes the restoration of the Bay a real possibility, maybe even in time for Williams' granddaughter. 

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RESTORE GOES DEEP TO BEGIN HEALING PROCESS

BY KARA LANKFORD
PHOTOS COURTESY OF NOAA



The BP Deepwater Horizon oil disaster presented many challenges including how to restore fish or corals living on the Gulf of Mexico seafloor. Our leaders on the Gulf Coast are now proposing a number of projects to restore the Gulf comprehensively, and a couple of these projects could make a real difference for the “blue water” of the Gulf.

When the RESTORE Act was signed into law in 2012, it created the Gulf Coast Ecosystem Restoration Council, made up of 11 state and federal government agencies. This group is charged with comprehensive ecosystem recovery and has elected to focus on five thematic restoration goals: restore and conserve habitat, restore water quality, replenish and protect living coastal and marine resources, enhance community resilience, and restore and revitalize the Gulf economy.

The first round of funding under this body will spend between \$150 and \$180 million on habitat and water quality projects in the Gulf. Fifty projects have been proposed by 11 council agencies, and the line-up includes some great concepts for restoring wetlands critical for birds, juvenile

Understanding the Gulf’s seafloor, as well as the plant and animal habitats drawn to its features, helps us more clearly assess and more effectively manage the Gulf’s natural capital.

fish and water quality, and mapping the Gulf seabed habitats to better understand fishery productivity.

Projects that restore habitat and water quality are, of course, good for fish and wildlife. They provide the fundamental building blocks on which quality hunting and fishing opportunities rest. But there are more good ideas proposed – about \$750 million worth – than there are dollars to spend, so public input on where to invest these funds will play an important role.

Among the many projects proposed, two stand out for lovers of the ocean. The first is a simple idea – replanting lost habitat – taken to the extreme depths of the Gulf of Mexico. The scientists at the U.S. Geological Survey and their partners propose a project to monitor the deep-sea coral communities in the Gulf, document how some of


them were damaged by the BP oil disaster, and use innovative restoration techniques to help spur recovery of these slow-growing, centuries-old colonies.

The deep-water coral project is going to examine the health of different coral communities within a couple hundred miles of the Deepwater Horizon blowout site, assess their damage, map previously unknown coral areas and track the currents that bring nutrients and food to these branching, tree-like animals. In reality, there are precious few other ways to restore these incredible communities, and this project could be the most significant thing to happen to the Gulf's deep-sea coral reefs since their discovery.

The other project with profound implications for marine restoration is a National Oceanographic and Atmospheric Administration (NOAA) project that would set up a Gulf-wide network for habitat mapping and water quality monitoring. The water quality component proposes a real-time, integrated system of sensors and computer analysis to link the various sources monitoring the Gulf's water quality into a single, central hub. This will allow managers to diagnose problems and implement solutions faster, and across jurisdictions, from the upland forests to the open Gulf. Things like agricultural runoff and red tide have dramatic impacts on human and natural resource health, and this network will bring together all of the information in a single place, and analyze it to improve management decisions.

NOAA also proposes to create a habitat mapping network which will, similar to the water quality network, pull

existing information together and fill in missing pieces of the map. The Gulf is home to an amazing and diverse suite of plants, animals and seafloor types. Detailed maps of how these elements work together are critical to understanding the complexities of their interactions. Understanding the Gulf's seafloor, as well as the plant and animal habitats drawn to its features, helps us more clearly assess and more effectively manage the Gulf's natural capital. From recreational and commercial fishing, to energy production, to wildlife-watching, managing all of these activities to avoid conflicting uses of natural resources depends on our knowledge of the Gulf's seafloor communities.

The BP oil disaster began in the deep sea, and we think these projects are a good start to restoring the Gulf's offshore habitats and wildlife. 

Kara Lankford is the Interim Director of Ocean Conservancy's Gulf Restoration Program. She's a lifelong resident of the Alabama Gulf Coast.

Ocean Conservancy educates and empowers citizens to take action on behalf of the ocean. From the Arctic to the Gulf of Mexico to the halls of Congress, Ocean Conservancy brings people together to find solutions for our water planet. Informed by science, our work guides policy and engages people in protecting the ocean and its wildlife for future generations.



COLLEGE RESCUE

BY GLENN HAYES

Any day at Eckerd College campus in St. Petersburg, Florida, you can find students walking to class or studying by the water's edge. You may see one or two look at their phones when a text comes, jump up and rush away. They are not late for class or a hot date, but off on a rescue mission as part of an elite and unique volunteer marine search and rescue team known as EC-SAR.

The team, formed in 1971, provided a safety component to the beginning waterfront program at Eckerd, where activities such as canoeing and sailing were growing in popularity. Originally known as the Florida Presbyterian College Search Safety and Rescue Team, between 1971 and 1977 the crews were constantly waved down by boaters in need. The director of the program realized they had stumbled onto a much-needed niche and convinced students to try opening their services to the greater Tampa Bay area for a one-semester period. The enormously successful result has evolved the program into one that draws students from all over the country



PHOTO COURTESY OF ECKERD COLLEGE



to join what is now known as the Eckerd College Search and Rescue team.

This volunteer program is open for any degree-seeking undergraduate Eckerd student. It is completely voluntary in nature, earning no hours toward a degree. Termed 'co-curricular,' it complements any degree program by being a part of Eckerd's dual transcript. One transcript is academic, while the other lists things such as clubs, community service, research, etc. To enter the program, students must complete only a swim test. Prior boating experience is not required.

Ryan Dilkey, a college and program alumnus and coordinator of EC-SAR, explains there is a required basic training that takes about nine months, the equivalent of two semesters, to complete. The curriculum, amassed over a four decade period and taught by himself and another full time instructor, covers boating safety, seamanship and crewing the deck. Once mastered, those skills are built upon with technical rescue training such as surf rescues, medical response, boat fires and sinkings; and a nautical aspect


including charts, navigation and piloting. In the first years, students put in 6 to 8 hours a week. For the third and fourth years, members may devote as much as 20 hours a week, depending on time of year and training cycle. Dilkey points out, academics are the student's first priority; the program is second. Dilkey and the college will work with student volunteers to maintain their class schedules, work, and studies and will schedule training to be as accommodating as possible. Everything else is up to the student to fit in.

Today, 45 to 50 rotating student volunteers are on call 24 hours a day from 6 p.m. to 6 p.m., 7 days a week. After each 24 hours on call, a student is off for 48 hours. On call team members must be within a 5-minute response time of the boats. Dilkey says that means they need to be either on campus, at the grocery store across the street or at Taco Bell, "pretty much the three things a college student needs to survive," he says. A matrix of class schedules is set up so students will not be called while in academic classes.

The EC-SAR team responds to around 600 calls each year, 50% of which come directly from boaters. Last year the number was 641, and the record is broken every year. Calls include non-emergency services such as assisting boaters that are 'broken down,' fuel transfers (fuel put in vessels is the only service they charge for) and full-blown search and rescue missions. The team covers about 500 square nautical miles, an area overlapping 3 coast guard stations, and touching 26 municipalities.

The program is funded through a variety of sources. The college pays for staff. Creative fundraising efforts request vendor sponsorships, community and alumni donations, and welcome donations from people assisted on the water. There is an annual yard sale (occurring on March 14th of this year), attended by 1,000 people or so. Donation and resale of boats is also a source of funds – if the boat doesn't fit the needs of the team then the tax-deductible gift can be sold. These sale boats can be seen at www.eckerd.edu/waterfront.

The normally 4-boat fleet, now reduced to 3 (one needs repairs exceeding its replacement value), includes 19- to 26-foot center console fishing boats outfitted for search and rescue with: tow screens to protect the crew, medical gear, jumper cables, extra fluids for boats in need, portable fire fighting pumps (doubling as dewatering pumps for sinking vessels), a series of towing setups for pulling grounded vessels, for towing astern and alongside, and radars and chart plotters for night searches. The third boat is a highly modified life boat donated by the Boy Scouts of America.

These college volunteers are not only earning Eckerd College degrees, but also graduating as full SAR team members with a wealth of knowledge, work experience, a sense of service they could not gain anywhere else and a great experience for anyone who loves the water. 

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My grandson, Caleb, in sailing camp in Annapolis
BY VICKI LATHOM



BY CHRIS KENNAN



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"I JUST WANT TO FISH"

STORY BY TERRY BORAM
PHOTO BY CHRIS KENNAN



On a quiet morning during the Fort Lauderdale International Boat Show, a charming young lady, standing on a Hobie fishing kayak in the middle of a pool, coerced me into trying the kayak for myself. By the end of my short paddle, I knew I needed to learn more about this woman. On a windy day, just before Thanksgiving, Christina Weber and I pedaled our way along a creek near Jensen Beach, Florida to talk about fishing and ultimately, life lessons.

One could say Christina was born with a fishing rod in her hand. Her dad, Chris, had her fishing on a golf course as early as age one. "Fishing has always been a part of my life," Christina nonchalantly said. "Saltwater or freshwater. It didn't matter which. I just liked to fish." Not wanting to burden to her dad with question after question, she sought her own answers. "I read sportsmen magazines, fishing reports, researched types of fish and talked to everyone I could about fishing. I was a sponge for knowledge."



By age 15 Christina was ready to take her fishing to the next level. In the local newspaper she saw an advertisement for a youth fishing tournament through B.A.S.S. and immediately registered. "Adults volunteered their time to take youth fishing once a month. In Florida there were five to seven groups competing. We were the Rattlers," she chuckled. Christina was a member of the Youth and Adult Federation and the Women's Bassmaster Tour from 2006 - 2008.

Once she got her driver's license, Christina increased her tournament schedule to two a month and started working to pay for her entry fees. At 18 she started part-time in the fishing department at Gander Mountain in Palm Beach Gardens. Graduating from high school two months later, she became full-time.

"Being a woman working in a fishing department was very frustrating," Christina remembers. Male customers in particular doubted her knowledge and often directed rude comments her way. The five years at Gander Mountain actually were pivotal in her growth. "I appreciate all those struggles. It has made me a stronger and more confident fisherman. I don't want to be treated any differently than anyone else in the industry. I just want to fish."

Christina's transition to kayak fishing happened quite by accident. "After I got married in 2011, my husband Troy and I had gone kayak fishing with a friend. It wasn't long before we bought Hobie fishing kayaks and we haven't looked back since."

Hobie has revolutionized kayak fishing with their patented MirageDrive pedal. Utilizing the largest muscle group in your body frees your hands to cast, fish and retrieve. Back creeks, close-in structures or even shallow flats, are now accessible by simply raising the pedals and using your paddles. "What I like most about the kayak is one day I can be fishing a local stream in Florida, throw the kayaks on top of my truck and be fishing several states away the next day," says Christina. "Even Alaska! If I can drive there, I can fish there."

Becoming a member of the Florida Regional Hobie Fishing Team was a natural fit for this outgoing sportsman who loves sharing her passion for fishing with others. She attends boat shows, gives seminars, and takes people like me fishing to educate them on how easy it is to fish from a kayak. Christina is proud to promote Hobie's brand.

By the time we had fished for about two hours with no luck. I watched as Christina stood on the front of her kayak using her flippin' style of casting to get the fishes' attention. Even through her concentration, her smile never wavered. Just when I thought it couldn't get any wider we began talk-

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"I Just Want to Fish"



ing about her charity work at the Children's Holiday Fishing Classic in Wellington, Fla.

Celebrating its 24th year, this holiday event held the Saturday before Christmas, is open to all local children age 15 and younger. In conjunction with the Florida Fish and Wildlife Conservation Commission and Bass Pro Shops, the event provides everything a child needs to catch the big one. Christina grew up fishing this tournament, became a counselor in her teens and at age 20 was honored to be asked to be the tournament's director. "You never know who you are actually introducing fishing to and how much it will affect them for years to come," Christina said. Parents who, like me, never had the opportunity to fish as a child can also participate in the event. "It is such a wonderful event that gives everyone a break from the hustle and bustle of the holiday."

So what does 2015 hold for this vibrant, young woman? "I'm full in," she tells me. "Fishing is my full time job." Before each tournament she spends hours researching the weather, moon cycles, boat ramps, dams, previous storms, past tournaments

"I appreciate all those struggles. It has made me a stronger and more confident fisherman. I don't want to be treated any differently than anyone else in the industry. I just want to fish."

and time of year. "Then of course there is the pre-fishing to put that book knowledge onto the water," she continued. How will all this preparation pay off in the end? "Bigger tournaments paying more money," she says. "I certainly couldn't do this without my sponsors. Biovex has been with me from day one. Hobie, MHX, Avid Sportswear, Lucid Fishing and Nite Ize Innovations all play a huge part in my success."

Though no fish were harmed that day, I left with great admiration for someone following her passion. Later that evening I found this quote buried at the bottom of Christina's website: "I don't want credit for being a lady angler; I will earn respect as a fisherman." Is there a more important lesson for living?



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ACTION PACKED KEY WEST RACE WEEK

STORY AND PHOTOS BY INGRID ABERY



GC32 foiling catamaran *Argo* having rounded the windward mark

Classic champagne sailing was enjoyed across three divisions at Quantum Key West Race Week. The regatta opened in light airs and gathered momentum as the week progressed to the crescendo of a final day in the Conch Republic.

The renowned annual event drew sailors from across America, Mexico, Brazil and Europe including Ireland's Conor Clarke and his Melges 24 team whose balance sheet listed eight first places. With a twenty one point buffer in the twelve strong fleet they needn't have sailed their final race. "We were having a great time on the azure water. It was too good to miss," commented crewmember Prof O'Connell. Helming the Melges 24, *Embarr*, was US Olympic 470 sailor Dave Hughes from Miami with his Olympic campaign crew Stuart McNay.

A new addition at Quantum Key West Race Week was the GC32 foiling catamaran. Four teams from Europe cap-

The youngest helmsman at the regatta, Gannon Troutman, aged twelve steering the J70 *Pied Piper*



tivated spectators as even in the lighter airs their hulls achieved speeds in the low thirties downwind. A breakage midweek caused entrant *Leenabarca* to miss the challenging conditions on day five. It proved to be on-edge racing throughout the day. Early favorite team *Argo* from Newport failed to maintain a lead garnered early in the championship, dropping out due to a breakage in the penultimate race, finishing third overall behind *Zoulou*, second, and *Armin Strom* in first.

Heading the IRC1 class were three 72 ft Mini Maxis each with America's Cup afterguard – Hap Fauth's *Bella Mente* had Terry Hutchinson, Paul Cayard called tactics on *Shockwave* and *Numbers* chartered by Gunther Buerman, had four times AC winner Brad Buterworth. A discrepancy in charts listing a recent wreck resulted in *Bella Mente*, which draws 17.5 feet, leaving some of her keel on the submerged vessel on day three. Redress and average points were awarded for both races of the day. Subsequent protests from *Shockwave* and *Numbers* led the case to be reopened. Having originally accused the race committee of failing to note the wreck it transpired the Maxi's European charts were incorrect. Average points were withdrawn and *Bella Mente* had to work harder to win the class silverware.

Going into the last day with low thirties breeze and a choppy seaway the JV72 *Bella Mente* had *Numbers* close

on her hip throughout the four lap course. With six wins in the bag but still with only a one point delta going into the final race, *Bella Mente* skillfully managed to hold off *Numbers* and *Shockwave* to claim their fourth title at Quantum Key West Race Week.

Ten boats competed in the IRC2 class with an HPR sub-divisional rating. Returning pair Steve and Heidi Benjamin battled it out against KWRC first timer Bill Coates campaigning his Ker 43 *Otra Vez*. Ambitious in their outlook Coates and his team had sailed the asymmetric flyer for the first time only three days prior to the opening race. The class net was wide with three Swan 42s which performed well in the lighter airs. Former winner at Key West, Piet Vroon, from the Netherlands took delivery of *Tonnerre 4* also a short time before racing started. Results across the class were close in both over-the-line and on corrected. The Ker 51 balanced podium positions in both the lighter conditions earlier in the regatta and the heavier at the tail end winning in both IRC2 and the HPR subclass.

The largest class, with 54 entries, was the J70 exhibiting a good depth of talent across the fleet. The youngest ever helmsman Gannon Troutman, at only twelve years of age, was aboard *Pied Piper* with his father at the pointy end. The team took a commendable fifth overall in class. They were just eclipsed by 2006 Rolex Yachtsman of the Year Jud Smith in fourth place. Another holder of the accolade racing in the J70 fleet was Stephanie Roble, Rolex Yachtswoman of the Year winner in 2014.

It came down to three races per day in the more than generous breezes on Thursday and Friday to determine the overall J70 winner. With a race discard, *Helly Hansen* was able to drop their 55 point result in the final race to place third on the podium behind Mexico's *Flojito Y Cooperand* in second and *Calvi Network* in first place. *Calvi Network* owner, Carlo Alberini, was also presented with the grand 'Boat of the Week' trophy.

Also new to Quantum Key West Race Week was the Farr 280 class. Launched in 2014, this one-design, 5/6 person grand prix racer fitted in both PHRF rating as well as competing in its own class. As with Division 1, Peter Craig (regatta chairman) worked hard to include a variety of ratings for all sailors. Carkeek 40 owner Stephen Murray from New Orleans, jumped at the last minute opportunity to charter a Farr 280 in the Keys and went on to secure second place overall behind team *Red* from the UK.

Nightly prize awards, panel discussions, and industry supporters in Quantum, Industry Partners, Mount Gay, Lewmar, Chelsea Clock and City of Key West meant the race village complemented the on-the-water action. All in all it was a spirited week in the Florida Keys.

The largest class, with 54 entries, was the J70 exhibiting a good depth of talent across the fleet. The youngest ever helmsman Gannon Troutman, at only twelve years of age, was aboard Pied Piper with his father at the pointy end.



SAVING MOTHER EARTH ONE YACHT AT A TIME

BY CAPTAIN WARREN EAST
PHOTOS COURTESY OF SELECT YACHTS



For the longest time, the crew on private and charter yachts have been trying to implement ways to become more environmentally friendly. Obviously there are many things to consider from garbage disposal, used oil and holding tanks, to fuel consumption. But how exactly does one deal with these issues when cruising in faraway places, for instance Grenadines, where locals may not have the facilities to handle your recycled waste.

Separating plastics from biodegradable is great as long as

where you take them is doing the same thing. The problem is, local governments in many of the islands where yacht crews travel don't have the funds to build waste treatment facilities and recycling centers. Preparing your boat so that you don't have to produce waste in the first place, is the best way to keep matters in your own hands.

I recently learned of a charter catamaran operating in the British Virgin Islands that has won a prestigious award for their efforts to "save the blue." The yacht *Nemo* which is



in Select Yacht's charter fleet has been built to operate with the least possible effect on the environment. The yacht has Photovoltaic solar panels, a wind generator, and a 7-stage filter drinking water system with mineral infusion so there is NO NEED to buy plastic bottles any more. *Nemo* crew carbonates that water for guests who want it sparkling. As many of you may know, the amount of water bottles used by eight people during a one week trip in the Caribbean is staggering and amounts to a huge percentage of the waste produced. The owners of *Nemo* offer personalized aluminum containers to their guests so they can either use the water produced by the boat's watermaker or top up from large re-usable water bottle containers. This is how it is done in Turkey where 20 gallons of water costs a staggering \$3, and that's delivered!

Other "save the blue" initiatives *Nemo* established:

- Installed an eco-dishwasher on board that only uses 3 gallons of water each cleaning cycle
- Clients are encouraged to open their hatches at night to avoid using A/C
- Uses biodegradable cleaning products and cleaning cloths for cleaning boat interior
- Natural biodegradable cosmetic products on board
- Cockpit cushions made from nontoxic materials and dyes

This all highlights their focus on Charter Yacht Broker Association's "Go Green to Save the Blue" campaign. CYBA has been encouraging yachts to consider these changes for some time now and slowly but surely, more and more yacht owners and crews are coming around to the idea. One thing is for sure. If you are thinking about buying a boat and want to be as considerate as you can towards Mother Earth, it would

FIVE EASY STEPS TO GOING GREEN AS A CHARTER YACHT BROKER

- ➊ Revise Preference Sheets to offer charter guests the choice of drinking the yacht's water rather than bottled water (if the yacht provides it).
- ➋ Educate your charter guests about the importance of reducing plastic water bottle waste before they get to the provisioning list stage. You can do this through a "going green" section of your website, blog and social media, a handout that you e-mail them, a tagline in your emails, etc. (We will be providing you with some written material to help get you started).
- ➌ Go paperless when possible including using e-brochures instead of hard copies; transmitting contracts and forms by e-mail; when you print use recycled paper and print on both sides.
- ➍ Adopt a recycling policy for your office to recycle all paper brochures, bottles, cans, etc. as well as batteries, print cartridges, cell phones, etc.
- ➎ Support yachts which take green seriously



be advisable to search out yachts that are already committed to it and take a vacation on one.

There are other issues that are far more detrimental to the sea than garbage and plastic: disposal of black and grey water. Where I operate my own boat in Turkey, initiatives to stop yachts and ships from discharging into the sea have now become law, and huge fines are levied on anyone not in compliance. Turkey has introduced a system in which a credit-style card is swiped each and every time a yacht's holding tanks is emptied. If you have not used the system as frequently as the number of transit logs (like a cruising permit) you have purchased by the end of the season, you are fined. This is a very important step in improving the local waters and contributing to the overall health of the waters on our beautiful planet, and one which I hope becomes more recognized worldwide.

Another very important new rule in Turkey is the requirement to have a 400 liter bilge tank in the event oils, fuel or chemicals

Preparing your boat so that you don't have to produce waste in the first place, is the best way to keep matters in your own hands.

are spilled in the bilges. Yachts can no longer operate commercially without this facility.

Please remember to be responsible towards the environment when buying, renting or using a boat. Try to consider the amount of plastic you can do without, and dispose of trash in a place where you know it will be processed correctly. Support CYBA's "GOING GREEN TO SAVE THE BLUE" campaign and learn about other ways and things you can do to help.



Capt. Warren East
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284-494-2400	721-522-2552
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Dominica	Dockyard Electrics Ltd
Dominica Marine Center	868-634-4272
767-440-BOAT(2628)	US Virgin Islands
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AN ALL TOO FAMILIAR STORY

BY CAPTAIN JEFF WERNER



((January 2015 – The four men who allegedly gang-raped a young woman in the early morning hours of Tuesday, are on the loose....

...A senior police officer told [a local newspaper] that the young woman was at a night club in [town] when she began feeling ill shortly before 1 AM yesterday. She allegedly left the club and headed home on foot. 'While she was on her way walking, four guys pulled up in a vehicle and offered her a ride home. Since she was already feeling so ill, she decided to accept the ride knowing she would get home faster than if she had continued on foot,' the officer said.

However, during the drive home, the men allegedly offered her a drink, which she also accepted. It is alleged the men raped the young woman in the vehicle and then left her on the roadside."

That sexual assault happened just before New Year's Eve and the victim was crew aboard a yacht. This was the third such incident in as many weeks.

A South Florida law firm that specializes in maritime personal injury posts this information on their website, "Claims involving sexual assault and rape of a mega yacht guest or passenger by a yacht owner, fellow crew member or yacht guest

can and do happen with alarming frequency...Sexual assault and rape cause severe emotional, physiological and physical pain and suffering. Yacht guests are aboard a mega yacht to have fun. Crewmembers are aboard to make a living and see the world. Neither, however, are aboard to be abused... Isolation, the complete lack of 'police presence' and arrogance lead to the perpetrator's mistaken notion that civil restitution is not a threat."

A current rumor on the docks notes that a high profile boat, with a very well known captain, is trying to sweep under the rug an alleged rape of a stewardess by that captain. She was offered a large amount of hush money by the yacht



management company, but decided to blow the whistle instead. The stewardess is pursuing criminal charges.

"Female crew have to listen to their own radar," said Jason King, who conducts onboard interior training programs aboard superyachts. "Their mental health and life are not worth their paycheck. They should have an emergency fund so they can fly home from anywhere in the world."


Why is this going on in the superyacht industry? The personal safety of women, either working aboard yachts or as guests, has been a problem for years. Why is this so pervasive? For the most part, the attitude of the yachting industry with regard to sexual assault has been in step with its view of captains who are alcoholics. That is, either disbelief or moving the guilty party to a job on another yacht and hoping they don't commit the same offense again.

However, that culture is changing, albeit not soon enough for the victims. Training is a key component to breaking this cycle. All crew working aboard yachts are required to have a half-day of training in personal safety and social responsibility as part of gaining their basic STCW (Standards of Training, Certification and Watchkeeping for Seafarers) certificates. The subjects of the risks and the importance of reporting sexual harassment, alcoholism and drug abuse are discussed within the framework of living aboard a yacht. Unfortunately for the victims who may be saddled with shame and the possibility of losing their berths through retaliation, theory and practice diverge.

If the yachting industry is slow to change, perhaps training developed to protect the potential victim can be a solution. The International Maritime Security Network, a company that offers training to yacht crew, is developing an anti-rape training course for women. Their premise is evade, escape and survive. Evade a potential assault through situational awareness and other tactics. Escape an attacker using simple but powerful defense skills. And (how to) survive a sexual assault, if escape is unsuccessful, and help law enforcement track down the attacker.


If this concept of training is successful within the realm of superyachts, then the women who are aboard yachts, as guests or crew, and women everywhere will be the vanguard of a sea change.

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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CLASSIC YACHT REGATTAS

BY SUZANNA THOMASINA



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It's a general theme being seen across the globe as the world goes hurtling into the scary, unknown and fast-moving territory of the 21st century: a retro revival. Sales in classic cars are up by a staggering 430 percent, there has been a comeback in the whimsical and very dated Polaroid camera, and the sailing industry is seeing a noticeable growth in demand for classical yacht experiences.

Scour any number of sailing websites or magazines and you will be inundated with offers to charter classic sailing yachts, partake in classic sailing events or even buy your dream classic sailing boat. Indeed, one of the overriding factors noted from the Mediterranean charter season last year was the upsurge in demand for sailing yacht charters.

Vaniese Baldacchino, head of YPI Charter, said: "Some sailing yachts are becoming increasingly popular for charter," explaining that classical boats under sail offered considerable space for guests yet were still equipped with all the latest entertainment and communications technology. "If guests wish to participate in the sailing, they are welcome to do so. If, however, they prefer to sit back and watch, there will always be someone to top up their glass," she added.

A quick flip through the What's On Guide in any yachting media will also reveal an increase in classic sailing events all over the world. Take January of this year, for example. In the

first month of 2015 alone there were at least three major classic yacht regattas including the Panerai Transat Classic from Lanzarote to Martinique, followed by the Round Barbados Race and the Anniversary Regatta in Auckland.

Over the next nine months there will be a large number of high profile classic yacht events organized all over the world and it would be nigh impossible to list them all here. We have however picked three of our favorite classic fixtures for 2015 which you will find below:

ANTIGUA CLASSIC YACHT REGATTA

From April 16 – 21

What better backdrop for a sailing regatta than the regal English Harbor in Antigua, the geographical and yachting center of the Caribbean and the region's historic home to the British Royal Navy?

The starting gun has resounded around this picturesque port since the 60s, when captains and crews of classic yachts popular with charter clients used to challenge each other to race down to neighboring Guadeloupe and back to the mark the end of the season.

Some 47 years after it was formally recognized as a classic sailing event, the Antigua Classic Yacht Regatta now hosts between 50 and 60 yachts every year including traditional craft

from the islands, classic ketches, sloops, schooners and yawls as well as Spirit of Tradition yachts, J Class yachts and Tall Ships. For more information go to www.antinguaclassics.com

MONACO CLASSIC WEEK

From September 9 – 13

As the Antigua Classic Yacht Regatta is seen as a concluding event to the Caribbean charter season, so too is the Monaco Classic Week, a biennial competition which will be held at the new Monaco Yacht Club for the first time this September.

The Yacht Club de Monaco was opened last year in a blaze of publicity after it was designed to look like a yacht by world-famous designer Sir Norman Foster. Fittingly eye catching for the Principality of Monaco, the yacht club has fast become one of the most prestigious addresses in town, and there is great excitement about this year's regatta.

First held in 1994, the Monaco Classic Week has become one of the most popular sailing events in Europe and a chance to see the full spectrum of boats of yesteryear in the picturesque harbor with the backdrop of the Prince's Palace.

To find out more about this glamorous event go to www.yacht-club-monaco.mc

LES VOILES DE ST TROPEZ

From September 26 to October 4

A trip to Saint Tropez over the summer is a huge must for sailing fans, as many of the world's most beautiful boats congregate in the South of France during the months of July and August. But for fans of classic sailing yachts, the best time to head to this idyllic corner of the French Riviera is at the end of September, to catch a glimpse of Les Voiles de St Tropez.

The regatta is without doubt one of the most eagerly awaited events on the nautical calendar. Organized by the Société Nautique de Saint-Tropez, the race attracts top racers and sailing enthusiasts from all over the world who come annually to battle it out in the waters off Saint Tropez.

Categories in Les Voiles de St Tropez include events for both modern and classic sailing yachts, with classes such as 'esprit de tradition,' Wally and 12 meter America's Cup yachts being held throughout the week.

However, the pièce de résistance is La Grande Classe Trophy, an invitation-only event launched in 2004, which sees some of the most beautiful classic yachts battling it out to win the Rolex Trophy. To get all the latest news about this event go to lesvoilesdesaint-tropez.fr



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PHOTOS BY CHRIS KENNAN

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Jason and Shaun



Andrea Doria's Chris
and Mary



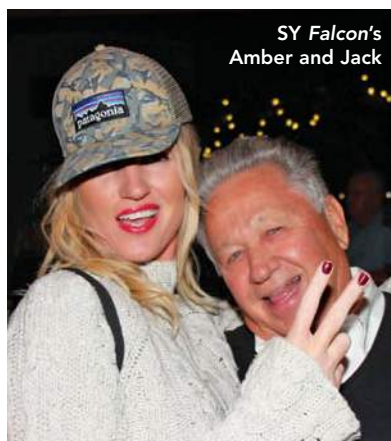
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MY Gravitas' Caleb, MY Gusto's Steve
and MY Gravitas' Johnny



Gary, Kremer, Andrea, Jason and Jennifer



George and
MY Top
Five's Jon



SY Falcon's
Amber and Jack



Gourmet Chef
Mary with Adrian
and Joan



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Shanice and Joel

OPEN HOUSE

PHOTOS BY BRADFORD MARINE

Bradford Marine in Fort Lauderdale hosted a Broker's Open House on January 29, 2015. Guests enjoyed Paella prepared on-site and music by Steel Away while learning all the Bradford Marine has to offer.



SOUTHEAST MARINAS

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

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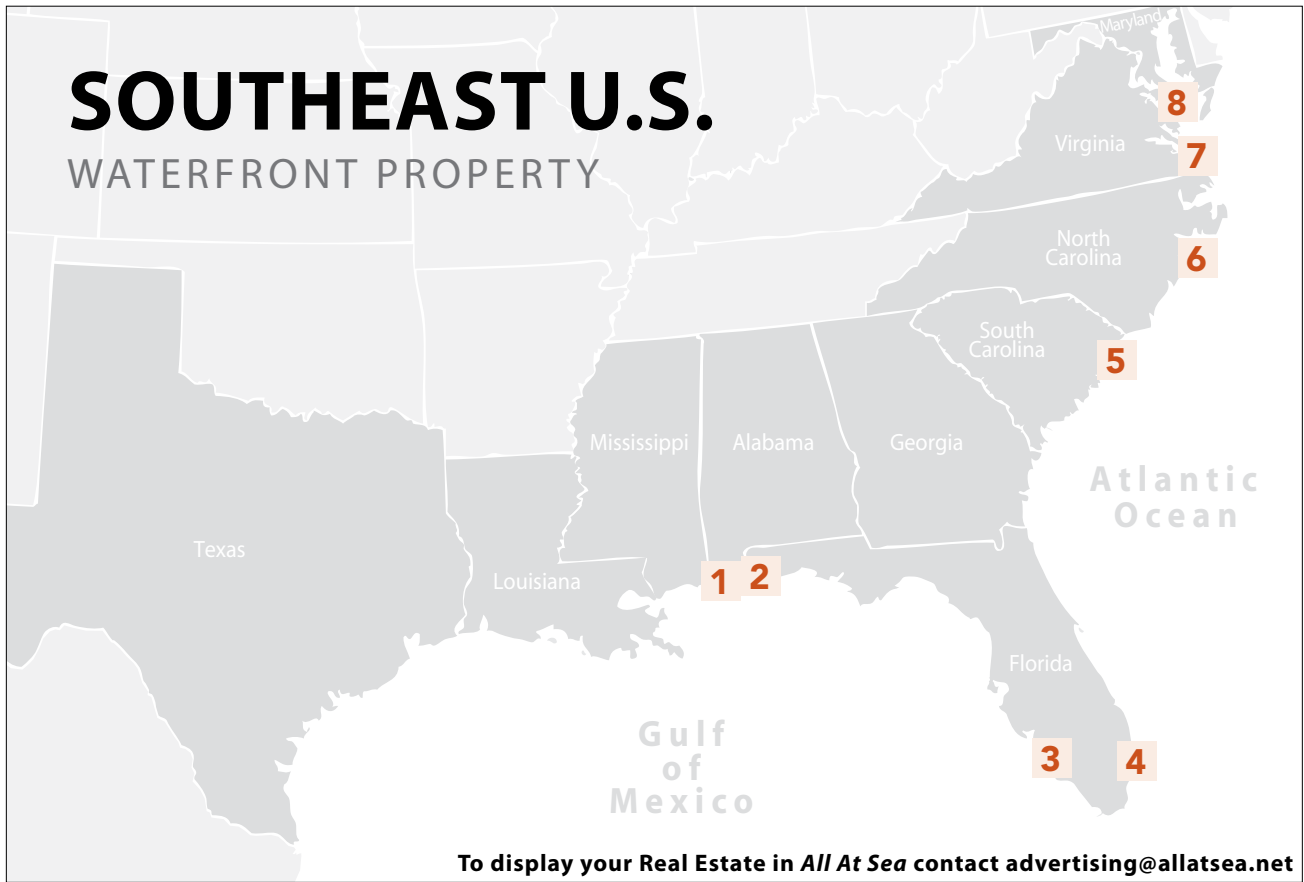
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SOUTHEAST BOATYARDS

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

				Maximum Draft	Maximum Length	Maximum Beam	Maximum Air Draft	Power	Arrival Hours	Lift Type/Capacity	DIV Friendly	Electronic Shop	Carpentry Shop	Electrical Shop	Prop Shop	Paint Shop	Onsite Crew Facility
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		•	•	•	•	•	•
Beaufort	NC	True World Marine	252-728-2541	6'	100'	20'	no limit	30/50 Amp	8-5 M-F	75 tons	•	•	•	•	•	•	•
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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As Marketing Manager you will be responsible for marketing online services in order to attract new clients to our Rental Charter division. The goal of the position is to generate sufficient quality and quantity of leads to attract vacationers to experience a TradeWinds charter. You will need to have commercial ability, creative flair and a focus on delivering results. A pro-active, team-focused work ethic is essential. You will be expected to take a multi-channel marketing approach across email, social media, digital media and SEO, building partnerships, direct mail, PR, advertising and events, which are all designed to drive and deliver results.

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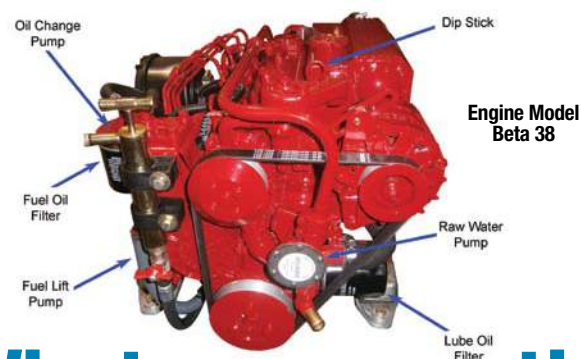
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BLACKWELL FINE JAMAICAN RUM: NO PRETENSE HERE

BY TERRY AND CLINT BORAM

While searching for a new rum we came across a dark bottle which looked more like a specialty beer than a rum. The crookedly wrapped label depicting a pirate map was sealed with a black dab of wax and simply said "Blackwell - Fine Jamaican Rum." At just under \$30 it was worth a sip or two.

ABOUT

Behind Blackwell rum is Chris Blackwell, founder of Island Records, who introduced Jamaican Bob Marley and rock legends U2 and Cat Stevens to the world. His mother's ancestry is traced back to the oldest merchant family in Jamaica, the Lindo family, who came to the island in 1625.

Blackwell Rum is based on a traditional recipe from the Lindo family. Using small batch pot distillation the rum is blended by Appleton's master blender, Joy Spence, before being aged just long enough in American oak barrels to give it its dark, golden color. Since introduced in 2008, distribution has now expanded beyond the Caribbean to the United States and the UK.

HE SAID

There is a slight vanilla scent here however, I'm getting more tropical floral hints as the base for the slightly sweet nose. There are no surprises on the tongue with no overpowering sweetness or oaky taste. From sip to finish this rum is mellow and very satisfying. It tastes like a carefully crafted rum worthy of accolades. For a rum without the strong oak taste, I rank this pretty high on the sipping scale.

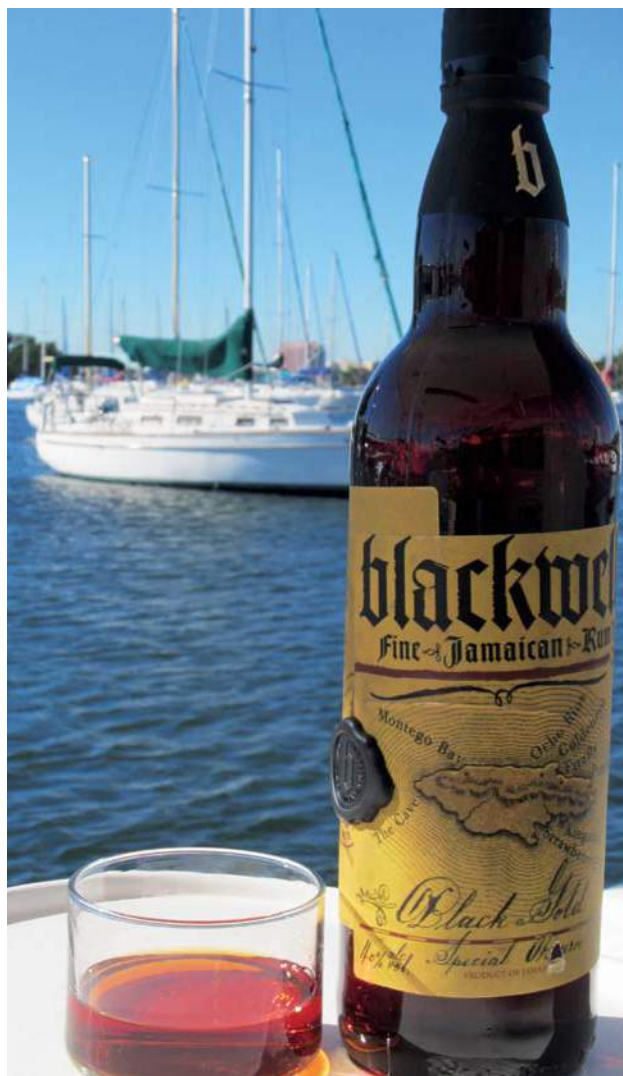
SHE SAID

Soft inviting nose with undertones of caramel. There is a burnt sugar smell hidden behind the caramel but it's not put offish in the least. On the tongue the burnt sugar quickly plays with the caramel providing a extremely satisfying, comforting taste. There is no pretense here. What you get on the nose is what you get on the finish. This rum can easily become one of my go-to sipping rums.

OVERALL


Blackwell is a great sipping rum when you want something smooth and balanced. We found it hard to find any faults with this one. While it would make an outstanding mixing rum we think you should save Blackwell to share with friends during a nice sail.

OVERALL RATING: 4.25 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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