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THIS ISSUE @

THE SOUTHEAST STATES' WATERFRONT MAGAZINE

PHOTO CREDIT: YACHT CHANDLERS

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COVER SHOT: Namotu Island, Fiji is so perfect for SUPing any old hound can have a go. | Photo courtesy of Stugibson/Namotu

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CE Category A



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We arrived at our new home in South Florida months before our boat made the journey. Craving some water time I found a Groupon for a guided stand up paddleboard tour around the canals of Fort Lauderdale. History, dolphins and a great way to work on the tan were all promised. The best part was NO EXPERIENCE NECESSARY. Perfect!

Now I consider myself somewhat athletic and can hold my own with the best of the 50-somethings. We began by mounting the board from a floating dock and were instructed to paddle from our knees until we were "clear of all obstructions" before *attempting* to stand. Not in a hurry to make a fool of myself, I sat on my board analyzing everyone's technique. The 20-something literally jumped from her knees to her feet in one smooth motion while another methodically got his balance before gracefully standing up. My husband and friends were all underway while I was still calculating my move. The plan: get both feet under me then drive my quads up to a standing position. Once somewhat vertical my knees began shaking so violently the board had a rooster tail behind from the kinetic energy. Down I went. "This will not defeat me," I thought. Up again, literally yelling at my knees "Stop shaking," while trying not to look and sound like an old lady. I am not ashamed to admit that I spent most of that excursion paddling from either my knees or my butt. And I will deny any tales from a yachtie who saw a man on a paddleboard towing a woman along the ICW.

Needless to say I will not be registering for any of the SUP events along the East Coast this Spring. Carol Bareuther highlights four events that will challenge beginners and professionals alike. Want to plan a paddleboarding vacation? Discover the best places in the world to paddle to your heart's content. If you are like me and would rather paddle while sitting comfortably on your bum Mary Syrett takes you on a journey along the Perquimans River in northeast North Carolina.

More power seemed to be the focus at the Miami Boat Show. Glenn Hayes covered every inch of the show to bring you the latest in outboard motors. And boy have these manufacturers upped their game. From diesel to electric, there is something for everyone.

Pam Wall is back this month sharing the reasons why Man-O-War is her special island. It's all about the people!

No matter what is on your agenda this spring, get out and soak up some Vitamin D. It does the body and soul good.

**Terry Boram Editor,
All At Sea Southeast**



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PLEASURE COVE MARINA'S GRAND OPENING WEEKEND

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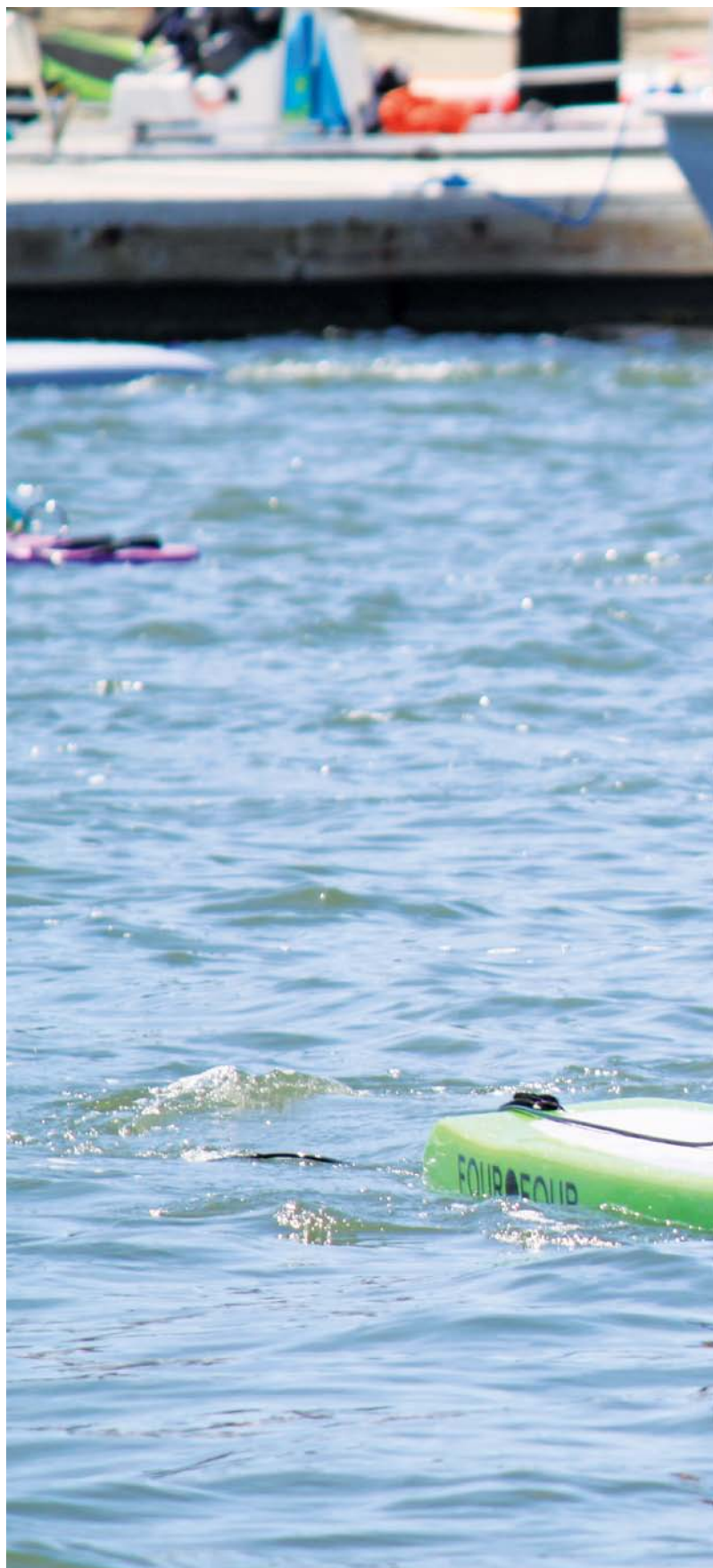
WHERE IN THE WORLD?

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



Taking a break from her public relations duties at the Los Angeles Boat Show, Jennifer Becker relaxes with a copy of *All At Sea Southeast*. "Thanks for the respite during a hectic day! I love the fresh approach to your topics and the great photos made me feel like I was on vacation!"

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



Young competitors at
the Carolina Cup in
Wrightsville Beach, N.C.



PHOTO CREDIT: CHRIS MCQUISTON

SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION



Boating Industry Outlook Continues to Improve

Nearly 80 percent of marine industry participants expect sales to increase between five and ten percent this year, according to survey results released late February by GE Capital, Commercial Distribution Finance (CDF). That's up from 54 percent who expected growth in that range last year, and almost double from the 43 percent two years ago.

The industry also sees improvements in terms of employment and capital expenditures. Eighty-four percent plan to increase the size of their company's workforce and 78 percent expect their firm's capital expenditures to be greater than last year.

"The industry continues to grow by offering innovative products at a variety of price points," said Bruce Van Wagoner, president of CDF's marine group. "As the demand for boats increases, dealers and manufacturers want to ensure they are properly staffed and operational to capitalize on this growth, which we are forecasting to be around five to six percent in units and eight to nine percent in retail sales in the U.S."

The marine industry has grown steadily since the dramatic downturn in 2009. Fifty percent of survey respondents expect this recovery to continue for the next two to three

years, while another 28 percent think it will continue for the next three to four years.

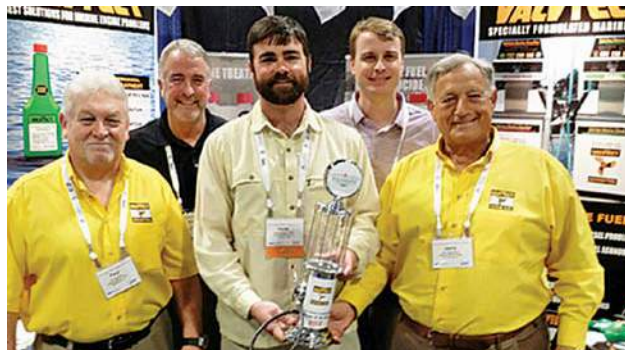
"While the overall industry is still smaller than it was prior to the recession, it is financially stronger today than it has ever been," noted Van Wagoner. "There is plenty of room for further growth, but dealers and manufacturers are committed to growing with sound inventory management and at the pace of the market."

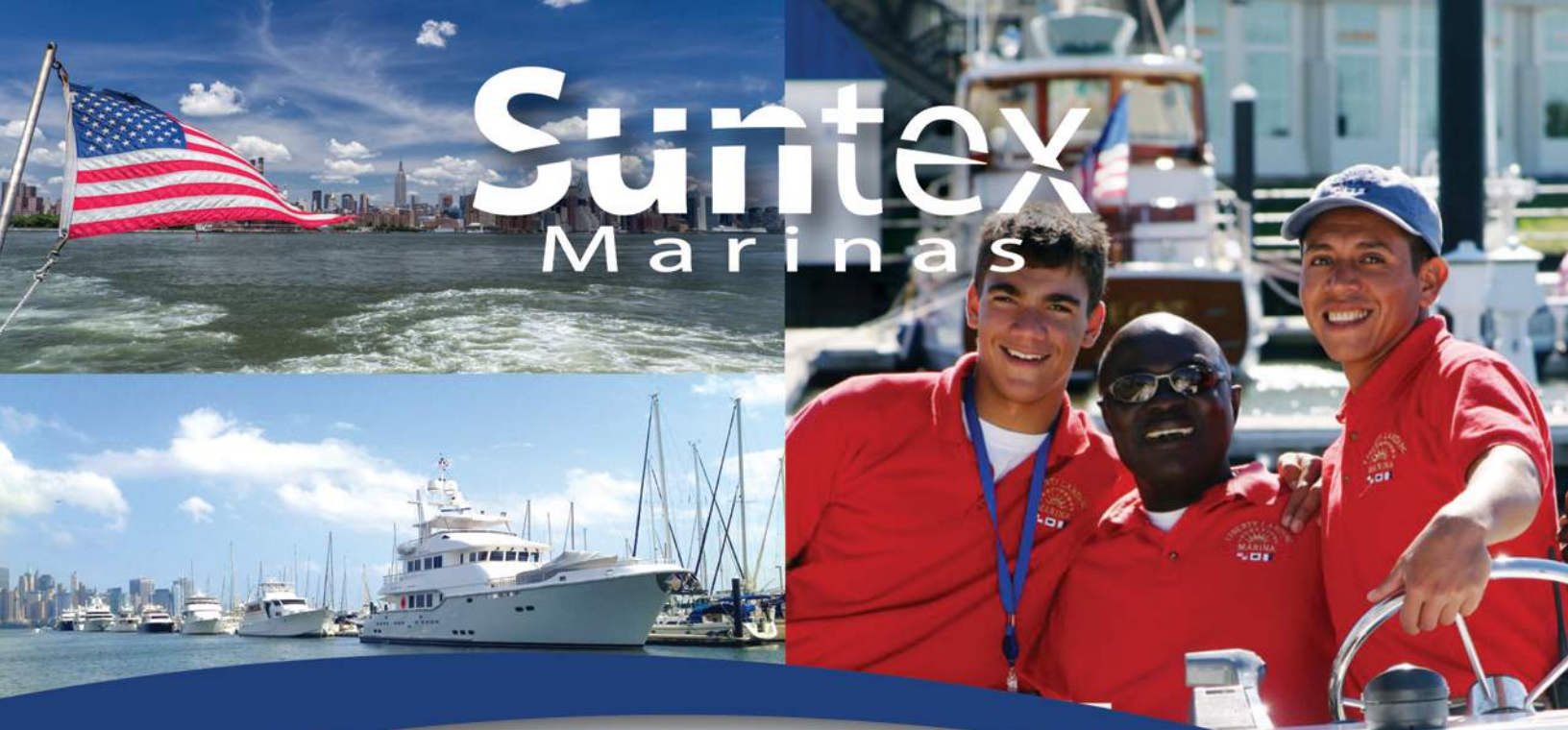
GE Capital's survey was conducted at the Industry Leadership Conference, which was held in conjunction with the National Marine Manufacturers Association (NMMA), at the Progressive Insurance Miami International Boat Show on Feb. 11. The respondents are a variety of marine industry participants, including manufacturers, dealers and suppliers.

Southport Marina Named 2014 ValvTect Marina of the Year

SOUTHPORT, NC – Preston Development Company Vice President, Vanessa Jenkins, announced Southport Marina is proud to have been named the 2014 ValvTect Marina of the Year. The award was presented at the ValvTect Marina of the Year award dinner held in January at the International Marina and Boatyard Conference (IMBC) in Tampa, Fla.

ValvTect Petroleum Products stated, "In 2006, Preston Development Company of Cary, N.C. purchased an aging marina in Southport, N.C. on the Atlantic Intracoastal Waterway (ICW). What started as a simple remodeling project grew into a multi-million dollar, multi-year rebuild of the entire location. The result is one of the finest full-service marinas along the ICW. With 225 wet slips and 240 dry slips, Southport Marina can dock and service vessels from 20' to 100'. By balancing southern hospitality-based customer service with first-class facilities and amenities, Southport Marina has become one of the most popular marinas for boaters cruising the ICW, lo-





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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

ANNAPOLIS, MD

APRIL 17 – 19

Bay Bridge Spring Boat Show

www.usboat.com
410-268-8828

APRIL 24 – 26

Annapolis Spring Boat Show

www.usboat.com

CHARLESTON, SC

APRIL 17 – 19

Charleston In-Water Boat Show

www.CharlestonInWaterBoatShow.com

DELTA VILLE, VA

MAY 2 – 3

Deltaville Dealer Days

www.DeltavilleVA.com

GULFPORT, MS

APRIL 9 – 12

Gulfcoast Yacht and Boat Show

www.gulfcoastyachtandboatshow.com
roblynch@rvexpo.net
941-780-0538

HILTON HEAD, SC

MAY 1 – 3

Hilton Head Island Boat Show

www.hiltonheadislandboatshow.com
muffy@windmillharbourboatshow.com
843-681-5600

JACKSONVILLE, FL

APRIL 10 – 12

Southeast US Boat Show

southeastusboatshow.com
904-759-2758

ORIENTAL, NC

APRIL 10 – 12

Oriental Boat Show

www.OrientalBoatShow.com
director@orientalboatshow.com
252-249-0228

SARASOTA, FL

APRIL 17 – 19

Suncoast Boat Show

www.showmanagement.com/suncoast_boat_show/event/
954-764-7642

SEABROOK, TX

MAY 2 – 3

Keels & Wheels

Concours d'Elegance

www.keels-wheels.com
bfuller@4u.com
713-521-0105

WILMINGTON, NC

APRIL 18

Cape Fear Community

College Boat Show

cfcc.edu/martech/boatshow/
jrogers@cfcc.edu
910-362-7403

FISHING

TOURNAMENTS

ABACO, BAHAMAS

MAY 13 – 15

The Custom Shoot-Out

www.abacobeachresort.com

ISLAMORADA, FL

APRIL 25 – 26

Islamorada Spring Classic

www.islamoradaclassic.com
info@islamoradaclassic.com
305-522-4868

MIAMI BEACH, FL

APRIL 23 – 25

Yamaha Contender Miami

Billfish Tournament

www.miamibillfish.com
littlefish@miamisportfish.com
305-598-2525

POKER RUN

NEW ORLEANS, LA

MAY 1 – 2

Tickfaw 200 |

Blood River Marina

bloodrivermarina.com/tickfaw-200/
Tickfaw200@bloodrivermarina.com
(225) 294-3876

SAILING REGATTA

CHARLESTON, SC

APRIL 16 – 19

Charleston Race Week

Sailing Regatta

www.CharlestonRaceWeek.com
843-259-2672

cal sport fishermen and local power and sail boaters."

Accepting the prestigious award were Robin Rose and Thad Moore, owners representatives of Preston Development Company and Hank Whitley, Southport Marina Manager. All stressed their ongoing efforts to make Southport Marina a destination for transients and local boaters alike. "By striving to exceed our customers' expectations we have been able to develop strong loyalty from both transient and local boaters," said Whitley.

Southport Marina was recently named as one of the Top 25 Marinas in North America by Power and Motoryacht magazine. It also earned the 2013 Marina Dock Age Marina of the Year and received the Southport Chamber of Commerce "Golden Pineapple Award" for Excellent Customer Service.



Westrec Marinas Announces Partnership with Sea Tow

FORT LAUDERDALE – Westrec Marinas announced its partnership with Sea Tow Services International in conjunction with the anticipated opening of the new Haulover Marine Center, located on the Intracoastal Waterway at Bakers-Haulover Inlet in North Miami Beach. Once the building is complete, boat owners signing a lease to dry store their vessels in the new facility will receive a three-month membership with Sea Tow. The announcement is being made one year prior to Haulover Marine Center's completion date of spring 2016, as interest in the facility increases.

The Sea Tow membership package includes 24/7 service, nationwide coverage, automated radio checks, towing, fuel drops, jump starts, and more.

South Carolina to Benefit From Boating Infrastructure Grants

The National Marine Manufacturers Association (NMMA) South Carolina shared with its members and the South Carolina recreational boating industry that the U.S. Fish & Wildlife Service announced the recipients for the fiscal year

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BOATUS FOUNDER RICHARD SCHWARTZ PASSES

ALEXANDRIA, VA – Boat Owners Association of The United States (BoatUS) Chairman and Founder Richard Schwartz, who created and grew the association to become the predominant advocacy and boater services organization for the nation's recreational boat owners, passed away February 11, after a short illness. He was 85.

Two years ago Schwartz announced his retirement from a 47-year run as the leader of the more than half million member boating association, and until his passing, remained Chairman of the BoatUS Board of Directors as well as Chairman of the BoatUS National Advisory Council.

The creation of the nation's largest and most influential recreational boating organization began with a day on the water back in the early 1960s. Schwartz was invited aboard a friend's boat and soon after departing the dock, the vessel's owner was given a ticket for improper engine compartment ventilation. Schwartz viewed this as unfair, as the owner had no responsibility for the boat's construction. A Princeton and Yale Law School graduate and young anti-trust attorney, Schwartz asked his boating friends if there was anyone fighting for their interests – the answer was no.

With that incident, BoatUS was born with a mission of "service, savings and representation." A few years later, Schwartz's Capitol Hill testimony resulted in the watershed Federal Boat Safety Act of 1971. It gave the U.S. Coast



Guard the power to hold manufacturers accountable for certain safety standards, including engine compartment ventilation, and created the U.S. Coast Guard Office of Boating Safety, saving countless lives.

Schwartz was the first to fight for legislation on behalf of boaters. His efforts at shaping national boating policy helped secure passage of the Recreational Boating Safety and Facilities Improvement Act of 1979, also known as the Biaggi Bill, which affirmed taxes and fees paid by boaters should support boating programs. He later was a vocal opponent to user fees

and the highly unpopular luxury tax in 1992 and the diesel fuel tax in 1997, both of which were repealed. In 1984, Schwartz was widely credited in leading the passage of the federal Wallop/Breaux Trust Fund Amendment, today part of the Sport Fish Restoration and Boating Trust Fund that now returns over \$600 million annually to federal and state boating and fishing programs.

"Richard had the foresight that recreational boaters needed an advocate, they needed services to enjoy the water, so he created an organization dedicated to helping America's boat owners enjoy their cherished time on the water," said BoatUS President Margaret Podlich. "He was an inquisitive, innovative and an energetic leader who could get the very best out of every one of his staff, and always insisted that boaters interests be protected. No one did more for America's recreational boaters than Richard Schwartz."

2015 Boating Infrastructure Grant (BIG) program, including five grants to South Carolina marinas and municipalities to support recreational boating.


Charleston City Marina and the Harbour Town Yacht Basin in Hilton Head were awarded Tier 1 grants and Bohicket Marina, the City of Beaufort, and Port Royal Landing Marina received Tier 2 grants.

The Charleston City Marina receives \$34,698 for replacement of utility pedestals, electrical receptacles, 3-pole breakers and nine fuel hoses along the transient slips. Harbour Town Yacht Basin will spend the \$29,232 to replace and upgrade its outdated water system infrastructure.

Tier 2 grants are competitive on a nationwide basis, with a maximum award of \$1.5 million. Ten states have been awarded a total of \$12.2 million for 18 projects, with South Carolina receiving \$1,325,229 of those funds. Bohicket Marina, on Johns Island, will use its \$833,120 grant to extend the exist-

ing T-head dock, add and widen slips, add 3-phase power and high speed in-slip fueling for larger vessels, renovate several upland facilities including the laundry and restrooms and create a Transient Boater Welcome Center. The City of Beaufort plans to build a transient day dock with its share of \$168,000 along the seawall bordering Waterfront Park. The 200' x 10' floating dock will have ADA compliant gangways.

Port Royal Landing Marina's \$324,109 grant will go toward replacing, widening and adding to the floating concrete pontoon docks on the outer face, replace and update aging fuel dispensers, add ADA compliant gangways to transient docks and provide in-slip pumpouts along the outer face dock.

Scott Meister, the BIG coordinator at the South Carolina Department of Natural Resources, said, "DNR is excited that marina facilities in South Carolina are able to utilize the opportunities provided by the BIG Program to expand public access for recreational, transient boaters." 

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NEW POWER – MORE POWER

STORY AND PHOTOS BY GLENN HAYES



The Miami International Boat Show was a bustle of activity with its halls and marinas filled with the latest and greatest boating has to offer. There was not only a large assortment of boat debuts at the show but also an impressive amount of new engines and power plants on display. From electric trolling motors with never before seen features, to incredibly powerful outboards to even more powerful diesel engines, there was something new for any boater. Topping the list of attention-

grabbing new products were some very impressive and powerful outboard motors.

One of the most impressive debuts (both the motors and the theatrics to showcase them) were the new offerings from Mercury Marine. With smoke billowing, effective lighting and dramatic music playing, cages lifted revealing Mercury's two newest outboards. First was Mercury's all new Verado 350, built using Mercury's proven inline 6 cylinder supercharged four-stroke engine. Able to run on

89 octane gas (91 octane recommended for peak performance), Mercury claims it provides "...up to 10% greater fuel economy than competitive outboards." Part of this economy is achieved through the outboard's svelte weight of 668 pounds, which is a full 95 pounds lighter than the nearest four-stroke competitor. Able to achieve impressive hole shots and faster top-end speed, this motor shatters common misconceptions about the lack of responsiveness of four-strokes. There is a laundry list of improvements to this motor and they can be found on the Mercury website along with full specifications, www.mercurymarine.com.

The motor which caused the greatest stir and most interest at Mercury's new product showcase was their brand new Verado 400R. No, that's not a typo; it is the all new 400 hp Mercury Verado, Mercury's most powerful production consumer outboard to date. That 400 hp translates to a whopping 153 hp per liter drawn from a 2.6L Verado platform. Featuring a new cold air induction system, allowing a cool fresh air supply to easily enter the water-cooled supercharger, this outboard can perform like no other. The 400R

boasts the highest power-to-weight ratio of any outboard in its class and is the first Verado to sport the Mercury Sport Master Gearcase with low water pick-ups. Fuel capability is versatile, as it is able to run on 89 octane, but performs its best on 91 octane. It is also the first Mercury Racing outboard to utilize the JPO, or joystick piloting, for outboards. Combine this with Digital Throttle and Shift Controls (DTS) and this engine is a perfect fit for many new center console boats, large bay boats and others.

The 400R wasn't the only super-sized high horsepower outboard debuting at the show. Seven Marine one-upped their first and largest in class 557 outboard with a new 627 model. Just like its 557 brethren, the 627 is based on the all-aluminum GM LSA 6.2L supercharged and fuel injected V8 engine. The extra 70 hp produced by this motor is a direct result of a new proprietarily developed High-Turbulence Combustion chamber. Each is machined to tolerances that allow for a "unique combustion event that increases horsepower and delivers the big torque required for optimizing performance on larger center consoles." Bigger or super






console boats (center consoles more than 42 feet) are exactly what these engines are designed for. With over 600 ft. lbs. of torque, between 3000 rpm and rated speed, these engines have what it takes to get these heavy and large center consoles up and underway in a hurry. The onboard supercharger is fed over 1000 cubic feet of air per minute and the resulting power is obtained with "best in class performance for super consoles." With custom colors and the new SpectraBlade Cowl allowing further customization, the new engines can be customized to match your boat's color scheme. The embedded LED lighting can also be configured to an almost infinite color range. In Seven's case, bigger does seem to be better. www.seven-marine.com

Evinrude showed off their E-TEC G2 line of outboards, introduced last year at a dealer conference. This line of outboards, ranging from 200 hp to 300 hp, won the National Marine Manufacturers Association (NMMA) 2015 Innovation Award at the Miami show. "Receiving this prestigious award is a true testament to the innovation that we've achieved with this new technology," said Alain Villemure, vice-president and general manager of BRP's Marine Propulsion Systems division. This new technology, resulting from the "first clean sheet of paper" design from BRP since its acquisi-



tion of Evinrude, has resulted in better fuel efficiency, even lower emissions and more torque than previous models as well as many competitors' four-stroke engines.

There were many more new product introductions, including Yamaha's new V MAX SHO 115 targeting smaller boats such as technical flats boats and the V MAX SHO 175 aimed squarely at mid-size boats looking for a performance outboard. Other offerings from Yamaha included a revamped and updated 2.7L F150. They also introduced Helm Master options for their quad and F200 outboard applications. Suzuki displayed their new for 2015, DF200A and DF200AP outboards. Based on the lighter four-cylinder engine block, these motors offer high power with low weight and excellent fuel economy. The DF200AP also has the capability of utilizing Suzuki Precision Control drive-by-wire controls and Suzuki's Selective Rotation.

Although all these introductions were impressive and are great examples of the next generation in outboards, there were many manufacturers with power plant introductions and enhancements. It would take a book to cover them all but we will cover some of the more unusual new power options next month. It was obvious at the Miami show that marine power is getting bigger, better, more efficient and a joy to own. 

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BOW THRUSTER INSTALLATION

STORY AND PHOTOS BY ROGER MARSHALL



Do you have trouble bringing your boat alongside a dock when the wind is blowing, or turning your boat when leaving your slip? Boats with a lot of top hamper often have these problems, necessitating the use of a spring line. A bow thruster may be in your future. Installing one is not difficult, however, it does require an understanding of working with fiberglass and electronics.

Before you begin, check to see if the bow of your boat has enough space to fit a bow thruster. You'll need a transverse tube up to 6-inch diameter (depending on the size of the thruster), space for the thruster motor and control box, and either heavy duty cable from existing batteries or a new

battery box installed near the control box and cables leading back to the alternator on the engine for charging. Typically, the space under a forepeak bunk is large enough to meet these requirements in any boat over 35 feet in length.

Next, decide on the size of the thruster. This is a job best left to a professional who has installed similar thrusters on many different types of boats and has a good idea what works best. That being said, it will pay to do your homework prior to making the purchase. The size should be based upon several items:

- Displacement and length of your boat.
- Amount of windage your boat has.




- Underbody shape for example, a long-keeled boat will need a more powerful thruster than one with a fin keel.
- Amount of topsides and upper deck. Higher topsides and more superstructure will require a larger thruster.
- Power and type. Twelve-volt power is typical, but some boats have 24v, 48v or 110v systems.

The install begins by cutting a large hole, from three to six inches in diameter, transversely across the bow of the boat. The tunnel will fit in this hole. With the tunnel in place, it is tabbed, cut to length and fiberglassed into place. By putting a slightly raised fairing at the front of the hole, it helps to ease water flow across the hole when sailing.

With the tube fully glassed in place, a hole is cut in the top of the tube to install the thruster drive shaft. In most cases the thruster motor will sit vertically over the shaft, but some motors have their main axis running horizontally fore and aft. When installing the drive shaft, make sure all seals are installed properly or you may get a leak.

Install the battery box or cables from the existing battery to the battery box. At this stage you will need to connect the thruster control box to the controller (in the cockpit or bridge) and to the battery. Most manufacturers supply a wiring diagram if you plan to do this yourself.

The last job is to install the thruster propeller in the tunnel and make sure it is fixed in place with cotter pins or clips as required by the manufacturer. Forgetting this essential part has caused the thruster propeller to drop off! Try the thruster out of water to ensure it revolves before the boat is launched, but don't run the motor for long when testing. It is designed to operate in water, not in air.

You are now ready to launch the boat and try the thruster. Docking will now be a breeze! 

STEP-BY-STEP DIY THRUSTER INSTALLATION

- 1** Measure back from the bow on both inside and outside of the hull to ensure the thruster is exactly at 90 degrees to the centerline.
- 2** Drill a pilot hole before cutting the main hole.
- 3** Offer up the tube, without cutting it to length to make sure it fits perfectly.
- 4** If it fits, most fiberglass experts will tab it into place and check the position both transversely and vertically before doing a full fiberglass job. The tube is cut off when about 90 percent of the fiberglass work is done.
- 5** Finish glassing in place and complete the final fairing on the outside of the hull.
- 6** Install the controller in the cockpit or bridge and run the wires through the hull to the controller box in the forepeak.
- 7** Install wires from the battery to the thruster motor and connect up the controller box.
- 8** Briefly test the installation.
- 9** Launch the boat and check for leaks.
- 10** Test the installation in the water.
- 11** If everything works, smile!

PIONEER BOATS EXPANDS WORKFORCE TO PRODUCE NEW LINE

BY JEFF DENNIS



PHOTO BY JEFF DENNIS

Henry Sikes at the Pioneer Boats plant in Walterboro

Pioneer Boats, based in Walterboro, South Carolina is successfully launching multiple boat lines from the Lowcountry. Co-owners Mike Holmes and Roy McSwain, who both grew up in boat-building families, started Carolina Composites, a boat specialty parts manufacturer, in 1999. Now as Pioneer Boats, the company has dealers dotting the entire East Coast, and recently expanded to Texas. Its success has the company doubling employee numbers and expanding with two new models. Henry Sikes, vice president for sales and marketing, guided me on a tour of their 122,000 square foot warehouse located alongside Interstate 95.

Pioneer Boats was originally based at a small warehouse in Harleyville, S.C., until it began producing 22-foot bay boats in 2008, and was forced to move into a larger space in Walterboro. Though the small boats market took a hit that year, co-owners Holmes and McSwain remained committed to the bay boats, a staple of family life on the water



197 Islander by Pioneer Boats is ideal for boat riding

COURTESY OF PIONEER BOATS

in the Lowcountry for many years. The pace of production remained slow in 2009, but became more steady in 2010, and the business plan for Pioneer to compete against other

mid-range cost boats took hold.


"Things got interesting when we produced the 197 Islander that still has a cost in the low 40's," said Sikes. "It's by far our most popular boat and I consider it the product that helped us get to the next level of success." Sikes described the features of this family-oriented center console. "There is a full-bench seat in the back, forward-facing back rests up front, and gunnel padding around the entire boat. The forward storage and anchor box make sure everything can be stowed neatly for those days when you just want to go for a long boat ride."

"We usually rig the 197 Islander with a 150 hp, 4-stroke motor, and we have multiple motor manufacturer options," said Sikes. "Our boat model year runs from July 1 through June 30, and for the year 2014, we probably doubled our previous best mark. We build these boats as soon as an order comes through and we have had to expand from 26 employees in January 2014, up to 66 employees in 2015 just to keep up with demand."

Pioneer launched the Bulls Bay boat in 2013, and are launching the Avenger line this year. The Avenger boat hull has its origins in South Louisiana, a place where they have as many various boat types as they have wading birds. Sikes said Pioneer acquired the Avenger brand so they can build and launch a 26-foot bay boat, with future plans to roll out two smaller models.

"The Avenger Boats will be a high-end offering and the 22-footer can take up to a 400 hp engine," said Sikes. "All the boats are being built side by side here in Walterboro, so we have assigned dedicated employees to each brand." As we toured the facility, the fiberglass spraying area was in high gear. We viewed the molding and motor-mounting section before heading outside to the boatyard as a trailer carrying a new boat headed out to Manteo, N.C.

Business at Pioneer Boats is taking shape, which means jobs for local folks and chances for promotion. Jack Fulton was recently named the new customer service manager. Fulton worked and trained others on the production line for many years.

Co-owners Holmes and McSwain take customer service very seriously and trust their loyal and long-time employees like Fulton. If I had to guess, I'd say the folks at Pioneer Boats are having fun right now with the growth afforded their small company by customer demand...all of which sounds like a recipe for success when it comes to giving boat buyers a bevy of boating options. 

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

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"CALL MY INSURANCE AGENT, THEN ABANDON SHIP!"

BY CAP'N FATTY GOODLANDER



Fatty raced as tactician aboard Joe Colpitt's 56-foot Gold Coast catamaran, *Virgin Fire*, many times and had the honor of finishing in first place twice in the highly competitive multihull class of the Heineken Regatta of Sint Maarten.

Within the last year, two nearly identical "multihull SAR incidents" have taken place in the Atlantic Ocean off the eastern seaboard of the United States: two brand-new, fully insured, professionally-skippered luxury catamarans were abandoned offshore with dry bilges during winter gales. (One dismasted, the other had damaged rudders.)

Why?

The first thing to note is the season: winter. The Atlantic gets a bit feisty during winter. Even experienced professionals will admit there can be a "bit of breeze" in January. Especially around the Gulf Stream. Especially in the Bermuda Triangle. Especially if you are running months behind schedule and attempting to escape to the warm, benign Caribbean.

The second thing to note is that, on both occasions, the owner was aboard—with family members. It was supposed to be a pleasure cruise. It didn't turn out that way.

The third thing to note is that both vessels were brand-new designs—literally hull number one.

The decision to abandon ship is, of course, an extremely serious one. I do not feel comfortable second-guessing the skipper. There was no loss of life—and that's the important thing. Besides, I do not have any firsthand facts. I was not there. Thus, it would be both imprudent and unfair for me to pass judgment on the wisdom of the "abandon ship" call.

However, I do think it fair that we marine journalists com-

ment on the generic situation both these vessels found themselves in—not to assess specific blame (that's the job of the USCG) but rather to learn from their traumatic, life-threatening experience.

We sailors need to constantly learn from our mistakes as well as the mistakes of others if we are to maximize our chances of survival offshore. And abandoning brand-new million dollar plus vessels in mid-ocean clearly implies a minor mistake or two might have been made somewhere along the line.

First, the backstory. Abandoning your ship has traditionally been considered shameful. Often, the captain was the owner—and thus had every economic reason to stay aboard. If the skipper was a hired gun, the owners purposely chose a skipper who would put his very life astern of the owner's pocketbook—in essence, to put the absentee owner's financial self-interest ahead of the professional skipper's immediate self-interest. Thus, abandoning ship became an accepted no-no.

This is not a decision any sane skipper makes lightly. It is a decision that will define him (in the eyes of others and in his own eyes) forever onward.

Up until relatively recently, of course, abandoning ship was impossible offshore during a gale. Helicopters weren't invented. Thus, it was a large part of the skipper's job to not get himself and his vessel in such a situation.

But in the specific cases of these two brand new luxury

catamarans, the owners were aboard. The situation was not a traditional one—not at all. It was an entirely new maritime dynamic.

The professional skippers were hired to protect the cargo, and the cargo of a recreational vessel is its owners and family.

Thus, the case could be made that the skippers acted both wisely and prudently. In fact, that is the heart-felt opinion of the owners in both cases.

The owners were not experienced offshore sailors—but they were both highly intelligent men who knew it. Thus, quite sensibly, they hired an “expert” to skipper their vessel southward. Traditionally, part of a skipper’s job is determining exactly when to shove off. But the job market for delivery skippers is a brutal and highly competitive one. And the delivery skipper who pockets his fee and then says, “...too rough!” doesn’t last too long in the business.

Delivery skippers have to deliver—that’s why they’re hired. They can’t say, “You hired me for my professional judgment, and my professional judgment is that a lightly constructed recreational multihull should not sail offshore in the North Atlantic during winter.”

That’s not a realistic option.

Plus, if they refuse the lucrative delivery job offered, their delighted competitor will immediately snap it up—and laugh all the way to Antigua Sailing Week.

In a sense, by saying “yes,” modern delivery skippers have already compromised their ability to say “no.”

One more factor—the newbie owner doesn’t really hire the skipper out-of-the-blue. He consults with his builder. Thus, the skipper really serves two masters—the owner/cargo and the builder. Most of the time, this isn’t a problem but, obviously, a potential for conflict exists.

Builders, understandably, tend not to hire skippers who refer to their vessels as “piles of plastic crap.” It is in the builder’s best interest for the skipper to be respectful of the product.

The builder, of course, believes in his product. I don’t doubt both builders thought that sending their boats into the North Atlantic in the wintertime was a good, sensible, profitable thing to do.

They were wrong.

Once the vessel was abandoned at sea, neither builder had any choice but to shift into PR damage control. They had no option but to spin it as an entirely unpredictable “micro-burst super-storm,” when in reality it was just the North Atlantic being the North Atlantic in wintertime.

Now it is almost impossible to blame the owner in this situation—any more than an airline company can blame a passenger. From the owner’s viewpoint, if the voyage wasn’t safe, the delivery skipper and the builder would tell him so. Besides, the boats were brand-spanking new. Both cost a fortune; one cost \$2.5 million!

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"Call my insurance agent, then abandon ship!"

Surely, since no expense had been spared during its construction, it had to be one of the safest vessels afloat—right?

Wrong.

These newbie owners had no idea that both brand new, custom-built, unproven vessels were exactly that—unproven. And the best place to "prove" a new vessel's seaworthiness might not be the North Atlantic in the wintertime with newbies aboard.

Also, tossing all the fancy, expensive electro doo-dads in the world into a building doesn't necessarily make its foundation stronger.

Enter the concept of insurance. Both vessels were, it is assumed by widely circulated media reports, insured. Why did the insurance companies insure them?

To make money.

Fine.

And, in both these cases, dead wrong.

Would these vessels have been out there if uninsured?

I will let you, dear reader, come to your own conclusions.

One thing is for certain—as long as insurance companies insure brand-new lightly-constructed recreational vessels for mid-winter North Atlantic passages—they will have to regularly pay out huge sums of money.

Let's put it another way: it would be one thing for an owner to say, "This passage is no longer fun. I want off. I'm willing to pay the \$2.5 million bucks plus reimburse the Search And Rescue (SAR) fee to cease my current discomfort."

But is that what happens? Or is the \$2.5 million someone else's money? And is the SAR fee footed by the U.S. taxpayer?

Let's return to the skipper-and-owner relationship for a moment. Normally (or traditionally) it is the skipper who makes the "abandon ship" call. However, in both these cases, the owner was present.

Do you believe it likely that the hired skipper demanded the owner get off his brand new \$2.5 million vessel?

Or, conversely, that a professional skipper would refuse to allow the owner and his family to get off his vessel—that the skipper would physically restrain him?

I do not.

I believe these skippers allowed their owners to do exactly what they wanted. And that's why, in part, they were popular, sought-after professional captains—because they knew about the golden rule of yacht delivery. (The guy with the gold makes the rules.)

In essence, the skipper is hired to protect the cargo. And in these cases, the cargo was the owner and his family.

Do I think that either of these vessels (dry bilges, cold fridge, running engines, a working blender, and an MP3 player full of Jimmy Buffett tunes) would have been abandoned if the owners were not onboard? Or if they were not insured?

I do not.

Here's what may have happened: the owner believed, incorrectly and very very stupidly, that his brand-new lightly-constructed, unproven recreational vessel was built to survive anything the wintertime North Atlantic would throw at it. This simply wasn't true—demonstrably wasn't true. Once the "recreation" became not fun, and perhaps even dangerous, the owner wanted off. Since the economic penalty wasn't believed to be too severe and the USCG was standing by with warmed-up helos and hot tea, he elected to turn his future attention towards, say, gardening.

This is understandable—if not admirable.

The professional people he hired helped him do so.

As far as the vessels go—you, dear reader, can be the judge.

I believe that if they were up to the task, they wouldn't have had to be abandoned.

Modern catamarans are, in some ways, vastly superior to old-fashioned "lead-mine" monohulls. The one exception, in this writer's humble opinion, is offshore during a sustained blow. Last season 100 proven offshore sailboats made the heavy-air passage down to New Zealand from the South Pacific. Three of them dismasted. All were relatively new "family cruising catamarans" worth mega bucks.

We sailors need to constantly learn from our mistakes as well as the mistakes of others if we are to maximize our chances of survival offshore.

I've sailed many ocean miles, circumnavigated twice, and sat out many a gale aboard my \$3,000 Hughes 38 sloop. Not once, as the wind speed climbed over 50 knots, did I pray a cattlemaran with a large glass sliding door would appear so I could scurry aboard it for safety.

I know of hundreds (or perhaps thousands) of boats in the \$10,000 to \$50,000 price range that might have (or would probably have) survived those blows without any major damage.

But it is easy for an inexperienced owner to believe that because a vessel cost \$2.5 million, it is safe—when we now know beyond a shadow of a doubt that this is not (and was not) the case.

Seaworthiness and seamanship can't be purchased—it must be earned the old fashioned way.

I only know of one delivery skipper who arranged to have his owner plucked off in middle Atlantic—and then refused to abandon ship (the little IOR racer Mirage) himself. Hats off to a real sailing and offshore delivery hero—Captain Alan Brugger of Cruz Bay, St. John.

Here's the real common sense truth of it—The North Atlantic in the wintertime is no place for lightly-constructed recreational craft nor their "beam-me-up, Scotty" owners. ☺

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MY ONE PARTICULAR ISLAND

BY PAM WALL
PHOTOS BY TOMMY ALBURY



I hope you have read enough in past *All At Sea* articles to realize some of the delights of cruising in the Bahamas. The gin clear water, the marvelous white sand beaches, the colorful reefs so full of live coral and colorful fish, and the comfortable inland sea sailing conditions are what makes sailing in the Bahamas such a joy. However, it's really the people in the islands who make these places extra special. I have been so lucky to cruise these islands for many years, and the places I like the best are the ones with the nicest people, the best facilities, and the most protected harbors. So let me take you to my one particular island I called home for KANDARIK, my 39-foot sloop, for several years.

Man-O-War Cay is located in the Hub of Abaco. The Hub





is a triangle made up of three different, yet each unique island towns. There is Marsh Harbor, the capital of the Abacos with its international airport, Hopetown with its red and white striped historical, landmark lighthouse, and the last point in the Hub is Man-O-War Cay.

To enter the protected downtown Man-O-War Cay harbor, turn to port as you come through the channel. Sailing into town you will see, to starboard, pastel-colored buildings, the ferry dock, and Man-O-War Marina fuel dock. Also, there is a great little grocery store painted turquoise with most everything you would want. Jeff's turquoise store is accessible by dinghy and is where I did most of my shopping.

I suggest calling the Man-O-War Marina and asking to

Speak with Tommy or Chris to make a dockage reservation. With only 28 slips, the marina is in high demand. There are fuel, water, showers, ice, Dock & Dine Restaurant, Wi-Fi, cable television, and telephone hook-up at the docks. On the marina grounds are a freshwater swimming pool and The Painted Fish, a boutique and dive shop. Tommy and Chris also provide a picnic area right in the marina with barbecue grills, tables, and chairs and shade to add to your fun while staying with them. If you want to leave for any period of time, Tommy and Chris will be happy to maintain your boat while you are away. Truly, it is my favorite place to keep a boat for short and long term. For boats on moorings or anchored out, there is a convenient, protected dinghy dock which anyone with a small dinghy may use.

Jay Manni has a canvas shop, sail loft, and rigging shop on Man-O-War and can help repair or replace or make new just about anything. If you seek out Jay at Edwin's Number Two Boat Yard where he has his loft, please be sure to say hello from Pam in Fort Lauderdale!

To make Man-O-War even more appealing, there are two full-service boatyards that can do anything for you and your boat. Edwin's Number One yard is run by my friend Jan Manni (Jay's wife), and Edwin's Number Two yard is run by Chad Albury. Several times over the past years I hauled KANDARIK into Man-O-War for a bottom job. It is great to have these two boatyards there to service boats. There is also DND Marine Services to fix anything on your boat while in the water.

There is no shortage of things to see and do on Man-O-War. Spend a day at the new Heritage Museum, rent boats and cottages at Waterways Boat Rentals, walk the beautiful paths along Queen's Highway or spend the day at the magnificent beaches on the windward side of the island. The Albury Ferry Company can whisk you over to Marsh Harbor for a day of shopping or to catch a plane from its airport. If your boat happens to be on a mooring in Man-O-War Cay, a simple VHF call will alert the ferry driver to pick you up right from your boat! How cool is that?

As a special treat, Melissa makes fresh homemade bread a couple of times a week. You can order her delicious bread, honey wheat would be my favorite, from the Man-O-War Marina and they will have it for you in their office.

Please be sure to say hello to all my wonderful Bahamian friends in Man-O-War Cay!

This truly is my "one particular island!" I am sure it will also become yours!



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

FISH ARE ON THE MOVE

STORY AND PHOTO BY CAPTAIN JUDY HELMEY



From left to right: Brent Noseworthy, Captain Judy, Ranger Bob, Terri Collins "Cuz Two" and Cooper Napoli. Ranger Bob caught the largest and the most fish on this day.

Inshore

April fishing brings fishermen closer to the act of catching. Bait shops will start to carry what you need to get the fish's attention — live shrimp. Pair the shrimp with traditional adjustable floats from large to small and popping corks and you'll be catching fish in no time. Redfish, spotted sea trout, and flounder can not resist this winning combination. Another way to present live shrimp is to "just fish naked" with a light leader, small split shot, and small hook. All you need to do is hook your shrimp up under the horn and cast into place. The shrimp goes where it thinks it is safe, which is just about where the fish are waiting. Whatever you do, don't forget your dip net or camera. You'll want to get a picture of your catch.

Bottom Fishing in the Sound

The sounds come alive with everything from whiting to sharks to bluefish to stingray. It's fun just dropping a line down to the bottom and seeing what might bite your hook. Even the smaller fish offer some nice action when anglers use small pieces of shrimp on light tackle rigs. Use these smaller fish, either whole or cut in chunks, rigged on heavier tackle to attract the big fish bite. The best news I can share when fishing in the sound is the bigger the bait the bigger the fish! It's all up to you!

Ed Whittle #2 is holding up a nice black sea bass which he caught while bottom fishing at the artificial reefs!



Offshore - Artificial Reefs

With water temperatures rising, fish will be on the move. The more a fish moves, the more it eats, which plays right into the fishermen's hands. Artificial reefs can hold the attentions of all sorts of fish from bottom to top water. When bottom fishing, you could catch black sea bass, flounder, bluefish, whitebone porgy, summer trout, cobia, and other biters. On the top larger Spanish mackerel usually feed on any bait that they can find whether it is on the surface or right on the bottom. Just because you can't see the mackerel on the surface certainly doesn't mean they are not there. My advice is to use the ever-popular small to medium Clark Spoon. Troll the spoons deep or pitch them right over the structure! Don't forget to bring along a suitable dip net as you'll likely need it to land this fish.



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'LOOPERS' CRUISE EASTERN NORTH AMERICA

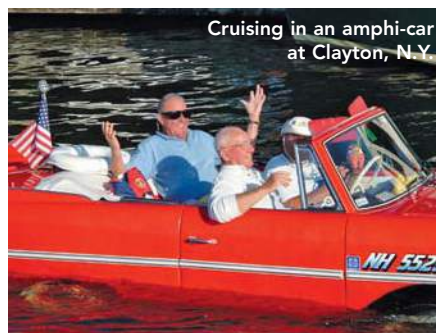
STORY AND PHOTOS BY KATHY BOHANAN ENZERINK



Cape Florida Lighthouse



Daytona Bridge pilings with murals



Cruising in an amphi-car at Clayton, N.Y.

Illinois, Mississippi, Missouri, Ohio and Tennessee. Not only are these names of states, they are rivers along the Great Loop, a continuous waterway of inland rivers, canals and lakes connecting to the Great Lakes, Gulf and the Intracoastal Waterway.

Great Loop cruisers, or loopers, circumnavigate all or part of the 8,000-mile Eastern North America route in personal watercraft, kayaks, sail and power boats. Simple. Choose the route, do some provisioning, get on the boat and go. Uh, not exactly. As the saying goes, "some restrictions may apply," as in height, draft and beam. Then there is the weather.

Getting Started

There are books, guides, online blogs and websites to whet your cruising appetite. From facts and figures to the do's and don'ts, to personal experiences and opinions, to interactive trip

CHECKLIST RECOMMENDATIONS

Hard-bottom dinghy
Fresh water: 150-300 gallons
Holding Tank: 40-80 gallons
Boat length: 26 - 45 feet
Beam: Less than 14 feet
Depth sounder
Electrical: Twin 30 amp vs. one 50 amp

planning, there is no 'one size fits all' Great Loop adventure.

The America's Great Loop Cruisers' Association, or AGLCA, assists with safety, navigational, networking and cruising infor-

mation. The organization is hosting its bi-annual Rendezvous and Reunion May 4-7 at Norfolk where members and guests can attend seminars, glean information from other cruisers and participate in the popular Looper Crawl. The fall gathering, presented by experienced cruisers, will be held in Rogersville, Ala. Visit www.GreatLoop.org for more information.

John C. Wright, author and five-time looper, offers details, advice and an interactive planning map on his website, CaptainJohn.org. He writes, "Whether you are rich & famous, or frugal as a freeloader, we dispel the myths and reveal the truths to help you make this voyage a reality."

Parameters written in stone

- Maximum height to clear a fixed bridge near Chicago is 19 feet, one inch.
- A full-load draft must be less than five feet if cruising the Canadian canals.
- Minimum fuel range of 250 miles is required on the Tennessee-Tombigbee route.
- Actual cruising is 110 days, sans side trips, adverse weather conditions, etc.

No boat is perfect

Trawlers are popular for their live aboard comfort but sailboats are more cost efficient. Easy accessibility to the bow and stern is paramount to maneuver the multitude of locks along the routes. An important factor for consideration is your on-the-water lifestyle for eight to 12 months. How many people full-time? Children? What creature comforts are 'must-haves,' and which are negotiable? Will you tie up at a marina or anchor out? Need ice? Air conditioning? Internet? Washer/dryer or a supply of quarters? The pros and cons are personal choices, but you get the idea.

Routes and Weather

The Great Loop can be started at any point, depending on the location of your boat and the time of year. Many Loopers begin in Florida, traveling counterclockwise. Springing Up the Atlantic ICW in the Spring, Shuffling Off to Buffalo in the Summer, Falling Down the inland rivers in the Fall and Wintering Across the Gulf to Florida, arriving after the hurricane season has ended.

Watching both weather and calendar are essential as the Erie Canal is not accessible until mid-May; the North Channel, the most northerly point of The Loop, has warm weather only during the months of July and August and boats need to be off Lake Michigan by early fall.

The Great Loop has three basic route choices. The only difference is how to get from the Hudson River to Lake Michigan. Common to all is the Atlantic Intracoastal Waterway from Florida to the Chesapeake Bay on up to the New

Jersey coast and the Hudson River. One choice is to stay on a northbound course to Lake Champlain, the Chambray and Richelieu Canals, St. Lawrence Seaway, Rideau Waterway, 1000 Islands, Trent-Severn Waterway, North Channel and then to the Great Lakes. The other is to take a hard left toward the Erie Canal and its 566-foot rise via 35 locks to Lake Oswego. Decision time again. Choose the intermediate route to Lake Ontario and the 1000 Islands, the Trent-Severn Waterway to the Georgian Bay and Lake Huron or continue west to Lakes Erie, Huron and Michigan.

From Chicago, loopers travel down the heartland Illinois, Mississippi, Ohio and Cumberland Rivers, Tenn-Tom Waterway, across the Gulf to Florida and the Okeechobee Waterway or Florida Keys.

The Great Loop may be done in one stretch or in stages. Some loopers winter in the Bahamas while others store their boat at various locations along the way and continue the journey at a later date.

Start with a dream. Do the research. Make a plan. Go! 🚤



CHECKLIST 'MUST HAVES'

- Boat
- Time
- Navigation Charts; electronic or digital
- GPS navigational system
- Cruising Guide Books
- VHF radio

LIONFISH IN NORTH CAROLINA MAY SIGNAL CLIMATE CHANGE

BY HELEN AITKEN

This group of lionfish (*Pterois volitans*) are actively foraging for small prey fish species. A NOAA diver is using video to help quantify and document the fish community off North Carolina.

CREDIT: NOAA

Lionfish look beautiful in an aquarium, however they can prove deadly to humans as well as ecosystems. Since being released into the waters off Florida in the 1980s, this colorful fish has expanded throughout the Caribbean and is now making its way up the eastern seaboard. With no known predator, lionfish have begun to outnumber or replace native fish species. Warm water, especially in winter, has allowed this fish to migrate as far north as North Carolina. Climate change, due to global warming, may be the reason.

North Carolina reefs are important to study because they occur in a temperate-tropical transition zone and act as a boundary for temperate and tropical species, regulated by the Labrador Current and the Gulf Stream. In this north/

south migration area, food is available and reproduction occurs. Theoretically, when the seasons change, the migrations should reverse. However, water temperatures have changed in favor of the lionfish ability to establish new territories.

The University of North Carolina Wilmington and NOAA compared 40 fish species communities at different temperatures and depths during summer and winter months. Results of the data collected during a six-year period were published in the September 2014 issue of *Marine Ecology Progress Series*. The findings report declining native fish populations, alien species successfully competing for food and habitat, and warmer waters extending the natural range of all fish. Large numbers of lionfish, along with tropi-


cal reef fish, angelfish, and wrasses, are now the “ecological indicators” signaling major environmental changes.

The study found lionfish, being temperature dependent, like waters warmer than 57°F, as waters cooler than 58°F will drive them away. In winter, they were most abundant at 64°F. Further, as seafloor depths increased from 87-150 feet, temperatures rose and the lionfish population increased at least tenfold. It also predicted as the nearshore communities experience warmer temperatures, more lionfish would appear.

“Lionfish may prove to be one of the greatest threats of this century to tropical Atlantic reefs,” wrote NOAA ecologist, James Morris, Ph.D., in NOAA news online. “As the first reef fish invasive species to this region, lionfish have clearly demonstrated the vulnerability of Atlantic reefs to marine invasions.” Reefs do not repair easily or quickly, therefore if the lionfish destroy them, it may take decades before they fully recover, if at all.

North Carolina estuaries are also in jeopardy of climate change and alien invasions. This system of marshes, mudflats, oyster reefs, seagrass and mixed grasses lies between the shoreline and its barrier islands. Here, water transitions between salt, fresh, and brackish waters. The estuaries provide safe havens for many animal varieties and each species has a preference. Estuaries also provide nursery areas and feeding grounds, so changes in water temperature and encroaching tropical populations could be devastating. Invading fish will disturb habitats, compete for food, and eventually disrupt recreational and commercial fishing.

Once alien species are established, getting rid of them becomes difficult if not impossible. For lionfish, the eradication process is ambitious, inventive and ongoing. To protect and conserve delicate environments, there are paid and volunteer removals, fishing derbies, catch-and-eat tournaments, and commercial removals for restaurant menus, fish food, aquarium use, or jewelry. This vigil may be the only way to reduce the lionfish's impact, but it doesn't seem enough.

It's unknown how warming waters will eventually affect offshore reefs or estuarine populations. If the transition zone moves northward, the problems seen in North Carolina will move to Virginia and Maryland to the Chesapeake Bay, the largest, most productive estuarine system in the U.S. In the meantime, researchers continue to monitor lionfish, other tropical species and native fish populations, identify environmental changes and try to predict the impact on species and habitats in the future. 

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



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CORAL CONUNDRUM: A BOATER'S GUIDE TO OUR OCEANS' CHANGING CHEMISTRY

BY HILARY KOTOUN, SOCIAL IMPACT DIRECTOR, SAILORS FOR THE SEA



Both photographs are of the same coral head off Buck Island in St. Croix. The bleaching of the reef can be attributed to coastal development, warming waters and pollution with acidification.

Take a big breath and hold it. The oxygen you inhale is absorbed by the blood and carried throughout your body. Meanwhile, carbon dioxide is carried back to your lungs and is released. But wait – keep holding your breath. Your lungs will ache as you keep yourself from exhaling. Trigger impulses from your brain will signal your body to breathe again. This trigger – the urge to breathe – is not caused by the lack of oxygen in your body, but rather a build up in carbon dioxide and a change in your body's pH.

Okay, you can exhale now. Breathe.

Much like your body just experienced – the oceans' pH is dropping, their chemistry rapidly changing.

Sailors for the Sea is dedicated to educating boaters about this change in ocean chemistry, called ocean acidification, because it is the number one threat to ocean health. The effects of ocean acidification are immense, and like dominoes, as parts of the food chain disappear and coral reefs vanish, 20% of the world's food supply will go with it.

Seawater is naturally alkaline, with a healthy pH around 8.2. But since the industrial revolution, this number has dropped 30% and seawater has become more acidic. In the last two centuries alone, the ocean has absorbed 525 billion tons of carbon dioxide emitted through the burning of fossil fuels. This recent change in chemistry is happening faster than any known change in ocean chemistry for the last 50 million years.

The oceans currently absorb 22 million tons of carbon diox-

ide per day, or one third of all carbon emissions. When carbon dioxide reacts with seawater it forms carbonic acid – the same acid that creates fizz in soft drinks. This fizz creates a problem for many creatures in the ocean that form shells such as lobsters, oysters, krill-like creatures called pteropods, and coral; many things that fish like to eat and need to survive.

Why is coral so important?

Coral reefs are often described as the "rainforests of the ocean" and they contain over 25% of the world's fish species. Unfortunately, increasing acidity significantly reduces the ability of reef-building corals to produce skeletons, putting the fish that live there and the many marine creatures eating these fish at risk.

Coral reefs also provide many coastal communities with a natural protection from storm surges and hurricanes. On top of that, coral reefs make up a large portion of the tourism industry in tropical destinations. In the United States, this includes revenue of \$1.2 billion per year in the Florida Keys, and \$360 million per year in Hawaii.

Over the last century, sea surface temperatures have risen 0.9°F — also a result of excess carbon dioxide. When waters get too hot, coral reefs expel the algae (zooxanthellae) that help nourish them and give them their vibrant color in a process commonly referred to as bleaching. This has caused Caribbean coral cover to decrease by 80% in less

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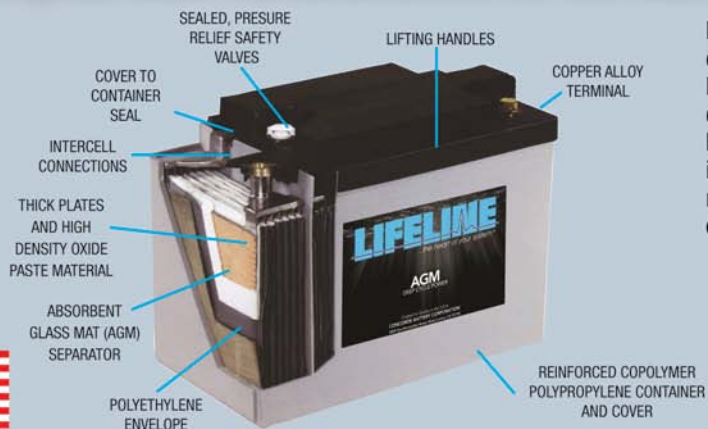


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TAKE ACTION – PROTECT CORAL REEFS

Human impact is the reason coral reefs are declining, but it is easy for boaters to turn the tide with simple precautions:

- Use moorings wherever possible and if you must anchor, take extra precaution to ensure the anchor and its chain are not near coral.
- Touching coral when diving and snorkeling is damaging to the reef – take only photos, leave only bubbles!
- Chemicals used on boats end up in the water below. Protect your waters and your health by using eco-friendly cleaning products.
- Reduce your carbon footprint. Warming sea surface temperatures and ocean acidification could make coral reefs extinct by the year 2100. Both are caused by excess carbon dioxide in the atmosphere.

than three decades. Reefs can recover from bleaching, but scientists say they need to be in pristine condition prior to a warming event. Ocean acidification could be the second punch that sends them into extinction.

BUT there is hope!

The excess carbon dioxide in the oceans is manmade – and therefore we have the ability to stop it. But we need to change our habits individually and collectively to make a difference. For example, if 10% of registered vehicles in the United States (25 million cars) drove 1 mile less per day, it would eliminate 22 million tons of carbon dioxide emissions – the same amount the ocean absorbs everyday.


Sailors for the Sea have created the NT3 pledge – a promise to the oceans to leave No Trash, No Trail, No Trace. By joining the NT3 pledge, boaters join the fight to stop ocean acidification and reduce their carbon footprint by:

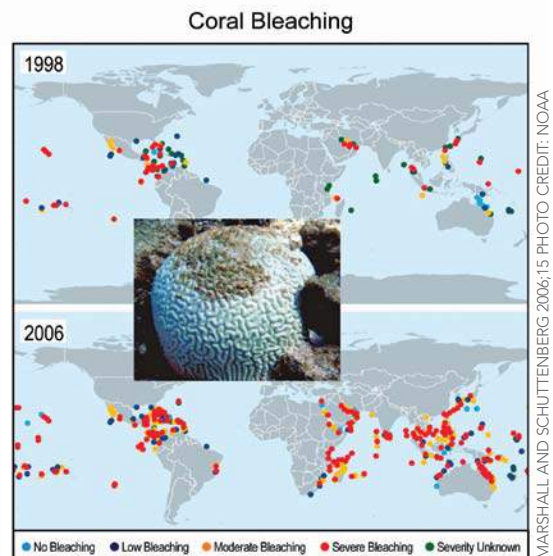
Reducing plastic trash such as water bottles, cutlery and grocery bags, which create carbon emissions during their manufacture.

Reducing a carbon trail by eliminating unnecessary chemicals on board, using copper-free bottom paint and using pump out stations.

Reducing carbon trace by efficiently managing engine use and switching to renewable energy.

Sailors and boaters have a special connection to the oceans – let's show the oceans some love and ensure they are healthy now – and for generations to come! Take the pledge at www.sailorsforthesea.org/nt3

Sailors for the Sea is a leading conservation organization that engages, educates, inspires and activates the sailing and boating community toward healing the ocean. 



Bleached brain coral center surrounded by the global extent and severity of mass coral bleaching have increased worldwide over the last decade. Red dots indicate severe bleaching.

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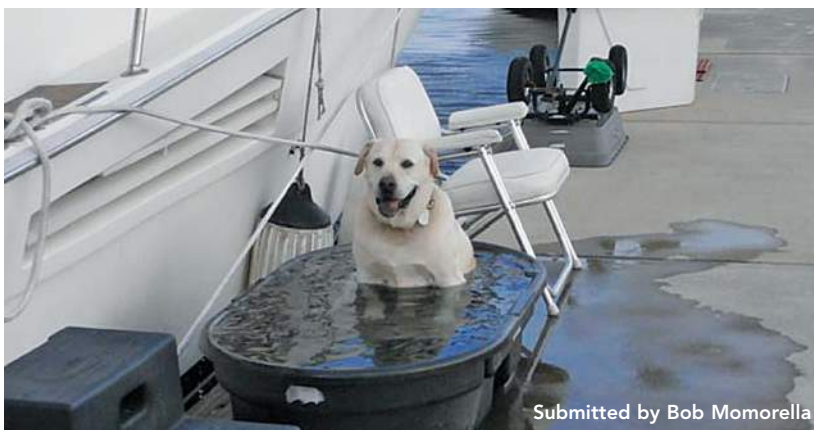
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PADDLING NORTH CAROLINA'S NORTHEAST CORRIDOR

STORY AND PHOTOS BY MARY SYRETT



Many outdoor enthusiasts believe northeastern North Carolina has it all. Anglers and boaters love the area, while persons seeking quiet can scarcely believe their good fortune.

Rising in a corner of the Great Dismal Swamp, the Perquimans River meanders 30 miles before meeting the Albemarle Sound, the largest freshwater inlet in North America. A favorite recreational fishing ground and a popular place for cruising, sailing and many water sports, the Sound is part of the Intracoastal Waterway.

The Yeopim Indians were the first people to inhabit the area and named it "Perquimans," translated as "Land of Beautiful Women." The Perquimans River is a tidal estuary just north of the town of Hertford. Because of the extremely flat topography, the Perquimans flows slowly. It has cypress swamps on both banks for most of its upper length. The stream flows past the communities of Nicanor, Whiteson and Belvidere, as well as the towns of Hertford and Winfall.

This quintessential river town of Hertford is steeped in history. Victorian homes line a winding road that follows the banks of the river. Cypress trees draped with Spanish moss stand tall in the brown waters.

The Perquimans' upper reaches are narrow, winding and deep. So winding, in fact, that Hertford, childhood home of the late baseball great "Catfish" Hunter, sits on a peninsula

bounded on the east, north and west by the river. Below Hertford the river straightens, widens and flows 12 miles before draining into Albemarle Sound.

Tea-colored creeks feed the Perquimans. Shaded by red maple, the creeks are home to perch, catfish, flounder, largemouth bass and sunfish. There are no rapids and very little current. The water is quiet enough to support lily-pad communities.

Wind governs the depth of the Perquimans. When north winds blow, the river falls, as water rushes toward the sea. Conversely, when winds blow from the south, Albemarle Sound waters invade the river, increasing its depth.

Colonists found a forbidding terrain here, criss crossed by streams. Because roads on land were difficult to build, the river over time became a busy thoroughfare handling traffic of various kinds.

Cargo bound for New England slipped through Currituck Inlet. Molasses, sugar and liquor came in from the West Indies.

Ferry service linked communities, but after ferry-goers repeatedly complained of delays, a bridge across the Perquimans was built in 1798. Some 20 feet wide and floating on empty barrels, the privately owned drawbridge was eventually purchased by the county. A hundred years later, a new bridge was christened, and in 1928 the current concrete and steel bridge was constructed.

During the Civil War, Union troops sailed up the Perquimans, destroying bridges in an effort to stop the flow of smuggled goods to Robert E. Lee's Army of Northern Virginia. The town of Hertford remained largely unscathed.

In 2007, U.S. Senators Elizabeth Dole and Richard Burr introduced legislation calling for designation of the Perquimans as a National Wild and Scenic River. Preserving it would do more than protect wildlife. People from all around come here to fish, camp, canoe, kayak and engage in other outdoor activities. Frequently seen around the Perquimans are bald eagles, otters, swans, geese and various species of ducks.

The Perquimans is a paddler's dream. A day can offer a wind so slight that you'll travel silently on what appears to be black glass. But, if you look closely, you'll see a dark sandy bottom and observe fish swimming over it.

Rising in a corner of the Great Dismal Swamp, the Perquimans River meanders 30 miles before meeting the Albemarle Sound, the largest freshwater inlet in North America.

Whether a novice or experienced paddler, you'll find a variety of trails to suit your ability. The Upper Perquimans River Trail is seven miles long from an access point at Belvidere, N.C., and continues north to the upper reaches of the river. On the Lower Perquimans River Trail a canoeist or kayaker can travel 12 miles down the river to Hertford.

The Mill Creek Paddle Trail begins half a mile east of Hertford and features twin camping platforms along the way. The Goodwin Creek River Trail, three miles long, is a short outing that takes in the upper reaches of Goodwin Creek. Creeks along the trail are only navigable by kayaks and canoes due to water depth.

Every season in Perquimans county offers a different wilderness experience. Huge trees provide a natural canopy and air conditioning for summertime visitors. After the leaves fall, there is an openness not present at other times.

The Perquimans is still largely undiscovered, so don't be surprised if yours is the only kayak or canoe on the water. Enjoy the uninterrupted views of wildlife, waterfowl and cypress forests. No matter what time of year you visit, you are sure to be inspired by the subtle beauty visible all around. Perquimans is a favorite getaway for persons seeking a respite from modern living. Enjoy, and plan on returning. 📷

Mary Syrett is a freelance writer and photographer. Her articles have appeared in various publications.



SUPer WAYS TO PADDLEBOARD THE SOUTHEAST

BY CAROL BAREUTHER



CREDIT: CHRIS MCOUISTON

A sure sign of spring along the southeast coast is a resurgence in Stand Up Paddleboarding events from Florida north to Virginia. Here are four SUPer events not to miss.

April 10-12: SHARK BITE CHALLENGE (DUNEDIN, FLA.)

Over 350 paddlers are expected to compete in this 12th annual event, originally called the Caladesi Kayak Challenge. The event started as a way to create a friendly, yet competitive atmosphere while raising awareness and funds for Honeymoon Island State Park. The Shark Bite features a 1-, 4- and 8-mile SUP/kayak/canoe race, a 6-person outrigger canoe race, instructional clinics and a kid's obstacle challenge. New is the paddle fishing tournament hosted by Skinny Water Culture, an aquatic apparel and accessories brand based in Clearwater.

"The Shark Bite is held on the open water of the Gulf of Mexico where conditions are usually flat," says organizer, Karen Mirlenbrink. "A terrific place to watch the action is at the Honeymoon Island State Park beach. Spectators



CREDIT: JAMES MCCOY

can also get a bird's eye view of the race from Bath House #3 in the Park." For more information, visit www.sharkbitechallenge.com

April 19: BODHI'S REVENGE (FOLLY BEACH, S.C.)

Paddlers age 16 and older will feel like the late actor Patrick Swayze in the action surf flick, Point Break, as they take to the



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Deltaville. Boating Capital of the Chesapeake

CREDIT: CHRIS MCOUSTON



Atlantic Ocean waters off Folly Beach for some kick butt paddleboarding action. The World Paddle Association Regional Event attracts competitors far and wide to test their mettle in what is likely the only open ocean race in the region.

"Every year we change the course, but basically it features a slalom surf course with buoy turns, the long course with 4 loops with three beach sprints in between and the short course in 2 loops. Both finish with a 50-yard beach sprint to the finish line. It's a lot of fun," explains race director, Janis Fetter.

Spectators can watch the action from the Folly Beach Pier. This 1045-foot long pier is the second longest on the East Coast, and a great vantage point to see the entire course. The event starts at 9 a.m.

Bodhi's Revenge is held in conjunction with the East Coast Paddlesports and Outdoor Festival, April 17-19. This three-day event offers hands-on workshops for those of all skill levels in paddleboarding as well as kayaking and canoeing. *For information on Bodhi's Revenge, call (843) 881-9472 or visit paddleguru.com/races/BodhisRevenge*

April 22-26:

CAROLINA CUP (WRIGHTSVILLE BEACH, N.C)

Nearly 1,000 paddlers from over 40 states and 20 countries are expected for this year's 5th annual event which features four different races in one. First, the Harbor Island race is like a 5K. It takes place in the Intracoastal Waterway, circumnavigates a small island and is great for beginners. Second, the Money Island Race is more like a 10K, still in the Intracoastal, but with more distance, more challenge and fierce competition from many former Olympic-level athletes who specialize in flat water paddling. Third is the Graveyard Elite Race. It's a 12- to 13-mile course around the island of Wrightsville Beach. It is one of the most technical races on earth and requires skills ranging from flat-water paddling, to surf, ocean swells,

inlets and wind. It is a grueling test of skill and conditioning, but has become a bucket-list type of race for paddlers akin to the New York City Marathon for runners. Finally, there are kid's races, broken down by age groups.

"New this year we are having a Relay Team on Sunday after the kid's races that will challenge four people to work together to beat teams from other brands, shops and/or states," says John Beausang, one of the race directors.

All racing takes place from the Blockade Runner Beach Resort. The south end of Wrightsville Beach is a fantastic spot to watch the Graveyard competitors as they come through Masonboro Inlet. *For information, visit wrightsvillebeachpaddleclub.com*

May 2-3:

RUDEE PADDLE SUP SPRINT SEASON OPENER (VIRGINIA BEACH, VA.)

Paddlers of all ages and abilities will find a way to have fun at this second annual event. The competition takes place on the waters surrounding the picturesque seaside village complex at Rudee Inlet. The big challenge is the winds, which can blow up to 25 to 30 miles per hour; yet this big blow doesn't whip up the waves so flat water conditions prevail. "The Rudee Paddle SUP event is more than a water race, it's a festival that is full of Aloha spirit," says Randy Harris, event founder, who owns Rudee Inlet Stand Up Paddle.

Spectators can see the action from the outdoor deck at Rudee's Restaurant & Cabana Bar and from the docks at the Rudee Inlet Marina. The end of the marina docks is an especially good place to watch the finishes.

Proceeds benefit the Virginia Beach Fallen Heroes, a group of residents and business leaders that provide tragedy assistance for Navy SEALs and their families. For more information, call (787) 343-3560.





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CUBA LIBRE?!

STORY BY TROY GILBERT

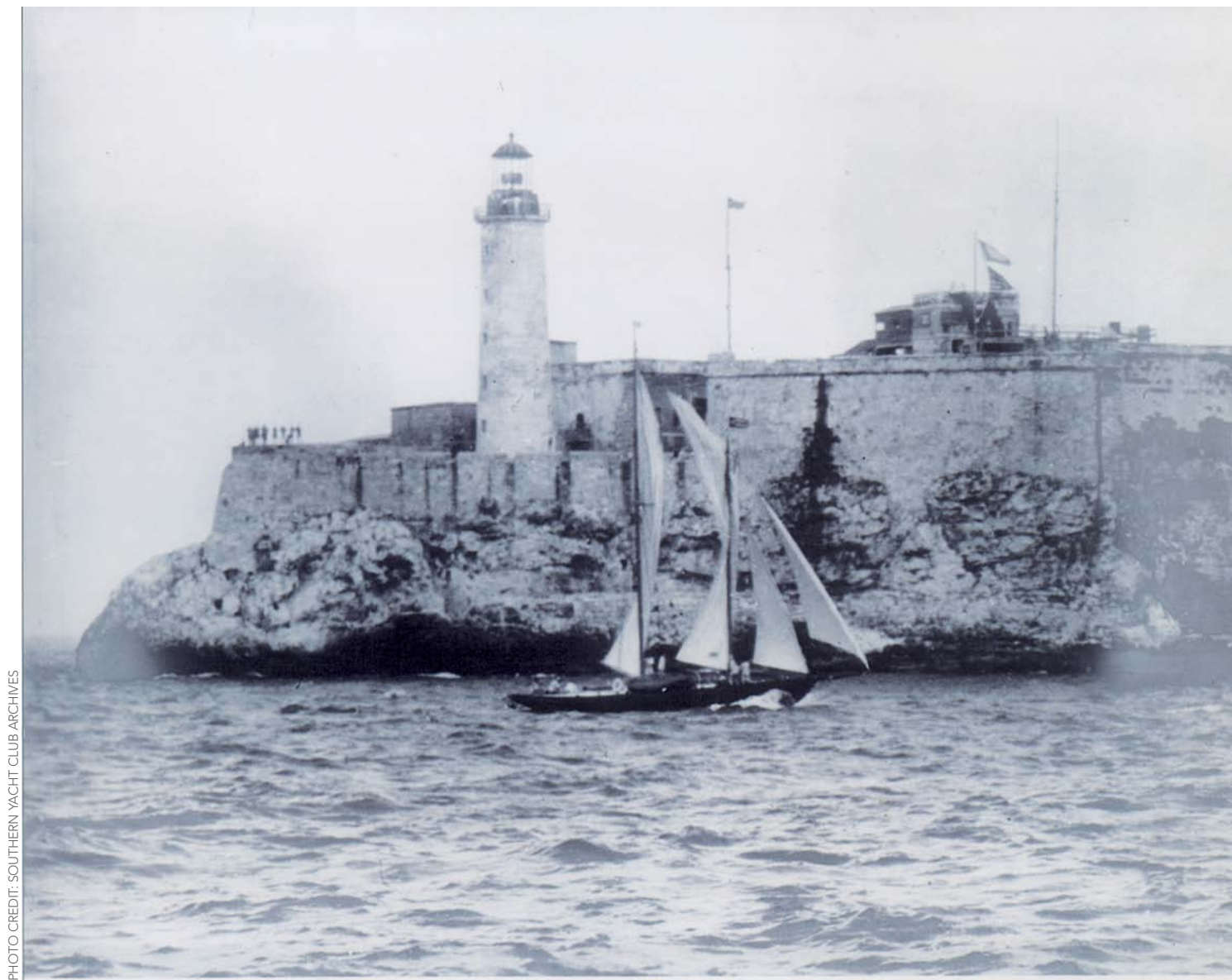


PHOTO CREDIT: SOUTHERN YACHT CLUB ARCHIVES

Until the fall of Cuba to Castro and his revolutionary forces in 1958, sailors actively raced schooners in the 284 NM St. Petersburg to Havana Race, which from 1930 to 1958 was considered a highly prestigious event and eventually became part of the Southern Ocean Racing Circuit. After the American embargo and the heightened tensions during the Cold War, the regatta ceased as did the flow of competitors and boats from as far away as Europe and the Caribbean. It wasn't until the 1990s that efforts were made by South Florida organizing bodies to re-establish the regatta. While successful,

the races were highly controversial with sailors described as "dangerously naive stooges of Castro's propaganda" in the Florida newspapers. Anti-Castro protests were held outside the yacht clubs as racers prepped their boats and police scuba teams methodically searched the bottoms of each vessel for bombs before giving the skippers clearance to head to the race start. Rumors were always heavy on the piers of a belligerent fleet of anti-Castro boats waiting to strike the racers in the Florida Straits.

One of the more unique events in the history of this regatta occurred in 1952 when the 29 participants, escorted

by a U.S. Coast Guard cutter, sailed into Havana Bay and immediately came under gunfire. Col. Fulgencio Batista had timed his successful coup d'état on the island to coincide with the regatta and the international press on hand for the event. As calm descended on the island, trophy presentations were held in the harbor, albeit under the watchful gaze of Cuban troops and tanks.

Races to Havana from the Florida ports of St. Petersburg and Key West continued during the 1990s, until the U.S. government began making the permitting process more difficult and cumbersome. The final death knell came in 2001, when President George W. Bush issued executive orders furthering the embargo of Cuba, making it illegal for any American to visit the island. The U.S. Coast Guard reacted quickly to shut down the lingering regattas and threatened to seize participants' boats under the reasoning that these recreational sailors were propping up the Communist regime.

After the American embargo and the heightened tensions during the Cold War, the regatta ceased as did the flow of competitors and boats from as far away as Europe and the Caribbean.

The last attempt to restart this historic sailing regatta occurred in 2011, led by the Sarasota Sailing Squadron, in hopes the Obama administration would be more willing to allow this event. The club officially petitioned the State Department for permission to race to the island and billed it as a cultural and humanitarian exchange - a way to bring up to \$50,000 worth of Optimist sailing gear to the children of Cuba. More than 120 boats had registered for the race, but the organizing body was met with silence from the U.S. State Department. All further attempts were then shelved.

Last December President Obama announced the United States would resume diplomatic relations with Cuba as well as ease certain travel restrictions and minor aspects to the trade embargo. Within 24 hours, the chatter from race organizers started and meetings were scheduled to discuss this new window of opportunity to restart the historic regatta.

Cuba has beckoned to racers since the 1930s and with these current steps towards the normalization of relations between the United States and Cuba, this could open the floodgates for American cruisers and racers alike. Expect a rapid push for a return to these historic sailing regattas beginning in 2016 and eventually an effort to recruit boats from the United Kingdom and Europe, which are already running the Caribbean circuit.



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PHOTOS AND STORY BY CAPTAIN WARREN EAST



If you crave remote, uncongested anchorages, abundant dive and snorkel sites, and insanely beautiful beaches with ocean vistas, then look no further than Turks and Caicos. My last visit to these beautiful islands was in 1998 when I cruised in on the way to Miami for the hurricane season. I recall catching the biggest mahi mahi of my life, as we rounded north of Grand Turks on approach from the east. We sailed down the coast to anchor off the main town and were greeted by a school of dolphins, residents of the bay between the main town and South Caicos. But most of all, I remember how undeveloped it was.

We stayed long enough to get a good feel for the island then moved on to South Caicos spending a few days checking out the recommended anchorages and dive sites. One place we didn't visit though, was Providenciales, or Provo for short, due

to the lack of facilities for larger yachts. This island is situated on the western end of the chain and is now home to what has become a thriving community. Grace Bay, the most famous beach on the island, is speckled with fancy homes, villas and a handful of exclusive hotels boasting excellent restaurants and facilities for their guests. It's a magnificent part of the island with strong and healthy reefs for snorkeling. The barrier reef protects the beach from all but the worst hurricane storm surge so the beaches are stunning!

As I drove around the island I noticed there were yachts anchored in random and remote spots inside and on the edges of the reef areas. Fifty percent of them were locally operated boats taking visitors on day trips. The rest were yachts, seen regularly around the Caribbean, clearly testing new grounds. They inspired me to start looking into what services were available and where these



yachts were operating from. I found a new marina known as **Blue Haven Marina**, an Island Global Yachting (IGY) destination, located on the eastern tip of the island. The marina, having a channel depth of eight and a half feet, can accommodate yachts up to 220 feet. As a bonus it is also a port of entry!

On the day I visited, the marina was half full of motor yachts along with several large cats. Access to the marina is from the northern side of the island through a clearly marked channel in the reef so a passing yacht now has no excuse not to stop. Within a five minute walk from the marina is the northeastern end of Leeward Beach. About a 10 minute drive from there is a very well stocked gourmet supermarket that is easily comparable with St. Martin's best (albeit significantly more expensive), but considering how remote the island is, prices are quite understandable.



I found another marina that resembled Jolly Harbor in Antigua tucked away deep inside the reef at Thompson Cove. **Turtle Cove Marina** is a residential area, where grand private houses line an intricate maze of channels with boat docks at the bottoms of gardens. A small island in the center of the cove has a commercial dock which bustles with the comings and goings of day charter boats, sports and commercial fishing boats and the odd private yacht. The marina offers reasonably good protection during a hurricane, for sailors unfortunate enough to find themselves there at the wrong time of the year.


My favorite stop on Provo was Malcome Beach, close to the very exclusive Aman Resort. Situated at the very northwest tip of the island, the beach wraps around from windward to leeward. Just a quarter mile offshore is a 2000 foot drop-off offering divers frequent encounters with humpback whales and an abundance of world class wall dives. It's possible to enter the shallows by yacht to one of several designated sand bottom anchorages on the 10 mile stretch of coast down to the tranquil Sapodilla Bay. The area also has a well protected commercial dock and is a good place to clear customs if approaching the island from the Bahamas.

Grace Bay, the most famous beach on the island, is speckled with fancy homes, villas and a handful of exclusive hotels boasting excellent restaurants and facilities for their guests.

It should be noted that navigation is considered tricky in the Turks and Caicos. You can go from 2000 feet to 10 feet in no time and there are coral reefs scattered all about the shoals.


It is easy to fall in love with Provo thanks to its amazing vistas. A week on a charter yacht there would be extremely fulfilling and for those lucky enough to find themselves with no schedule at all. There is a plethora of places to go and things to do. Access to the island by plane is easy, thanks to the commercial airport with direct flights from Miami and Atlanta.

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SUPER YACHT TOYS

BY CAPTAIN JEFF WERNER

PHOTO CREDIT: YACHT CHANDLERS



There once was a time when water toys aboard yachts consisted of snorkel gear and a windsurfer. But as yachts evolved into "mega" then "super," the water toys were amped up as well. Now personal submarines, jet skis, flyboards and even water slides are all possible leisure activities aboard superyachts to keep guests and owners entertained.

Along with this increase in the fun factor, comes the need for crew to be trained to set up, maintain and operate the equipment safely. And they must provide the required instructions for their guests. Jet skis and waverunners have been around long enough for standardized training programs to be developed. The Royal Yachting Association (RYA) offers a day long certification course for personal watercraft (PWC) which includes "launching, handling and recovery skills, passage planning and decision making, high and low speed riding skills, essential safety information, collision avoidance and orientation at sea." In addition, the RYA certifies personal watercraft instructors, which allows

a yacht crew member to be trained as a PWC instructor and then offer the day-long certification course to the rest of the crew.

But what about submersibles? How do the builders of these vessels, competing in the rapidly expanding market sector of recreational submarines, approach training? Perusing the websites of four of the most well-known submersible manufacturers finds differing levels of detail about learning to operate and maintain the submarines they sell. While engineering, design and safety are all stressed on the web, not all the companies note the importance of training, but most do. One "has established a solid training program for submersible pilots, support crew and ship engineers," and another offers a "three-step pilot/technician training program [that] sets the standard for excellence in the industry." Only one luxury submersible company is mute on training, but it does mention "Just treat it like a tender!"



when referring to one of their models. This, a vessel with an operational depth of 120 meters.

One of the most popular toys aboard superyachts is the Seabob. What can best be described as a water jet sled with a tip of the hat to James Bond, the Seabob propels you along the surface and under the water like a porpoise. Fun...without a doubt. Safe...with proper training. Going too deep at high speed, operating underwater in poor visibility or being dragged through the water, all present hazards and new safety issues. While maintenance is pretty simple, not following the prescribed battery charging protocol will lead to a \$10,000 mistake.

Mega inflatable water slides, secured to the superstructure of a yacht, provide safe and easily monitored entertainment. But the yacht engineer tasked with setting one up or striking it on

a moment's notice may grumble a bit at the one to two hour time frame needed to get the job done.

Every new toy that comes on the market for superyachts, whether it is benign as a water slide or thrilling as a jet pack flyboard, requires a special skill set for the crew to operate. Combining training from the manufacturer, specialized schools and onboard continuing education will assure the shortest possible learning curve for the crew and a safe and enjoyable experience for the yacht owner and guest. ☺

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

SEAMagine's 2 Person Ocean Pearl submersible diving in Southern California off of Catalina Island



SEAMagine's 3 Person submarine at surface starting its descent in Costa Rica to a diving depth of 470 meters



TOP FIVE PLACES TO STAND UP PADDLE IN THE WORLD

BY SUZANNA THOMASINA



There's a new craze sweeping the world's oceans: stand up paddleboarding, an activity which is fast becoming one of the most popular sports across the globe. From New Zealand's Bay of Islands to the lakes and river of Whistler, in Canada, millions of people are jumping on their boards on the weekends to get fit, explore and have fun.

The sport – referred to by those in the know as SUP – is believed to have originated in Hawaii and remained there until the early 2000s when United States surfer Laird Hamilton ordered his first SUP blade and jumped on board. The rest, as they say, is history.

Laird, looking for ways to keep fit and train when the ocean was too calm to surf, discovered stand up paddling was a great substitute. And now it is impossible to put a figure on how many people have taken up the sport. Suffice it to say, it is now the fastest growing watersport in the world with gear sales up about 200 percent in the past year.

Part of the sport's popularity comes from the fact that, unlike surfing, sailing and other water-based activities, you can do it nearly anywhere: rivers, lakes, and oceans all making suitable grounds for SUP-ing.

Here is a list of five of my favorite spots from across the world:

SAYULITA, NAYARIT, MEXICO

Located just north of Mexico's popular resort of Puerto Vallarta and just past Punta Mita, Sayulita is a quiet destination which is a huge hit with 'paddlers.' The area annually hosts the Punta Sayulita Longboard & Stand Up Paddle Classic, and is this year the chosen venue for 2015 ISA World StandUp Paddle and Paddleboard Championship. The event, being held May 10 - 17, will mark the first ever ISA World Championship to take place in Mexico. A spokesman for the ISA said, "Mexico offers a rich coastline with many incredible destinations for Stand Up Paddle Racing and Surfing, and Sayulita is a perfect location to host the ISA WSUPPC. Sayulita is considered

the epicenter of Mexico's SUP community." For more information go to www.isasurf.org

THE FRENCH RIVIERA, SOUTH OF FRANCE

The Cote d'Azur is a huge center for sailing, with Antibes boasting the largest marina in Europe, but surfing has never taken off there due to the distinct lack of worthy waves. It is not surprising therefore that stand up paddling has taken off in a big way by the would-be surfing crowds that congregate in the South of France each year. There are endless destinations along the coast that paddlers can head to, such as the beautiful Ile de Lerins off Cannes, or merely along the azure blue coast with the Southern Alps in the background. There are many SUP-ing outfits for kit and boards along the coast from Saint Tropez to Menton, including Paddling in Antibes. www.paddlinginantibes-center.com

STEAMER LANE, SANTA CRUZ, CALIFORNIA

One of the top spots for SUP-ers in North America is Steamer Lane, in Santa Cruz, California. The coastline has a great range of breaks for stand up paddle boarders of all standards and in testament to its importance in the Californian SUP scene, it has been chosen as the location for the 7th annual Surftex Shootout in April. Presented by SUP the Mag and in conjunction with the Santa Cruz Paddle Festival, the shootout is a three-part event featuring some of the biggest names in SUP surfing. In addition to the coast, the region also offers paddlers the chance to travel through Elkhorn Slough, one of two remaining salt marshes in California where if you are lucky you will be able to catch a glimpse of a plethora of wildlife such as otters, harbor seals, and birds from your board.



CREDIT: PADDLING IN ANTIBES

SUNSET BEACH, OAHU, HAWAII

If you fancy going back to the roots of paddling, then a fabulous spot to head to is Sunset Beach, on the north coast of Oahu in Hawaii which this year hosts the 2015 Sunset Beach Pro, the first event of the men's Standup World Tour. Oahu is hugely popular among pro paddlers, but it also has lots of idyllic bays which make great SUP spots for beginners too. For example, explore the lagoon at Turtle Bay with the backdrop of the mountains and you will feel like you have discovered heaven on earth.



STUGIBSON/NAMOTU

NAMOTU ISLAND, FIJI

The Fijian island of Namotu has been hugely popular with surfers for years, and is now becoming just as favored amongst SUP followers. In fact, one legendary surfer Dave Kalama said recently that "if you have a bucket list and Namotu Island isn't at the top of it, then put it there." The waves surrounding the island, which is located just off the coast of Viti Levu in the Mamanuca Island Group, are ideal for stand up paddle surfing. The color of the water is also hugely appealing to SUP-ers, not to mention the stunning scenery!

ANITA VALIUM'S HANDY GUIDE TO INTERVIEWING



SJO ILLUSTRATIONS

The start of the season heralds the arrival of the greenie. Fresh from their superyacht zero to hero courses, bright eyed and bushy tailed (if they weren't in the crew bar last night doing jagerbombs off each other's belly buttons), keen, motivated and raring to go. Rosy-

faced from dockwalking, having handed out CVs or those funky mini business cards with a whole life squished around the photo. What's next? I think a visit to the agencies is in order!

Every crew publication known to man tells you how you

should conduct yourself at an interview. I have no time for such sensible advice, it's no fun to read. So, bear with me if you would, I'd love to give you a few handy hints for what NOT to do at your agent's interview.

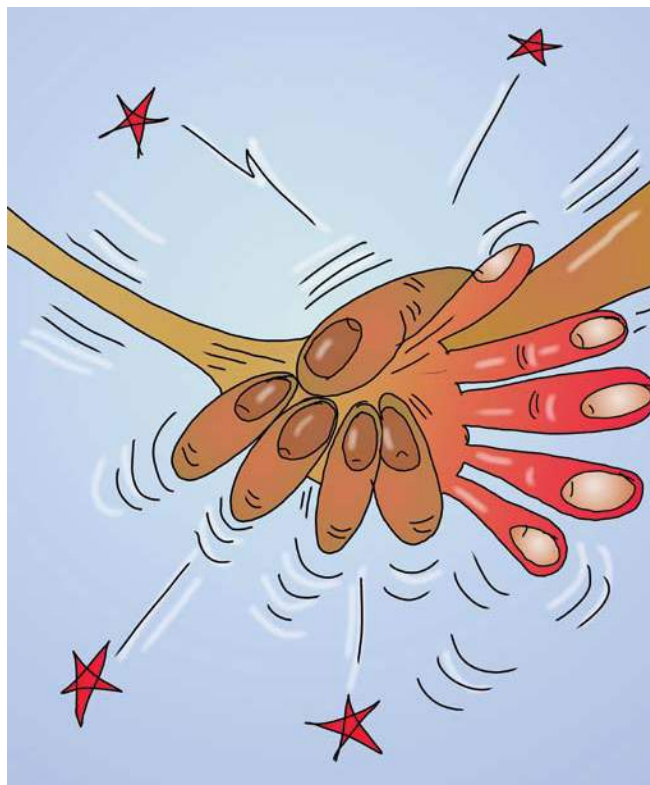
Let's talk first impressions. It's best not to arrive stoned/high/drunk. Have a wash before you roll up. I met a guy a few weeks back who not only smelled like the drain in the back of a brewery, he had the biggest, dirtiest chunks of eye fag I have ever seen. Looked like he had a fight with the sandman and the sandman won. Then there was this engineer who had to vomit in my bathroom one morning after a whole two minutes of "oh maaan last night was wiiiiild." Strangely enough his CV was shredded and record deleted.

Girls, you're probably going to be interviewed by a woman who remembers the days she could wear hotpants in the street without seeing grown men fleeing, screaming and clawing at their eyes, as a distant memory. For this reason I'd recommend you wear something crew uniform like. Not hotpants/miniskirt/bikinis. And definitely not those teeny tiny shorts that Rihanna wears; call me old fashioned but I believe shorts should be longer than one's vajayjay. This is a professional interview and women can be jealous old bats. If you look that good she might place you on a hooker boat and laugh about it afterwards.

Boys, don't arrive at the interview on a skateboard with your butt hanging out of your pants. Skateboards, sadly, do not mean mature, professional individuals who are serious about a career in yachting. Last summer a young man arrived on his skateboard, maybe 20 years old, floppy blonde hair and braces on his teeth, looking for a deckhand job, with his girlfriend in tow – she was wearing rollerblades and the full-on elbow/kneepad ensemble. Cute huh? Not cute. She was literally old enough to be his mom. I didn't know whether to offer her tea or to have an ambulance on standby just in case.

Interview etiquette 101: Don't start any sentence with "I don't want to tell you how to do your job but..." and don't ever tell me I'm wrong. I'm pretty good at what I do and I am never wrong. Ever!


Don't cough all over your hands then offer them for a handshake. That's just disgusting. And don't get me started on those flippy floppy wet fish handshakes either. And girls, learn how to shake hands like an actual adult. Don't give me your fingers to shake. I am not about to curtsy. By all means, feel free to curtsy when you meet me as I am Yachting Royalty these days, but don't expect me to return that gesture. I'm far too busy being regal.



SJO ILLUSTRATIONS

Don't flirt with me. You may be irresistible to all the girls you meet but please, I may look young and cheerful but I'm old and bitter. Besides, going on a hot date with a 19-year old is not on the top of my list of things to do. Don't ask me out for drinks either. That's like asking your teacher out on a date, or your brand new boss. If you see me out drinking however, I give full permission to buy me a tasty beverage, ideally with a brightly coloured tiny umbrella in it, and you'll get a gold star if it has a sparkler.

The point of an interview with a crew agent is to get them on your side and make them WANT to place you. I read a blog from some complete muppet slating us agents, saying how we don't care about crew etc., etc., violins poor me, but the truth is we really do. When I meet a goodie, I go out of my way to find them a job. You have to be proactive and prove to us you're worth placing, and you won't make us look bad to our clients, the captains and heads of departments. So if you rock up to see me and annoy me, keep on moving.

Now go get 'em tigers.... But do tune in next time for my next rant. 

Anita Valium is a hard nosed battleaxe of a recruiter with several years' experience. She's full of top advice and enjoys delivering it in her own very special, acid tongued way.

SOUTHEAST MARINAS

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

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| Jersey City | NJ | Liberty Landing | 201-985-8000 | 15' | 200' | 520 | ● | 30/100 Amp | | ● | ● | ● | ● | | ● | ● | 16 | ● |
| Deltaville | VA | Deltaville Marina | 804-776-9812 | 10' | 110' | 80 | ● | 30/50 Amp | | ● | ● | ● | ● | ● | | | 16 | ● |
| Deltaville | VA | Deltaville Yachting Center www.dycboat.com | 804-776-9898 | 10' | 70' | 78 | ● | 30/50 Amp | ● | | ● | ● | | | | | 16 | FREE |
| Manteo | NC | Shallowbag Bay Marina www.shallowbagbaymarina.com | 252-305-8726 | 6-7' | 65' | 72 | ● | 30/50 Amp | | ● | ● | ● | ● | ● | ● | ● | 16 | ● |
| Bath | NC | Bath Harbor Marina and Motel | 252-923-5711 | 8' | 70' | 43 | ● | 30/50 Amp | ● | | | ● | ● | ● | ● | ● | 16 | FREE |
| Morehead City | NC | Morehead City Yacht Basin | 252-726-6862 | 8'-10' | 200'+ | 88 | ● | 30/50/100 Amp | ● | ● | ● | ● | ● | | ● | | 16 | FREE |
| Beaufort | NC | Jarrett Bay Boatworks | 252-728-7100 | 10' | 135' | 30 | ● | 30/50/100 Amp | | ● | ● | ● | | | | ● | 16 | FREE |
| Charleston | SC | Charleston City Marina | 843-723-5098 | 25 | 300' | 415 | ● | 480v & 208v, 3 phase | | ● | ● | ● | ● | | ● | ● | 16 | FREE |
| Tybee Island | GA | Tybee Island Marina | 912-786-5554 | 14' | 165' | 70 | ● | 20/30/50 Amp | | ● | ● | ● | ● | ● | ● | | | ● |
| Amelia Island | FL | Amelia Island Yacht Basin | 904-277-4615 | 6' | 100' | 135 | ● | 50 & 30 amp | | ● | ● | ● | ● | | ● | ● | 72/16 | |
| North Palm Beach | FL | Old Port Cove Marina | 561-626-1760 | 15' | 200' | 202 | ● | 30/50/100 Amp, 480v & 208v, 3 phase | ● | ● | | ● | ● | ● | ● | ● | 16/8 | ● |
| North Palm Beach | FL | New Port Cove Marine Center | 561-844-2504 | 5' | 80' | 43 | ● | 30/50/100 Amp | | ● | ● | ● | ● | | | ● | 16/8 | ● |
| North Palm Beach | FL | North Palm Beach Marina | 561-626-4919 | 10' | 150' | 107 | ● | 30/50/100 Amp | ● | ● | ● | ● | ● | | | ● | 16/68 | ● |
| Boca Raton | FL | Boca Raton Resort & Marina | 561-447-3474 | 8' | 170' | 32 | ● | 200 Amp | ● | | | ● | | | ● | ● | 16 | |
| Fort Lauderdale | FL | Bahia Mar Yachting Center | 800-755-9558 | 14' | un-lim | 250 | ● | 30/50/100 Single & 3 Phase | ● | ● | ● | ● | ● | | ● | ● | 16 | |
| Fort Lauderdale | FL | Pier Sixty-Six Marina | 954-728-3578 | 17' | 290' | 127 | ● | 30/50/100 Single & 3 Phase | ● | ● | ● | ● | ● | | ● | ● | 16 | ● |
| Fort Lauderdale | FL | Hilton Ft. Lauderdale Marina | 954-728-3578 | 17' | un-lim | 33 | ● | 30/50/100 Single & 3 Phase | ● | ● | ● | ● | ● | | ● | ● | 16 | ● |
| Sarasota | FL | Hyatt Regency Sarasota Marina | 941-953-1234 | 6' | 38' | 32 | ● | 30/50 Amp | ● | ● | ● | ● | ● | | ● | ● | 16 | ● |
| Captiva | FL | South Seas Island Resort and Marina | 239-472-7628 | 10' | 120' | | ● | 30/50/100 Amp | ● | ● | ● | ● | ● | | ● | ● | 16 | ● |
| Bahamas | BS | The Marina at Emerald Bay | 242-336-6100 | 14' | 250' | 150 | ● | 30 & 50 single phase; 120/208 | ● | ● | ● | ● | ● | ● | ● | ● | 16 | FREE |
| Providenciales | TC | Blue Haven Marina and Resort | +16499469910 | 8.5' | 220' | 78 | ● | | ● | ● | ● | ● | ● | ● | ● | ● | 16 | ● |
| Fajardo | PR | El Conquistador Resort & Marina | 787-863-1000 | 12' | 70' | 35 | ● | 30/50/100 | ● | | | ● | | | | ● | 16 | ● |
| Canyon Lake | TX | Canyon Lake Marina | 830-935-4333 | | 85' | 449 | ● | | ● | | | ● | | | ● | ● | 16 | |
| Canyon Lake | TX | Cranes Mill Marina | 830-899-7718 | | 45' | 250 | ● | | | ● | ● | ● | | ● | | ● | 16 | |
| Austin | TX | Hurst Harbor | 512-266-1800 | | 100' | | ● | | | ● | ● | ● | | | ● | ● | 16 | |
| Clear Lake Shores | TX | Legend Point Condominiums & Marina www.legendpointmarina.com | 281-334-3811 | 7' | 48' | 254 | ● | 30/50/100 Amp | ● | | | ● | ● | | | | | |

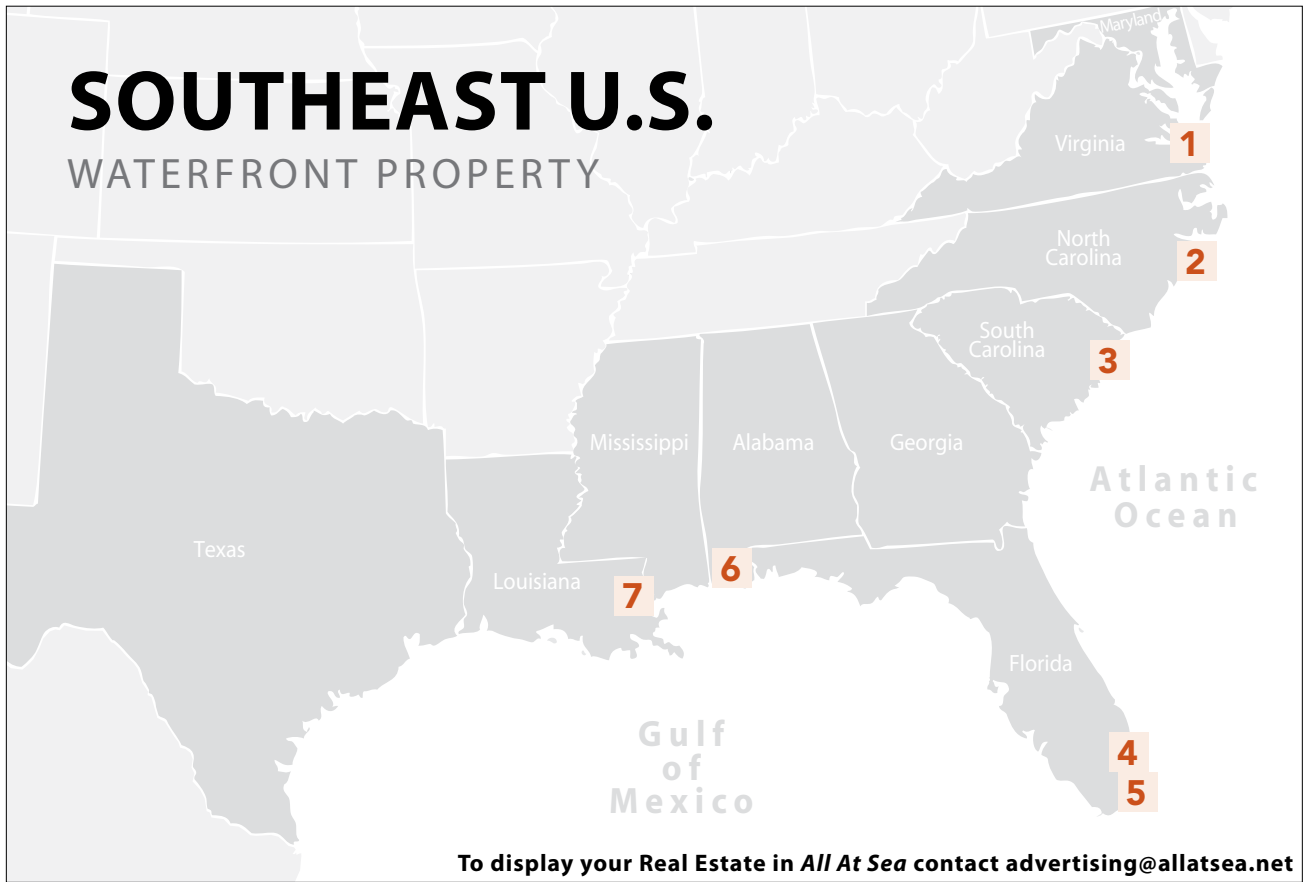
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SOUTHEAST BOATYARDS

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| | | | | Maximum Draft | Maximum Length | Maximum Beam | Maximum Air Draft | Power | Arrival Hours | Lift Type/Capacity | DIY Friendly | Electronic Shop | Carpentry Shop | Electrical Shop | Prop Shop | Paint Shop | Onsite Crew Facility |
|--------------------|----|--|--------------|------------------|-------------------|-----------------|----------------------|--------------------------|-----------------------------------|--|--------------|-----------------|----------------|-----------------|-----------|------------|----------------------|
| Jersey City | NJ | 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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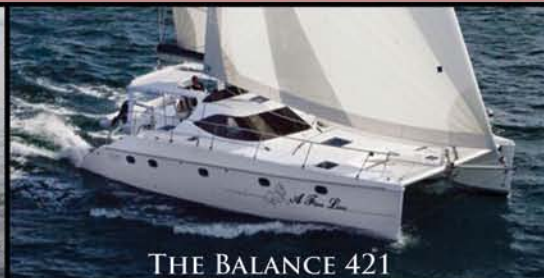
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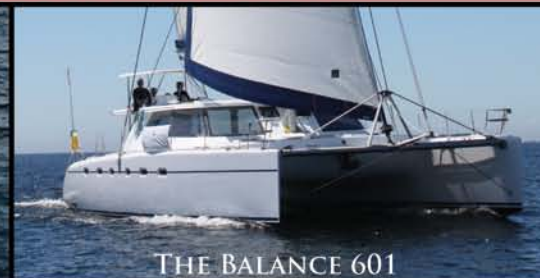
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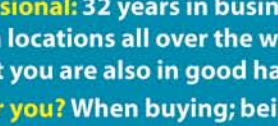
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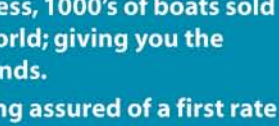
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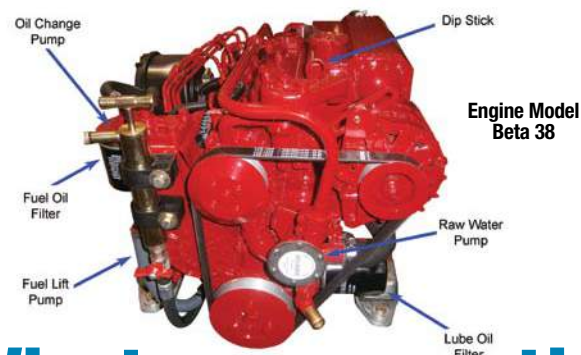
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TAPPING HOUSE: TECHNOLOGY ISN'T ALWAYS BETTER

BY TERRY AND CLINT BORAM

Many of the finest rums come from the islands of the Caribbean where tropical climates help develop the sugar cane and family recipes and traditions go back hundreds of years. Curious to see how a rum produced in the United States paled in comparison, we picked up Tapping House Grand Reserve Dark Rum at our local Total Wine & More. What we quickly discovered was island tradition trumps technology every day of the week.

ABOUT

The label states Tapping House is produced and bottled by TerrePURE Spirits in North Charleston, S.C. However upon further investigation, we learned the rum is really produced by Terressentia Corporation using their TerrePURE technology. Terressentia created a process to refine spirits faster, cleaner, and using less energy-intensive versus traditional methods. This technology allows companies like Total Wine & more to create a custom-branded spirit to build brand loyalty, expand their offerings, and let's be realistic, increase profit margins.

At \$17 a bottle, this private label product is very enticing, but can a high-tech process truly produce a rum that followers are seeking?

HE SAID

The nose is very unrefined, strong, and smelling of cheap liquor. But once on the tongue the taste is actually surprising. Fairly smooth with an extremely subtle sweetness. Reminds me of the Karo syrup my grandmother would thin with water to put on pancakes. You can definitely tell this rum is not extensively aged.

SHE SAID

Oh my. You want me to drink this? The nose reminds me of finger-nail polish remover. Strong, toxic, uninviting. There is a strong bite on the tip of my tongue but the finish is not unpleasant. It doesn't have the sweetness we are used to in a rum. Strangely enough, I'm almost thinking this is a blended whiskey instead of rum.

OVERALL

As a sipping rum this does not measure up. However, we would not discount it as a quick shot when just any spirit will do. Tapping House would best be used in drinks calling for gold rum or when you want to add an extra dimension to standard mixed cocktails.

This is a clear example where technology is not always a good thing. Rums need the time to sit, relax and absorb to create the complexities especially expected in a fine sipping rum.

OVERALL RATING: 2.75 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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