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THIS ISSUE

THE SOUTHEAST STATES' WATERFRONT MAGAZINE



PHOTO BY INGRID ABERY

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COVER SHOT: Coconut Grove Sailing Club sailors during their annual Halloween Howler Youth Regatta. | **Photo by Terry Boram**

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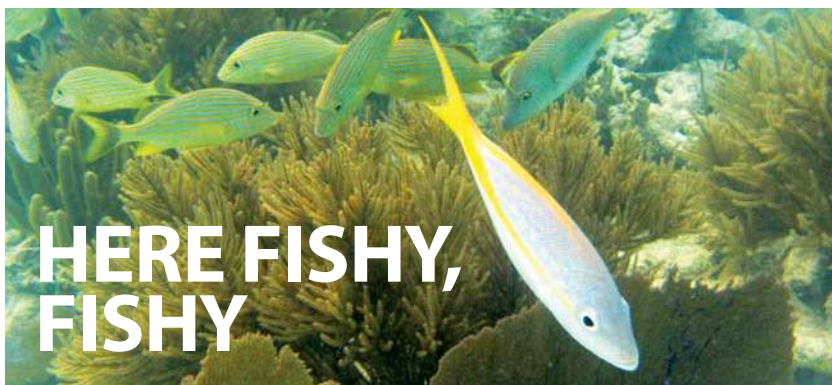
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I am allergic to cats and I will lay money that ALL cats on this earth know that. They jump on my lap, weave in and out of my legs and even walk across the top of couches to snuggle and give me kisses. There's a similar draw from fish. I definitely have a love-hate relationship with fish. The competitive side of me wants so desperately to catch one on the end of my fishing rod. What I will do with it once on the hook is another story. But if the truth be known...I can't believe an editor of a waterfront magazine is admitting this...I'm petrified of the suckers. Fish honestly creep me out. I swear, just like cats, they stalk me just for fun.

Case in point was during a recent trip to the Keys. We anchored behind Bottle Key, a remote mangrove on the Florida Bay that is known for nurse sharks sightings. Our first day there we set out in our dinghy to fish. The water was so clear we could see the fish chasing the lure. We did see some baby nurse sharks. They looked cute from the safety of our dinghy. The next morning I was out on the paddleboard, sitting of course, while Clint was fishing from the dinghy. He pointed out the sharks and I actually paddled in their directions. Suddenly a four foot tarpon swam along side my paddleboard and I let out a scream that scared the osprey out of their nest.

The next day we went snorkeling at Grecian Rocks. Guess who greeted me when I entered the water. Mr. Tarpon's five foot cousin! I sucked down some water with that scream.

May is the beginning of the Southeast Blue Marlin Tournament season. Jeff Dennis has provided you all the important dates to mark on your calendar. Captain Judy says May is Cobia time. She has some great tips to get this curious fish hooked. And we don't stop there with the fishing coverage. Christina Weber takes you step-by-step to build your own rod.

The kids will soon be out of school for the summer and heading off to summer camp. No longer are kids just sailing or swimming at camp. They sport fish, learn coastal ecology and explore marine life. I wish those camps were around when I was growing up. Maybe I wouldn't be afraid of fish.

May 16 – 22 is Safe Boating Week. Helen Aiken provides great information about proper use of flares and I explore the new National Safe Boating Council's program to get Personal Locator Beacons on all recreational boats. Both can save your life.

Make sure you read to the end to see the beautiful yachts racing in St. Barths. They are simply breathtaking.

If you have any fish stories you wish to share, drop me a line.

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



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Children ages 8 - 17 can paddle their way through summer at Sea Kayak Georgia in Tybee Island, Ga.



PHOTO CREDIT SEA KAYAK GEORGIA

SOUTHEAST NEWS

WATERFRONT HAPPENINGS AROUND THE REGION

PHOTO CREDIT THE NATIONAL MARINE MANUFACTURERS ASSOCIATION



Parties Meet in Key Biscayne Marine Stadium Legal Conflict

Key Biscayne representatives met with city of Miami employees in March for a conflict assessment session mediated by retired 11th circuit court judge Scott Silverman, the *Miami Herald* reports.

Village of Key Biscayne village sued Miami in early February over the city's plans to redevelop the Marine Stadium to host the boat show in February, 2016. Citing its concerns over \$16 million worth of improvements Miami wants to make to the undeveloped grounds east of the Marine Stadium, the village feels the large investment in the land will bring multiple events per year to the island, worsening traffic and causing safety issues.

However, Miami City Manager Daniel Alfonso said the city has not entered into agreements for other events at the stadium site.

Alfonso and Miami Deputy City Manager Alice Bravo said the conversation of future land use can take place, but that the threat of a lawsuit makes it difficult. "Let's not hold the boat show hostage while we figure all this out," he said.



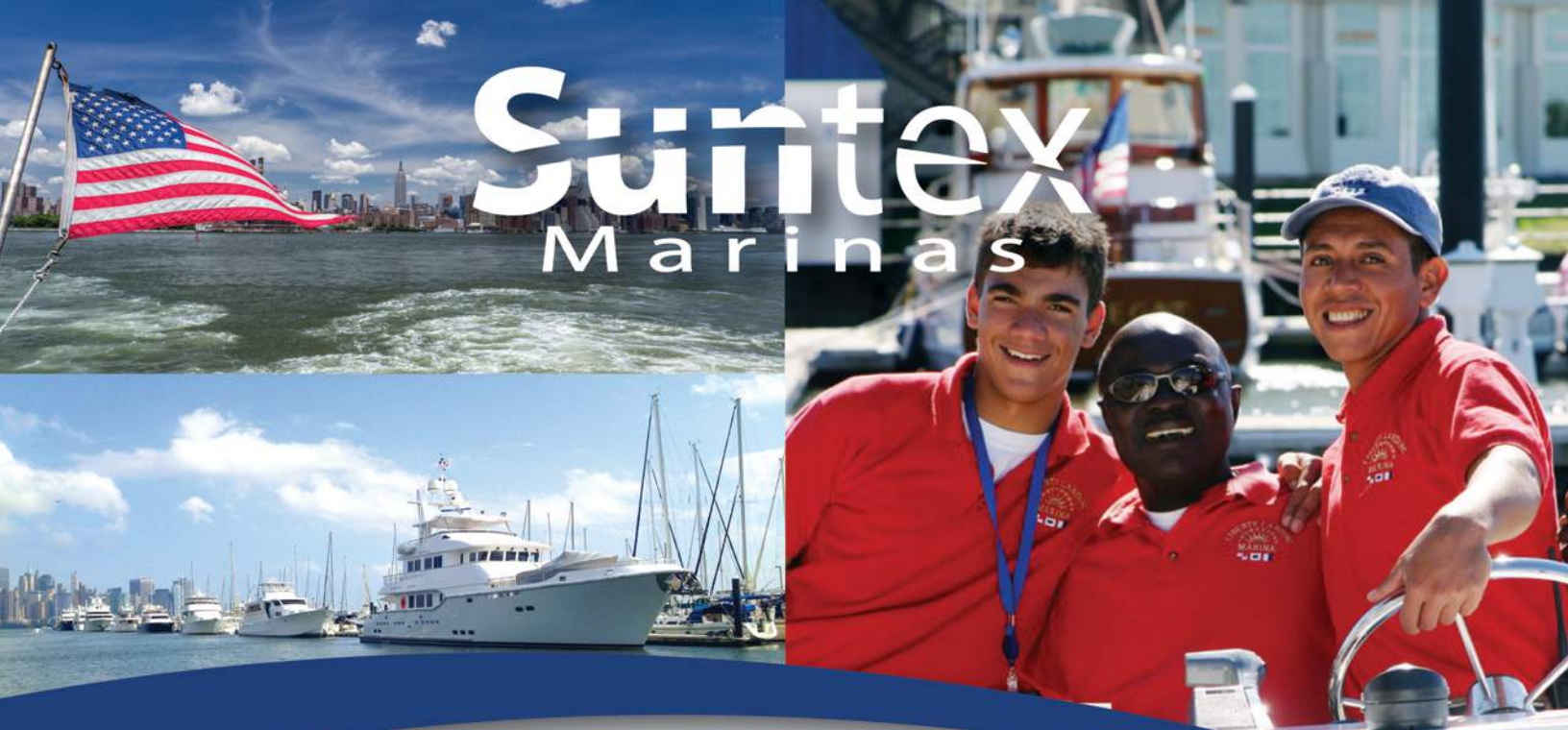
PHOTO CREDIT: BARI SPESARD

MTN Launches the First Live High-Definition TV (HDTV) At Sea

MIRAMAR – MTN Communications has announced another maritime industry first with the launch of its high-definition live television service at sea, MTN Worldwide TV HD (MTN-TV HD).

"MTN-TV HD delivers an amazing viewing experience onboard," says Graham Douglas, media and communications manager, P&O Cruises and Cunard. "We can now experience TV at sea like we can at home. We are so pleased with the service that we just used it on all our ships to broadcast the naming ceremony for our new build, Britannia."

This service launch starts with IMG's Sport 24 Channel in HD. The first-ever 24/7 sports channel designed for the maritime market, it is the most watched sports channel onboard MTN-TV customer vessels. Its 2015 line-up includes



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MTN-TV HD is available to the maritime market only through MTN. The new service enhances the broadcast quality of all the other MTN-TV channels, as well. The company has plans for further MTN-TV technology investments, particularly nearing the roll-out of the MTN High-Throughput Multi Spot Beam (MTN HTMS™) service next



year. Around the world, 137 ships subscribe to MTN-TV. The service broadcasts 11 channels of news, sports, entertainment and special events. In service five years this month, MTN-TV has broadcast 1,743 live special events, totaling 5,236 hours of major sporting events, awards shows, operas and ship-specific gatherings.

"We are proud to be the trusted provider of the world's first global HD TV at sea," said Bill Witiak, general manager, TV and Broadcast Services, MTN. "Delivering unmatched, live content at sea significantly improves the experience our partners can provide. It adds value to crew welfare initiatives and enhances opportunities for vessels to utilize television for operational and marketing requirements."

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

BEAUFORT, NC MAY 2

NC Maritime Museum
Wooden Boat Show
NCMaritimeMuseum.org
252-728-7317

DELTAVILLE, VA MAY 2 - 3

Deltaville Dealer Days
www.DeltavilleVA.com

HILTON HEAD, SC MAY 1 - 3

Hilton Head Island Boat Show
www.hiltonheadislandboatshow.com
muffy@windmillharbourboatshow.com
843-681-5600

HOUSTON, TX JUNE 3 - 7

Houston Summer Boat Show
HoustonBoatShows.com
713-526-6361

LANCASTER, VA MAY 9

Yankee Point Marina's
Kiwanis Boat Auction
www.yankeeptpointmarina.com/auction.html
sandie@yankeeptpointmarina.com
804-462-7635

MIAMI BEACH, FL MAY 29 - 31

South Florida Boat Show
southflaboatshow.com
info@professionalshowmanagement.com
954-946-6164

MOREHEAD CITY, NC MAY 16 - 17

Crystal Coast Boat Show
www.crystalcoastboatshow.com
dmcra@embarqmail.com
252-808-0440

SEABROOK, TX MAY 2 - 3

Keels & Wheels
Concours d'Elegance
www.keels-wheels.com
bfuller@4u.com
713-521-0105

FISHING TOURNAMENTS

ABACO, BAHAMAS MAY 6 - 9

Green Turtle Cay
Championship
www.bahamasbillfish.com

MAY 13 - 16

The Custom Shoot-Out
Fishing Tournament
www.abacobeachresort.com

MAY 20 - 23

Viking vs. The World
Shoot-Out
www.abacobeachresort.com

MAY 27 - 30

Treasure Cay Championship
www.bahamasbillfish.com
954-920-5577

JUNE 3 - 6

Abaco Beach Blue
Marlin Invitational
www.abacobeachresort.com

CORPUS CHRISTI, TX JUNE 7

IFA Kayak Fishing Tour
www.ifatours.com/

GEORGETOWN, SC MAY 3 - 31

IFA Kayak Fishing Tour
www.ifatours.com/

GULFPORT, MS JUNE 11 - 14

Mississippi Gulf Coast
Big Game Fishing Club
Jeff Alexander Memorial
Tournament
www.mgcbgfc.com

HOMESTEAD, FL MAY 28 - 30

Ed Glenn Memorial Dolphins
Days Fishing Tournament
www.Dolphindays.org
Leah@imageworkscorp.com
305-667-0399

JOHNS ISLAND, SC JUNE 3 - 6

Bohicket Marina Invitational
Billfish Tournament
bohicket.com
dockmaster@bohicket.com
(843) 768-1280

LAFITTE, LA MAY 31

IFA Kayak Fishing Tour
www.ifatours.com/

MOREHEAD CITY, NC MAY 7 - 10

Saltwater Shootout
www.bluewatermovements.com/saltwater_shootout/
info@bluewatermovements.com

MAY 30 - 31

Ladies Fish-Off
www.ladiesfishoff.com
ladiesfishoff@gmail.com
954-448-4687

JUNE 5 - 13

Big Rock Blue Marlin
Tournament
www.TheBigRock.com
director@thebigrock.com
252-247-3575

VENICE, LA MAY 26 - 31

Cajun Canyons Billfish Classic
www.ComeFishLA.com
info@ComefishLa.com
985-732-7280

SAILING REGATTAS

ANNAPOLIS, MD MAY 1 - 3

NOOD Regatta

MAY 9

SERC Spring Regatta

MAY 16 - 17

Lippincott Memorial &
Etchells Spring Regatta
www.annapolisyc.com

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NEW ORLEANS, LA MAY 1 - 2

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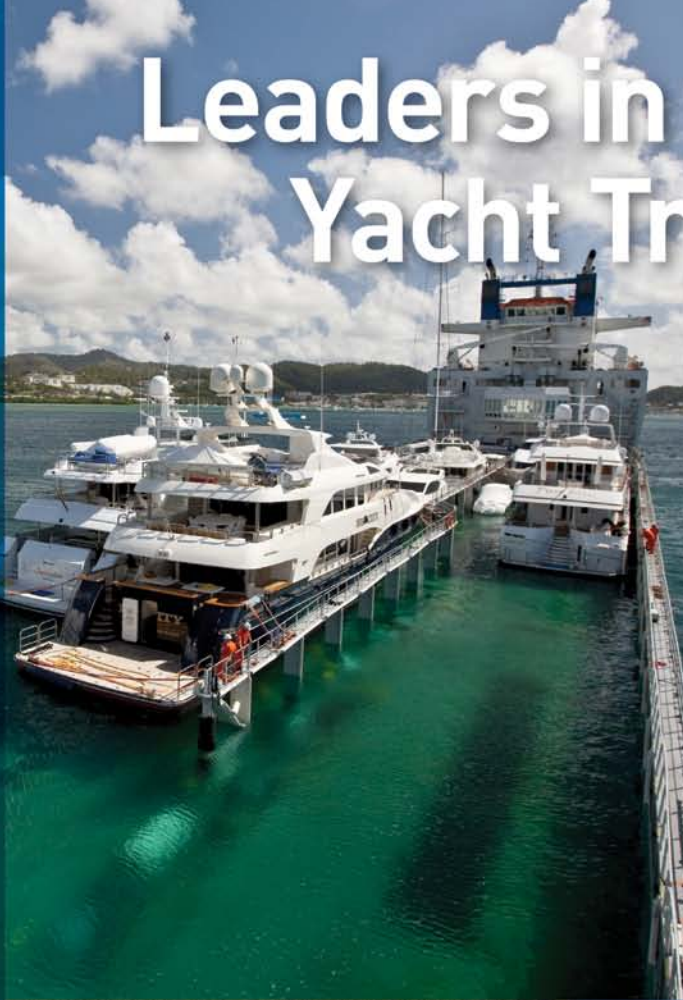
NORFOLK, VA MAY 30

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BIMINI BIG GAME CLUB RESORT & MARINA RECEIVING RENOVATION

ALICE TOWN, THE BAHAMAS – Southern California based Hankey Group of Companies announces a \$4.4 million renovation of the 51-room Big Game Club including update of the 75-slip marina docks and capital improvements providing among other items, new windows, sliding glass doors, rebuild of the glass-bottom dive boat and a new pool. The internationally regarded resort less than 50 miles from South Florida, is known for world-class diving, snorkeling and fishing and also offers kayaking, paddle boarding, and boating in a family friendly atmosphere.



James Gould, president of current hotel management, the Horizon Hotel Group, remarked, "We are very excited to be playing a pivotal role in the renovation of the Big Game Club. These improvements will enhance the overall guest experience -- one which we are very proud of today."

New Legislation Gives Gulf States More Control Over Red Snapper

FOND DU LAC – Mercury Marine, the world leader in commercial and recreational marine propulsion and technology, has joined the NMMA and others in support of the new red snapper outline signed in March by fish and game representatives from Louisiana, Texas, Mississippi, Alabama and Florida. The new regulation will give state fisheries control over the management of red snapper throughout the Gulf of Mexico.

The change in management from the national to a more regional approach is intended to provide a boost to recreational fishing and boating in the area. According to a joint statement, the management of red snapper will now run through an independent body called the Gulf States Red Snapper Management Authority and no longer reside within the Gulf of Mexico Fishery Management Council.

"Effective red snapper fisheries management is extremely important to both conservation and the marine industry," said John Pfeifer, Mercury Marine president. "Giving each state the responsibility for all management of red snapper in their respective state and adjacent federal waters is not only the right thing to do, but it's also the most effective way to do it well."

According to the official announcement, under this management structure, each state would have authority to manage red snapper out to 200 miles off its coastline. Each state would be responsible for developing and implementing a red snapper management plan for its waters, which would be approved by the rest of the states.

"We have long pushed for the states to take over Gulf red snapper, but until now, we haven't had a detailed plan for what state-based management would look like," CCA president Patrick Murray said in a statement. "Under this approach, we are confident that management outcomes will begin to align with the health of the resource and anglers' access to it."

Who Will Chug the Mug

SUBMITTED BY CAPT. ROBERT BERINGER

For 62-years now the Rudder Club of Jacksonville has hosted the world's longest river regatta—the Mug Race—on the tawny waters of the St. Johns River in northeast Florida. And as each edition of this venerable and mercurial event has unfolded, the competitors have come to expect the unexpected.

The winds in early May here can be anything from a snore

to a roar: Some years the 100 plus boats boil in the sun and struggle with the contrary tides to complete the 38-mile course before the 2005 cutoff time. Other years they wish they had brought foul weather gear as they soak and fly under scudding clouds and rain.

The race begins at 0730, with a pursuit start: slower fleets going first, and the speedy catamarans last. Running due north on the St. Johns, racers hope for a good quartering wind, followed by an onshore breeze in the afternoon. At the halfway point the boats converge on the 91-ft by 44-ft pass of the Shands Bridge and chaos ensues.

Traditionally the last boat in a race does not celebrate, but here the final blast of the horn is happily received by a boat that takes home the Corinthian Trophy. Those behind are towed back to the Rudder Club to celebrate and talk of how they will be the drinker of next year's mug.

<http://www.rudderclub.com/mug.html>

Thom Conboy Joins Heesen as Representative for North America, Mexico, Bahamas and Caribbean

Heesen Yachts has announced the appointment of Thom Conboy as Director of Sales in North America, Mexico, Bahamas and Caribbean. Based in Fort Lauderdale, Conboy will represent Heesen Yachts at the boat shows and develop a joint marketing campaign for the American market with the team headquartered in the Netherlands. Conboy started his career in yachting in the Eighties and has a very diverse background in the marine industry.

His expertise spans from new construction to repairs and refits of large yachts. His having worked both for shipyards and brokerage houses guarantees his knowledge of the sales process and yacht construction to be comprehensive. Conboy's understanding of the Heesen product and brand values is very deep, as his previous work for Heesen contributed to the international success of this Dutch company. Mark Cavendish, Director Sales and Marketing at Heesen Yachts comments: "Thom Conboy has enjoyed much success with Heesen in the past and we hope to repeat this in the future! Heesen's commercial strategy is currently focused on strengthening our presence in four regions (South East Asia, Russia, UAE and now North America) where we have developed partnerships with local representatives who market and promote our brand in their areas. We are delighted to have such a knowledgeable veteran of the superyacht industry in our team; I am confident that we will soon see great results thanks to Mr. Conboy's extensive technical knowledge of our yachts and great understanding of the American market."



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FC 60V, 90 & 180

(Polishing) Gallons Per Hour Models Available

FC 60 V

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PAINT GENIUS

BY GLENN HAYES

PHOTO BY BILLY BLACK COURTESY OF EMC



We are all familiar with some famous companies and innovative products born out of someone burning the midnight oil in their garage and ending up producing a product that changed their market. EMC, or Engineered Marine Coatings, (www.emcllc.net) is well on its way to making its mark in the marine paint market after doing just that.

Founded by college friends Brad Martin and John Boswell, EMC has produced a new line of hybrid paints unlike anything produced before. Boswell had a small center console that needed repainting and approached Martin (his old college roommate who was a triple major including chemistry) asking him to produce a paint that would be



PHOTO COURTESY OF EMC

easy to apply and would serve his purpose. Martin formulated what he thought would be a perfect paint in his garage and Boswell applied it. It worked so well and looked so good that people who saw the paint asked where they could get it. The entrepreneurial spirit in Boswell kicked in as they realized they might be on to something.

Approaching yards and potential customers on lunch breaks, weekends and evenings they slowly built up a client base, all while holding down full-time jobs. They would walk into a boat yard and tell them if they didn't believe how good this new paint was they should just try it. When they did they loved it. Boswell said "We come in with easy to apply high solids, one-to-one mix ratio product that anybody can mix and spray. The resins do the flowing so you don't need to reduce it to get that mirror finish. I can put the gun in an experienced painter's hand and the first time he sprays it is gorgeous. He doesn't have to do a lot of tweaking and figuring things out with this reduction or that accelerator." Boswell goes on to say that rolling, brushing and tipping this paint is also much easier and has better results than other products on the market.

Now that both founders are building the business full time they have seen tremendous growth, with sales increasing more than five times year over year. The secret to their continuing success is their innovative and unique paint – a

polyurethane acrylic hybrid that has the durability, pop and shine of a polyurethane and the reparability of an acrylic. It boasts an easy one-to-one mix which does not need reducers or accelerators because their resins are liquid at room temperature, unlike any of their competition. This translates to less solvents, better flow and coverage per coat of paint. EMC claims their paint can build the same mils of thickness in two coats that would take three with their competition.

Boswell also claims their paint retains its gloss and color better than other products on the market. With accelerated testing their competition retained 70% gloss after 3,000 hours (the usual stopping point that equates to 4-5 years in South Florida), EMC paints was at a 91% at that point and continued to 10,000 hours with a gloss of 87%. If the paint needs repair due to an accident, blending is very easy and can be done even years after application. With their product there is no need for waxes or buffing, and flaws after painting (if any) can be easily wet sanded and buffed out for a perfect finish.

With EMC's product line expanding out to hybrid varnish and clear coats with similar qualities to their paint, their future looks bright. Boswell says, "Introducing a technology that hasn't been seen on the market yet and following that up with customer service, that is an unbeatable formula." It seems they are making an impact "One boat yard at a time."



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NEW POWER

BY GLENN HAYES



COURTESY OF LEHR

Last month we showed some impressive new outboard options debuted at the Miami International Boat Show but they were not all that was new and impressive in marine power. Although the show was chock-full of high power, high performance outboards with never seen before horsepower and technology, there were also other innovative and groundbreaking marine power sources making themselves known.

LEHR, the rapidly growing and increasingly popular manufacturer of small propane outboards, introduced the largest engine of its line so far; a new 25 hp, 2 cylinder, 498cc SOHC four-stroke outboard. While smaller LEHR engines have gained popularity for small tenders, fishing craft and as kickers aboard sailboats and other craft, this new motor is ideal for rigid inflatable tenders, larger aluminum boats, pontoon boats and smaller center console skiffs.

LEHR has already proved that propane is a viable fuel for outboards with easy starting and no need for chocking, priming or dealing with gummy carburetors. Propane is also the equivalent of 110-octane gas, allowing for peak

motor performance and such environmental benefits as zero evaporative emissions. Also, with propane tanks there are no risks of spilled gas on deck or in the water.

The 25 hp model is available in 15 or 20-inch shafts and comes with pull or electric start. It can be purchased as a tiller model or remote steering with trim and tilt. Depending on the model, it can weigh between 172 and 197 pounds, offering weight savings and more deck space on the electric start models with a built-in lithium battery eliminating the need for a heavier external battery. Two sizes of composite liquid draw propane tanks are available with the 25 hp model – a 22 lb and a 31 lb tank, which equate to a 4-gallon and 7.5-gallon gas tank, respectively. LEHR states that the run time for this model is 4.7 hours at 3000 rpm, with the 22 lb equating to 1.1 gallons per hour. At 5000 rpm you can expect to get 2.1 hours, or 2.5 gallons per hour. With a 31 lb tank, the run time is extended to 6.7 hours at 3000 rpm or 3 hours at 5000 rpm. These rates are similar to some gas four-stroke 25 hp motors.

To create even more interest in these new motors and help some hesitant to make the jump to their propane motors,

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PHOTO BY GLENN HAYES

LEHR also introduced a Free Clean Fuel Program. The program, running from February to June 30, 2015, will allow anyone who purchases a motor manufactured by LEHR during that time frame, to qualify for a free fuel rewards card equal to a year's worth of propane. All the purchaser has to do is register his or her motor online at the program's site www.freecleanfuel.com.

Another propulsion system resulting from out of the box thinking is the new Volvo Penta Forward Drive FWD. This innovative drive looks a lot like the company's well-known IPS drive, except it causes a double take because it's facing what looks like the wrong way. Actually, according to Volvo Penta, it is the right way for anyone who wants to enjoy a day on the ski boat with fully adjustable and easily tweaked wake boarding or wake surfing experiences and then a smooth level and economical ride while not doing the aforementioned activities.

Creating a new alternative to the inboard and outdrive boats, these propulsion drives make good sense for boats targeting those who enjoy board sports. With dual rotating props facing forward and reversing the thrust, the drive pulls the boat through the water. Undisturbed water flowing through the props creates maximum power, allowing for efficient propulsion. Trimming the drive down draws the transom down in the water producing the same effect as ballast bags – without all the time and hassle. Large wakes that are fully and easily adjustable are created, allowing for exceptional wakeboarding and wakesurfing. Unlike traditional inboards or ballast loaded boats, the switch from ul-



PHOTO BY GLENN HAYES

imate wake producing vessel to comfortable and efficient cruiser is done with a simple trim of the drive. Fuel efficiency, speed, acceleration, tighter turn radius and even safety (with the props being under the boat and out of the way of those in the water) are all results of utilizing this new drive.

You can expect to see this drive on more and more boats as time goes by and people see the benefits and feel the ride for themselves. By increasing the ease of use, the performance and versatility of these craft, Volvo Penta just created a drive that will make a very popular and fast growing segment grow exponentially faster and bigger.

With all the new power options introduced recently there has never been a better time to be in the market for new power.



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FISHING IN THE BAHAMAS

STORY AND PHOTOS BY PAM WALL



I do not like to kill beautiful fish! But do I ever love to eat fish. While cruising in the Bahamas it is almost a sin not to have a fresh fish, or conch salad, or conch fritters, on your boat's dinner table! When checking into Bahamas Customs and Immigration remember to get your fishing license. You'll definitely need this permit to be legal. Now get your fishing gear ready because you are in for a great treat.

Whenever we cross the Gulf Stream to make our land-fall in the Bahamas we always tow a fishing line over the side in hopes of catching a mahi mahi before we get to the Bahama Bank. Trolling a long line with a yellow feather, or a silver twirling spoon, always seems to attract our dinner! Honestly, we installed a refrigeration system mainly for chocolate ice cream, but secondly to be able to catch a nice size mahi mahi, tuna, or wahoo and know that we can keep the fillets for several great meals in our little fridge. I never ever like to kill fish, especially the lovely colored silver and

gold, blue and electric green of the mighty mahi mahi, but I have to admit I begin to salivate the minute I see those fillets hit the frying pan. I love to eat fresh fish!

Once on the banks, believe it or not, we continued to tow the fishing line as we sailed. Amazing as it may seem, we caught a huge mouthed large grouper trolling on the banks while sailing in 12 feet of water. We can only think that Mr. Grouper was down under a ledge or rock, saw our spinning silver spoon skipping along the surface, swam up to get his lunch and gave us a real surprise catch! That has only happened once in all the time we have sailed in the Bahamas. Remember, groupers live deep below the surface, under rocks and ledges, and never come to the surface. This 10-pound grouper was difficult to reel in but well worth the effort. We continued to tow a fishing line across the banks for many trips afterwards but never caught another grouper! Miracles sometimes, and rarely, do happen!!

Snorkeling with our Hawaiian Sling has brought many a delicious meal to our table. The Hawaiian sling is a stainless steel spear launched from a tube of wood with rubber sling-shot type of mechanism. The sling operates much like a bow and arrow does on land, but energy is stored in rubber tubing rather than a wooden or fiberglass bow. Our afternoons always seem to be spent swimming in the clear water and looking for dinner! Peeking under the ledges, diving down on the coral, even chasing a crayfish from an old tire fallen to the sea bed, has its rewards that fill the tummy! Don't forget the spear gun is illegal in the Bahamas!

Quite honestly, after a sailing season in the Bahamas I can never enjoy the flavor or taste of a fish bought from a store, eaten in a good restaurant, or purchased at a local outdoor market. There is just nothing as delicious as fresh fish, caught from the sea, and flipped immediately into the frying pan!

Whenever we cross the Gulf Stream to make our landfall in the Bahamas we always tow a fishing line over the side in hopes of catching a mahi mahi before we get to the Bahama Bank.

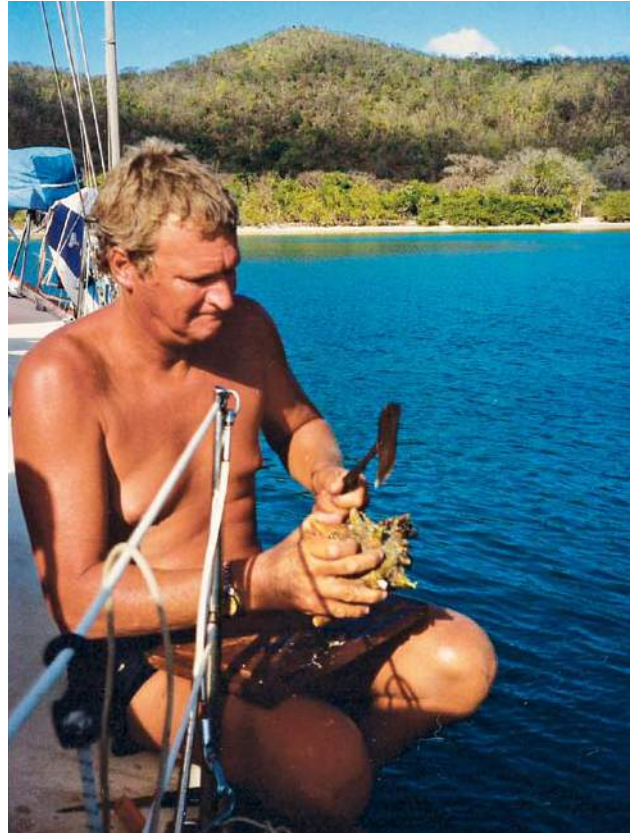
And, let's not forget the wonderful sweet taste of the conch! What a treat; what a job to find; what a slimy, gooey mess to clean, and what a laborious effort to grind or hammer or slice!! But, the end result is something so special I can hardly describe it. There truly is nothing more delicious than freshly caught conch salad, conch fritters, or cracked conch. I am drooling just writing about it!

I always take plenty of limes and lemons, lots of bread crumbs and onions, good oil for deep frying conch fritters. The delight of eating from the sea in the Bahamas is one of the great pleasures of cruising these very lovely and special islands.

So, if you see me floating by scanning the sea floor for my next meal, follow me back to my boat for dinner. Bring some of your catch as well. Remember dinner is being purchased from Mother Ocean and she is the best provider we can have!

Read more about how to catch a fish, on my blogs at www.pamwall.com and I'll see you in the Bahamas!!! 🍷

Find all the rules and regulations at: www.go-abacos.com/news/conian/new12-00/fishing_laws_abaco.html Be sure you are familiar with the Bahamian regulations before tossing a line.





EXTREME 40s, STADIUM RACING, & THE FUTURE OF PROFESSIONAL YACHT RACING

BY CAP'N FATTY GOODLANDER



Once upon a time in the late 1980s I spent a summer in Europe following the Formula 40 professional multihull racing circuit for *Sail* magazine. This was not easy. Often the pre-race parties were so good that I couldn't find the actual race venue—despite the regattas being three-day events attended by a large spectator fleet.

Regardless, I valiantly put my liver on the line for yachting. A few things were immediately apparent.

1. Pro yacht racing was held for the audience, not the sailors.
2. It was a race for column inches, media space, and television time.
3. The audience didn't know the rules nor care.
4. The racing action either had to be up-close or televised.
5. It had to be exciting to witness.
6. Blood and crashes were highly desirable.
7. There was big money in Euro sports.

That last part was something completely new to me. Up until then, I'd covered yacht racing for yacht racers—and the only reason the press was tolerated was to attract the regatta sponsor and/or to stroke the egos of the participants. Now, suddenly, all of France was rolling out the red carpet: yes, my translator would swing by in my complimentary rental car to drive me to the 5 star (fully comped, natch) resort—and say, would I be needing the helicopter for aerals all three days of the event?

Yes, of course, my room would be filled with flowers and media goody-bags! One final thing: any chance I could pen-

cil in Yves Parlier, John LeCam, or Eric Tabarly for dinner?

I had a swell time in England, France, Italy, Germany, Switzerland and a few other countries I didn't quite catch the name of. Why, I gained ten pounds in Paris alone! However, it was impossible not to notice a few inconvenient and unfortunate things like, nobody really cared about the races.

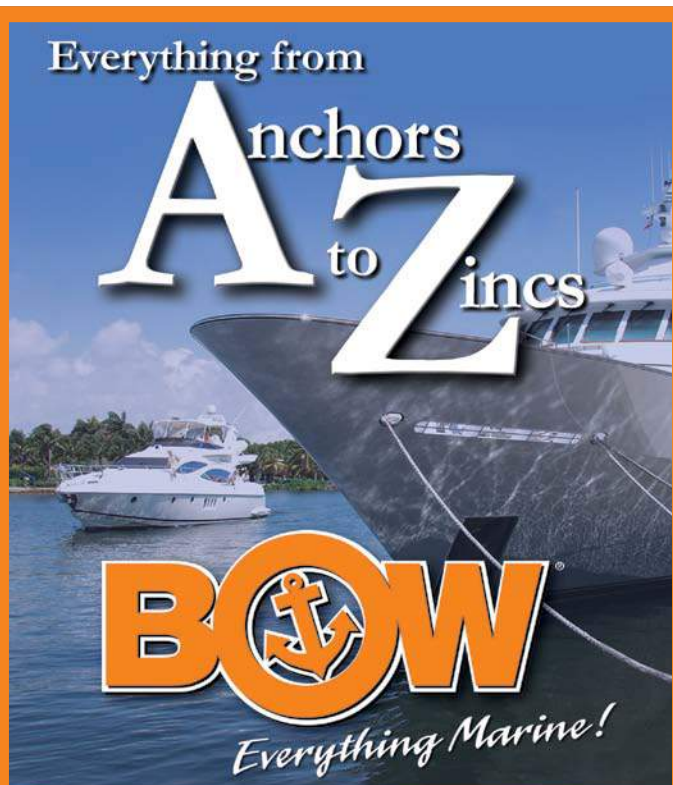
The Formula 40 circuit only took off commercially in France, really, where a yacht regatta might generate five to eight hours of live TV coverage. Otherwise, it was like bringing a giant aquatic circus to town—and not telling anyone.

Most of the venues were empty of spectators—with nary a television camera in sight. It's hard to sell tickets to a sport no one can see. The professional Formula 40 Pro circuit soon folded—fortuitously for me, as my liver was hanging by a thread.

I learned two major things: one, it was tough to get a professional yacht racing circuit off the ground, and, two, mooching at such Euro events was amazingly sweet.

Now let's fast forward almost 30 years. I recently attended the Extreme 40 event in Singapore—and I'm happy to say they lavishly wined and dined the press as well as I remembered. Even better, they had addressed each and every negative of the Formula 40 debacle.

1. The race was now called *Stadium Racing*.
The catamarans were never out of sight.
2. Formula One motorcar racing was the corporate model: the boats even have a 'pit lane.'
3. Crews wore helmets to hype the danger.
4. The regatta village was huge—and traveled from venue to venue with the boats.
5. There was constant digital coverage of every race broadcast continuously over the Internet.
6. As far as the spectators went, the simplified rules were: the first boat across the line wins.
7. The final race was worth double-points—everything conspiring for a photo-finish.
8. Crews are profiled and back-grounded extensively so we journos barely had to lift a finger.
9. Copyright-free copy, photos, and video are distributed to one and all.
10. Interviews were easily arranged, and if the skippers balked, they were beheaded. (Well, almost.)
11. Nationalism is stressed, as is team play, the Olympics and the America's Cup.
12. Sponsorship and signage were everywhere.
13. Sponsors included Land Rover, SAP, Pindar, GAC, Edox Watches, and Marine Pool.
14. The entire concept is owned by OC Sports—which is also involved in running, cycling, etc.
15. Organizers allowed hundreds of journalists and VIPs to feel the excitement as "sixth crewmembers."



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16. The course was set up to make collisions inevitable—the closer to the TV cameras, the better.
17. Every effort was made to accommodate the press, especially local and non-marine press.
18. The global sports press corps was courted worldwide—with no expense spared.
19. Computers analyzed every second of the races—and digitally and graphically preserved it.
20. Millions and millions of dollars spent by organizers at each venue.
21. There were lavish magazines given away, huge video screens, giant speakers blaring, etc.

And the end result was the same: nobody cared.

This is sad. As far as I know, the organizers, OC Sports, and the PR department of the Extreme 40s are doing every single thing right—to no avail. I, personally, cannot think of one single thing they could do better to promote such a professional yacht racing circuit. And it has, as near as I can tell, fallen flat on its face. Which isn't to say the Extreme 40 racing isn't good or the crews aren't having a ball. They are. Everything about the Extreme 40s is impressive—except no one ashore cares, and few in the corporate boardroom do either.

The only place it appears to be gaining a little traction is with its VIP Corporate Hospitality Centers—where corporations with deep pockets stroke their preferred customers.

And yet someone is spending millions here to make Stadium Racing a mainstream professional sport—and failing miserably. Who? OC Sports? The Sultan of Oman?

This isn't what I want to say. As a professional marine journalist of 30 plus years I sincerely want to write up a glowing report that someone has finally found the magic formula. Alas, I cannot.

I hope I'm wrong. I hope this is just a 'down' year and the Extreme 40s will come roaring back to replace the America's Cup.

But I doubt it.

In fact, I'm not sure how much longer the Extreme 40s will be around. Part of the problem, perhaps, is that yacht racing is intrinsically intertwined with vast wealth.

The sport denies its 'elitist

image' but it didn't get that image by happenstance. If a ghetto kid in America gets pissed off at the NFL, he can't take his stadium and go home. Wealthy people can and do.

Of course, I only have Singapore to judge by—but interest for Extreme Sailing in Asia is obviously ebbing.

In the international sporting public's eye, it is still the America's Cup which matters, maybe the Volvo, and not-much-else really. Sure, the English love Cowes; the French, the Route De Rhum; and the Aussies love the Sydney-Hobart race. But none of these events hold a candle to Formula One motorcar racing or Professional Tennis or Golf or even Pro Bowling or Pro Billiards... let alone Cricket, World Cup Soccer or the National Football League.

Hell, badminton is bigger!

Even worse, interest in the Extreme 40s appears to be waning even as more and more money is being spent to fan its base. In Singapore, the small crowd numbered in the low hundreds—with many people having no idea of what they were seeing. The sole bar in the regatta village had empty seats the entire time. Even the 'freebie' bar for VIPs and press was practically empty.

Hard liquor is expensive in Singapore. When you can't give it away to sailors and journos, you're in serious trouble.

Last year, many of the hottest America's Cup skippers participated in the Extreme 40s—this year none did. In or-

der to keep the entry numbers up, private (read: rich folk) teams from Turkey and Russia, etc., were invited to attend.

For me, the saddest part was hearing a roomful of totally unknown sailors being repeatedly described as the 'the world's best' and 'the world's most famous' yacht racers.

Sure, the boats are a bit stodgy. They don't foil. But foilers aren't maneuverable enough for these crowded courses—and they are too fragile as well.

Besides, if you made the race course bigger and the boats bigger—would that make the racing more exciting or less? One thing is for certain—it would make conducting the races more expensive. And it is already damned expensive moving an entire regatta and its village from country to country ten times a season.

Our old Formula 40 lament was all about TV airtime. We sailors felt that traditional television networks were the gatekeepers—and that as long as they denied us their cameras, pro yacht racing would get nowhere.

In the international sporting public's eye, it is still the America's Cup which matters, maybe the Volvo, and not-much-else really.

The Internet changed all that. Now anyone in the world can follow a digital simulation, almost in real time, tack by tack—but only few do. The technology is there—just not the interest. In fact, no one seems to know how many Internet viewers there are for the Extreme 40s—which is a sure sign the number is so low as to be unmentionable.

High quality daily video is provided each day and after every regatta. Whether anyone is viewing it is unclear.

This is especially puzzling in the GoPro-crazed age when almost any idiot's sports video is splashed on YouTube to good commercial effect.

The parent company of OC Sports claims to have offices in England, Switzerland, France, and Singapore, with telephone landlines at the first two locations. Regardless, OC Sports has done a superb job of promoting China's Dongfeng racing team and various other yacht racing events. They seem like a hardworking, imaginative, and creative bunch. I wish them well. But getting couch potato landlubbers interested in yacht racing ain't easy—and somebody is learning this lesson the expensive way. (end) 

BIO NOTE: Fatty and Carolyn have just published CREATIVE ANCHORING and are celebrating by meandering northward in the Malacca Straits.



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CHESAPEAKE BAY TESTING

Boating media representing over 1,000,000 readers were aboard the 81' R/V Rachel Carson for the Chesapeake Bay anchor holding power tests. Here is what a few had to say about the 21 lb (10 kg) aluminum-alloy Fortress FX-37 which was tested along with 10 other steel anchors weighing from 35 lbs (16 kg) to 46 lbs (21kg):

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"There was no stopping the performance of the Fortress once it set into the mud."

"From all calculations, the Fortress FX-37 was buried 13 feet in the mud – a testament that when set properly for the conditions the Fortress digs in and stays."

BOAT US / SEAWORTHY

"The FX-37 at the 45-degree fluke angle was the overall holding power winner with three sets holding over 1,000 pounds and two sets exceeding 2,000 pounds."

BOATS.COM

"Fortress' anchors performed best in the four-day anchor throw-down."

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BLUE MARLIN TOURNAMENT PREVIEW

STORY AND PHOTO BY JEFF DENNIS



The Carolina Billfish Classic awards a new truck for a S.C. state record dolphin

Summer gets off to a fast start for offshore fishing season. Pelagic species begin their spring migrations with the arrival of warmer temperatures and ocean currents. The offshore angler scene is anchored by a love for saltwater fishing, but the intangibles derived from the quality of fellowship during competitions are just as important as the scream of the reel and the bedlam that ensues in the cockpit after the shouting of two words – FISH ON!

Newbie anglers are often shaped and molded at the billfish tournaments of the Southeast since the size of the sportfisher boats allows for multiple anglers and observer passengers as well. Youth are exposed to the brine, the sun, the anticipation of trolling six lines across a temperature break and a color change in the water that just reeks of textbook fishing grounds. Lady anglers are now a regular part of the modern tournament format, with special prizes for most releases by a female.

The South Carolina Governor's Cup Billfish Series will consist of four tournaments in 2015, due to the cancellation of the Edisto Marina tournament. This means that the 2015 Series will now be decided at the final event at the Mega-Dock tourney in Charleston. Another development from

the South Carolina Series is the Carolina Billfish Classic (CBC) will shorten their schedule from three days of fishing to just two fishing days. To further fuel the offshore frenzy the CBC will also reward a new South Carolina state-record dolphin with a 2015 Ford F150 pickup.

The Bahamas Billfish Championship (BBC) began 2015 with a change in ownership after longtime steward, Al Behrendt, retired. The BBC retains Jennifer Dudas as the tournament director, to build on the 40-years of history at the Championship. Meanwhile, the Texas Billfish Championship (TBC) announced in February that they will be taking a couple of years off, but are hopeful to return bigger and better one day. They also cite thanks for the lifelong friendships and memories made at the TBC, which is the purpose of all blue marlin tournaments.

Good Luck Fishing!



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

2015 SOUTHEAST BLUE MARLIN TOURNAMENT CALENDAR

NORTH CAROLINA GOVERNOR'S CUP

Hatteras Village Offshore Open
MAY 12 – 16
hatterasonmymind.com

Swansboro Rotary Memorial Day
Bluewater Tournament
MAY 22 – 24
www.kingbluewater.com

Cape Fear Blue Marlin Tournament
MAY 27 – 30
Wrightsville Beach
www.capefearbluemarlin.com

Big Rock Blue Marlin Tournament
JUNE 5 – 13
Morehead City
www.thebigrock.com

Hatteras Grand Slam Tournament
JULY 8 – 11
www.hatterasgrandslam.com

Barta Boys and Girls Club
Billfish Tournament
JULY 16 – 18
Beaufort
www.bartabillfish.com

Ducks Unlimited Billfish Tournament
JULY 23 – 25
Morehead City
www.ncdubillfish.com

Pirates Cove Billfish Tournament
AUGUST 10 – 14
Manteo
www.pcbgt.com

SOUTH CAROLINA GOVERNOR'S CUP

Georgetown Blue Marlin Tournament
MAY 20 – 23
[georgetownlandingmarina.com/
fishing-tournaments](http://georgetownlandingmarina.com/fishing-tournaments)

Bohicket Marina Invitational
Billfish Tournament
JUNE 3 – 6
John's Island
bohicket.com/events

Carolina Billfish Classic
JUNE 18 – 20
Mount Pleasant
www.fishcbc.com

Megadock Billfishing Tournament
JULY 8 – 11
Charleston
www.megadocktournament.com

BAHAMAS BILLFISH CHAMPIONSHIP

Guana Cay Championship
APRIL 22 – 25
Guana Cay, Abacos
www.bahamasbillfish.com

Green Turtle Cay Championship
MAY 6 – 9
www.bahamasbillfish.com

Treasure Cay Championship
MAY 27 – 30
www.bahamasbillfish.com

Marsh Harbour Championship
JUNE 10 – 13
www.bahamasbillfish.com

FLORIDA BILLFISH TOURNAMENTS

Blue Water Fishing Classic
MAY 29 – JUNE 1
Miami
www.bluewaterfishingclassic.com

Emerald Coast Billfish Classic
JUNE 17 – 21
Destin
www.fishcbc.com

Pensacola International
Billfish Tournament
JUNE 24 – JUNE 26
www.pbgfc.com/international-billfish

Key West Marlin Tournament
JULY 22 – 25
www.keywestmarlin.com

ALABAMA BILLFISH TOURNAMENTS

Orange Beach Billfish Classic
MAY 13 – 17
Orange Beach
www.orangebeachbillfish.com

Blue Marlin Grand
Championship of the Gulf
JULY 7 – 12
www.thewharfmarina.com/BMGC/

MISSISSIPPI BILLFISH TOURNAMENTS

Mississippi Gulf Coast
Billfish Classic
JUNE 1 – 7
Biloxi
mgcbc.com

LOUISIANA BILLFISH TOURNAMENTS

Cajun Canyons
Billfish Classic
MAY 26 – MAY 31
Venice
www.comefishla.com/ccbc

New Orleans Invitational
Billfish Tournament
JUNE 11 – 13
Port Eads
www.nobgfc.com

TEXAS BILLFISH TOURNAMENTS

Lone Star Shootout
JULY 21 – 26
Port O'Connor
TheLoneStarShootout.com

Texas Legends
Billfish Tournament
AUGUST 5 – 9
Aransas
www.txlegends.com

BERMUDA TRIPLE CROWN

Bermuda Billfish Blast
JULY 3 – 7
Hamilton
www.bermudabillfishblast.com

Bermuda Big Game Classic
JULY 9 – 13
Hamilton
www.bermudabiggame.com

Sea Horse Anglers Club
Billfish Tournament
JULY 15 – 19
Hamilton
www.bermudatriplecrown.com

ROD BUILDING

STORY AND PHOTOS BY CHRISTINA WEBER

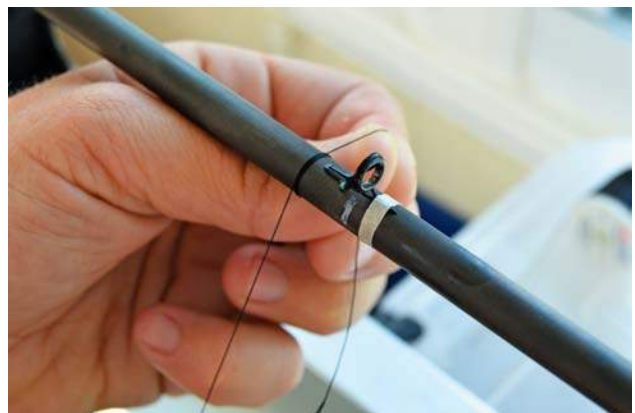


Sometimes I feel like Goldilocks - this rod is too stiff, this rod is too light, but this rod it's just right. There's a reason fishermen need fourteen thousand rods to sustain our addiction. Every single rod was designed with a purpose in mind. When I started to become a more serious beach shark fisherman I quickly discovered there was no rod on the market built for this style of fishing and fishermen were building their own custom rods. This was my entry into building my own rods. My focus was the quality of components and the placement of these components. I had to build a rod to fit me and my personal style. Here I am years later with MHX as my sponsor putting my heart and soul into every throw during tournaments. It brings an entirely new meaning to each cast.

Everyone can build their own rods knowing these three easy steps.

Step 1: Choosing your components.

Are you wanting a new frog rod, a beach tarpon rod, or a spillway special snook rod? Only with a clear purpose can



you build the right rod for you.

Now take one of your existing rods and make a list of everything you see on it: blank, guides, whether the grip is cork or EVA, reel seat, thread, epoxy, butt cap, fore grips, hook keeper and the list can easily go on. This list will give you a great heading. Begin with the blank. It's fairly easy to get an idea of which blank will work for you. Remember,

Rise to the Occasion

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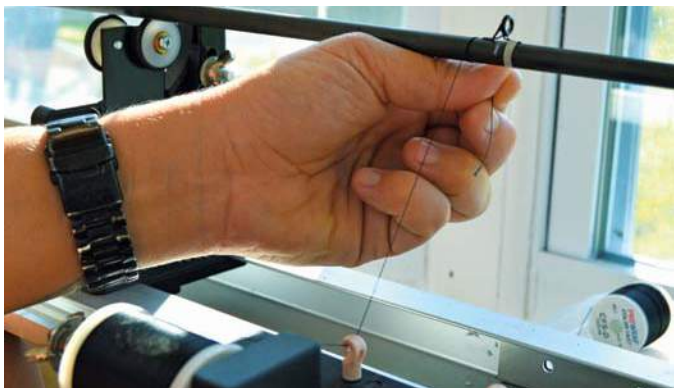
Boston Whaler's innovative helm companion area lets passengers join the captain in climate-controlled comfort, with reversible portside seating and a handy wet bar. Below deck, the award-winning Dynamic Cabin System features

a spacious dining area that converts at the push of a button to form a plush V-berth bed. Connect with family, entertain a crowd, or overnight in style. With the new 345 Conquest, every outing is a special occasion.



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just because it says it is a jigging rod for bass fishing doesn't mean you need to use it for that. Gander around at the length and weights. Not the physical weight of the rod, but it's suggested line weight or lure weight. It will give you an idea how light or heavy it is.

A good place to find everything you are looking for is by visiting Mud Hole Rod Building and Tackle Crafting in Oviedo, Fla., either online or in person. There isn't a single soul in that building that can't assist you.

Step 2: Getting the right tools and proper equipment.


You can make this as expensive or as inexpensive as you'd like. At ICAST 2014, Mud Hole released a hand wrapper that was \$10. Now this is certainly not ideal for long term or even more than three times, but it is worth \$10 to experience some of the process. For \$180 you can buy a complete rod building start-up kit that includes a power wrapper and dryer - two important tools to a successful rod build. There are many little parts and pieces that go into the actual build itself. These include threads, epoxy, glue, tape, brushes, cups, adhesive stick, rod build finish and a few other miscellaneous items that cost near to nothing. Time, blank and components will be the biggest expense in most cases.

Step 3: The build

Now that you've spent hours of conversations with Mud Hole and your buddies, it's time to build. Your very first step will

be to find the spin of the rod. Place the tip on the ground and take the rod butt in your palm. Begin to twist the rod so it turns and as it turns it'll almost pop when it hits that sweet spot. This is when you know you've found the spin of the rod.

Depending on whether it's a spinning or a baitcaster will determine which side you place the guides and reel seat. You need to glue the grips and reel seat on first to help you place the guides properly. When placing the guides you aren't just throwing them on there in a manner that looks exciting to you. There's a rhyme and reason for everything; this is no exception. If you got your supplies from Mud Hole they usually include a map of the required distance between each guide. Otherwise find a rod of yours that is similar to set the guides exactly the same. Once you've placed the guides you want to give it a sight test by running a line through the guides and bending the rod to see if the line touches the blank. You do not want the line touching the blank. This is where I start to feel like I'm going down hill. Once the guides are placed all I have left is threading, epoxy, rod finish and letting her dry. A little blue accent here or there and a Florida state decal epoxied above my fore grip and I'm good to go.

Make this a fun process. Rod building doesn't have to be crazy and you will be surprised how easy it is to do a lot of very simple custom details that make your rod yours. Adding accents of your favorite color or favorite sports team can be thrown into any single component and for someone who likes things simple and clean these items are perfect. 

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MAY IS COBIA TIME!

STORY AND PHOTOS BY CAPTAIN JUDY HELMEY



Cobia can't resist the Cobia Candy lure!

May is 'Cobia Time' in Savannah, Georgia! This is one fish that sparks the interest of many offshore as well as inshore fishermen. When cruising near the surface the cobia looks like a cross between a big catfish and shark. When one of my customers yells, "shark" I grab my standby ready rod, hit the deck, and start looking for a cobia.

The cobia are curious fish. They are attracted by noise as well as any sort of provided shad. Believe me, my customers provide the noise and my boat provides the shad. I know this will sound crazy to you, but I've come up with a winning combination at catching yourself a cobia. When this fish passes by my boat then starts to swim away I simply grab an empty can and throw it behind the fish. When the can hits the water the fish picks up the vibration and most of the time makes a turn back towards the boat. This is a proven suggestion to get your best chance at seeing or catching a cobia.

Cobia are also known for swimming with sea turtles, sharks, whale sharks, ocean sunfish, and manta rays. They are big fans of objects floating on the surface such as jetsam and flotsam. When I am heading offshore I am always looking for any of the above, because these things provide a target rich environment for a cobia. If you happen upon any of these things stop your boat before you get real close or else if there is a fish it will most likely swim right to your boat. Be prepared with some sort of live bait such as cigar minnows, Spanish sardines, pinfish, eels, or live shrimp.



Brother and sister Jim and Liz Cain definitely had it going on in the fish catching department! Liz did catch the biggest cobia that day, but she could not pick it up!

If you don't want to mess with real bait then I suggest using a jig that has been proven by me many times over! Its nickname is Cobia Candy by WhoopAss Tackle Company! When working this lure up and down, even when the fish is hitting it, whatever you do, do not stop the movement. A fleeing bait fish moves at different angles to get away from a hungry fish. This happens especially when the fleeing bait fish is caught out in the open water and can't find any sort of cover. All the bait fish has is its ability to confuse its aggressor. The good news is that your WhoopAss Jig is not a real fish it's just an extension of what you think one acts like. All I can say now is, "Work it like a fleeing bait fish thinks and the hooking up deal is done!"



Captain Judy Helmey owner of Miss Judy Charters and a proud member of Captain Cefus's Nuts and Bolts WhoopAss Tackle Fishing Catching Team!

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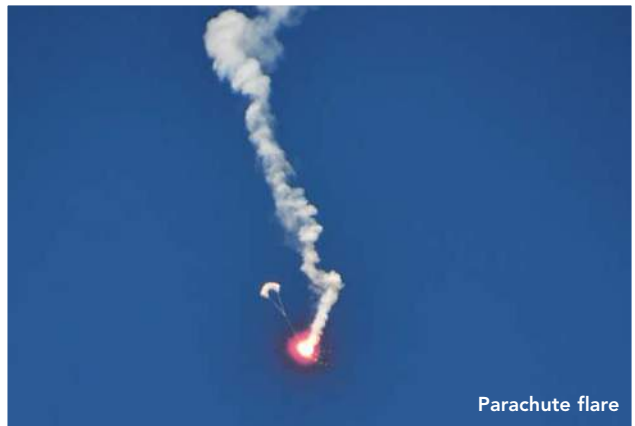
FLARE TYPES AND REQUIREMENTS

STORY AND PHOTOS BY HELEN AITKEN

Marine flares are listed under two categories: United States Coast Guard (USCG) approved flares, and Safety of Life at Sea (SOLAS) which meet minimum international requirements but are not certified in the United States. USCG approved flares are required for recreational boats when used on U.S. coastal waters, the Great Lakes and territorial seas with connected waters, and U.S. owned boats operating on the high seas. Boats under 16 feet, participating in organized events such as regattas or parades, open sailboats under 26 feet without motors, or manually propelled boats are exempt from carrying flares during daytime use however must carry when operating at night.

Flares come in handheld and aerial types. Handheld flares produce flames or smoke. Flare guns and flare tubes launch aerial flares, emitting a red or white smoke trail, or launch a parachute and red smoke trail. Different chemical combinations produce the flames or smoke. Orange smoke flares are for daylight use, while red and white flares are primarily used at night. Their burning times and distance vary by flare type. Flare guns are considered a firearm in some states. Check your state regulations before purchasing.

Vessels are required to have three unexpired flares. The



Parachute flare

USCG approved flares are stamped with an expiration date and certification number. They expire in 42 months, and by law must be replaced, or boaters suffer a penalty of \$1,100. Inland boaters require handheld red flares and/or aerial flares. Coastal daytime boaters going occasionally offshore require handheld red flares, orange smoke flares, and aerial flares. Extended time offshore boaters should carry SOLAS approved handheld flares, smoke flares and aerial flares. Igniting a red flare without an emergency is illegal.

Orion handhelds (with cardboard tubes) have been the only marine USCG approved flare for 50 years. To activate remove the plastic cap and strike the cap across the igni-

tion button. Additionally, Aurora is the newest USCG approved (steel tube) red flare on the market, having a cord that's easily pulled upward for flare activation, or downward for orange smoke flares.

"Expendable flares from search and rescue cases usually end up in the ocean," said BM1 JJ Kinstrey, Operations Petty Officer, USCG, Motor Lifeboat Station, Fort Macon, NC. "...there is really no way to put it out until it burns out. If dropped in a plastic bucket of water on a boat it will just burn through the bucket and your boat." When completely burned out, then cool it with water.

Flare workshops are available from the USCG, Coast Guard Auxiliary or US Power Squadrons. CG Auxiliary, Power Squadrons and many fire departments, will take expired flares. "However, I recommend to people they actually keep them on the boat," said Kinstrey. "If I am ever sinking in my boat, I want a giant bucket of flares to use rather than just three. You're allowed to keep old flares as long as you have the required amount of good ones to pass inspection or a CG boarding. I have never seen a flare that failed to fire and I have shot off some pretty OLD flares," said BM1 Kinstrey.

Flare Tips:

- Many emergencies occur at night, so learn about flares in the daytime.
- Read the flare package for directions, usage and burning time.
- Inspect your flares yearly. Mark expired ones and keep them together, using new flares first. Add fireproof gloves to a watertight storage unit, away from heat and accessible.
- Remove flares from long-term stored boats.
- Store flare guns unloaded. In a "hang-fire," wait 30 seconds before ejecting the cartridge.
- Don't use bent or broken flares, and never put flares in the trash or incinerate.
- Hold red flares 45 degrees outward so the slag does not drip on your hand, on combustible materials, or onto the boat. Do not breathe the smoke.
- Shoot aerial flares after identifying possible rescue vessels. Aim leeward, at one o'clock for the greatest visual attention, and prepare to use other flares.

(Sincere thanks to BM2 Matthew Asire and BM3 Cameron Haywood, Petty Officers at the US Coast Guard Motor Lifeboat Station Fort Macon, Atlantic Beach, N.C.)

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



Sue LaPalme demonstrates flare gun.



Cameron L. Haywood demonstrates proper handheld red flare use



SUMMER CAMPS – KIDS CAN DIVE, PADDLE, FISH, EXPLORE & MORE

COURTESY OF IGFA

There's nothing like being on the water when you're a kid and it's summer. Scuba, paddling, fishing and learning the ins and outs of marine science in a fun hands-on way, are the focus of several summer camps throughout the southeastern United States. Here is a sampling:

Go Boating. Kids ages 8- to 16-years can sail, canoe and kayak as well as waterski, wakeboard, fish, tube and pontoon boat at Sandy Hill Camp, located on over 200 acres in the Upper Chesapeake Bay, near North East, Md. "We're at the headwater of the Chesapeake, so it's fresh water with no sharks or jellyfish. It's the perfect place for watersports as well as for campers to enjoy our 28 instructional activities that include land sports, arts, crafts and more," says Greg Joseph, who owns and operates the camp with wife, Kathy. Self-confidence and independence are two life skills campers take home along with hands-on know-how such as learning to sail. The camp has a fleet of Laser Picos, Sunfish and an O'Day 39. A fireworks display for Fourth of July is always a much-anticipated event. One and two-week camp sessions are available for boys and girls from June 21 to



COURTESY OF SEA KAYAK GEORGIA

August 14. Cost: \$975 (5-nights), \$2250 (12-nights). www.sandyhillcamp.com

Learn Coastal Ecology. Camp Sewee, set on 44-acres on the Intracoastal Waterway in Awendaw, S.C., near historic Charleston, offers week-long sleep-over marine science camps as part of Clemson University's Youth Learning Institute. "The program is an amazing exploration of the South Carolina coast and its numerous natural treasures, including the vast amount of water resources. Campers embark on a marine science expedition that includes boat rides, birding, an island study, crabbing, cast



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Summer Camps...



netting, nature hikes, salt marsh studies, ecosystem studies and night activities," explains Mike Matthews, director of the Sewee Coastal Retreat Center. Camps for 8 to 18-year-olds run from June 7 to August 7. New is a teen week (ages 13- to 16) that takes place in Myrtle Beach, South Carolina. Cost: \$555/week. seweesummer.camp

Paddle. Three-day camps (Tuesday to Thursday), that operate from June 2 through August 6, focusing on the fun of paddling in the waters around Tybee Island, Ga. "Each session spends time learning about tides and charts and how to use them in conjunction with wind reports. Each day we will use a different craft: kayak, canoe and standup paddleboard. This is a chance for kids to explore and learn about three kinds of watercraft and learn how to control the boats and boards in a fun way while learning to be self-sufficient in a natural environment," says Marsha Henson, who with Ronnie Kemp owns and operates Sea Kayak Georgia. Some of the most fun activities are an exploration of Little Tybee Island, swim, on-water rescue training and picnic on a barrier island. New this year are camp dates catering to three different age groups: 8- to 10, 11- to 14 and 15 to 17 years. Camp hours: 9 am to 12:30 p.m., 2 p.m. or 4 p.m. Cost: \$50, \$65 and \$75. www.seakayakgeorgia.com/instruction/kids-kamp

Sport Fish. Spin and fly casting, jig and fly tying, and life skills such as observation, interpretation, critical thinking, and teamwork are what 7- to 13-year-old campers learn at



5-day summer camps held June 8 to August 14 and hosted by the International Game Fishing Association (IGFA) in Dania Beach, Fla. "Campers spend a good majority of their time in the field, with three of each week's days on field trips to locations in Broward, Palm Beach, and Miami. Fishing is the name of the game so campers will learn to fish in freshwater and saltwater and every Friday will be spent on a drift boat fishing along the nearshore reefs off Miami Beach. The weekly average for fish caught is around 800 fish, all of which are released using sound conservation-minded techniques," explains IGFA's education director, Jeff Mackin. Camp hours: 9 a.m. to 4 p.m. Cost: \$325 (includes rod, reel and tackle box). www.igfa.org/Fun/Camps.aspx

Explore Marine Science. High school students immerse themselves in this hands-on, science-based week-long residential camp that puts them in the heart of Louisiana's marine and coastal environments. Based in Chauvin, La., LUMCON's Estuarine Awareness and Discovery Camp, June 21 to 27, is hosted by the Louisiana Universities Marine Consortium and is ideal for teenagers considering a career in marine or environmental sciences. "Campers learn through engaging activities such as a cruise aboard a research vessel, vertebrate and invertebrate dissection labs, plant and animal population surveys, trips to barrier islands and canoe trips through the salt marsh," says Jennifer 'Murt' Conover, senior marine educator. Cost: \$225. www.lumcon.edu/education/K-12/LeadCamp/

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CHESAPEAKE SAILING STARTS WITH A BANG

STORY AND PHOTOS BY VICKI LATHOM



Ladies and gentlemen, get ready to start your engines. Or, hoist your sails. Just around the corner is Memorial Day weekend, the unofficial launch of the Chesapeake Bay boating season. And the unofficial focus of this seasonal event is the charming little resort town of St. Michaels on the eastern shore.

St. Michaels is a harbor port with a colonial past dating back to the mid-1600s. What was a place of ship building and seafood processing has now become a tourism trea-

sure. It was ranked in USA Today's 2015 Top Ten Best Coastal Small Towns.

Each year, the town hosts a three-day weekend for a critical mass of boats to the Miles River area with options for anchoring in the Wye River, Tilghman or Leeds Creek, in addition to St. Michaels' harbor where the action is. With a combination of recreational boaters, racers and just plain tourists, St. Michaels sees thousands of visitors this weekend.

The sailboat race to St. Michaels is quite a spectacle.

Hosted by the Miles River Yacht Club, one-design, PHRF and multihull fleets knock the cobwebs off with this first distance race of the season.

The Chesapeake Multihull Association and the Alberg-30 One-Design Association also use this race as a cruising event, sailing over on Friday to get prime real estate to greet racers as they cross the line. MRYC hosts one of the best race parties on the bay although, if you happen to be a racer, you better be able to drag yourself out of the bunk in the morning.

Many boaters plan their own rendezvous and activities for that weekend which involve various itineraries for the area. Some raft up a night in the quiet meandering Wye River and then another night in an equally quiet Leeds Creek just across from St. Michaels.

Anchoring in the harbor is a tight squeeze; with so many boats they reach out into the river. Fortunately, a water taxi is at any boater's fingertips by calling channel 71. Higgins Yacht Yard, St. Michaels Harbour Inn, St. Michaels Marina, as well as the members-only Chesapeake Bay Maritime Museum offer transient slips, but be sure to make a reservation.

For a tiny waterfront town, you can't beat the options for eating out. Of course the local favorite the Crab Claw restaurant is front and center for Maryland crabs and seafood and has been so for 50 years. Located on an extension of the harbor, The Inn at Perry Cabin is where you go for luxury.

Ring the harbor and its views are: Foxy's Harbor Grill for burgers, Town Dock Restaurant, St. Michaels Harbour Inn, St. Michaels Crab and Steak House, and Harborside Grill -- all with outside seating.

On the main street there is another old standby, the Carpenter Street Saloon, which can't be beat for breakfast. Go there on Sunday morning and you'll see a large table of Albergers, who are celebrating the association's 50th anniversary. Also in town on Talbot Street are: Avis Pizzeria for gourmet pizza, Marcoritaville Tiki Bar and Grill, Mike and

Eric's Front Street Restaurant, Bistro St. Michaels for classic Parisian dishes and the 208 Talbot Restaurant for fine dining in a rustic tavern atmosphere.


The 18-acre campus of the Chesapeake Bay Maritime Museum is a gateway to the harbor with the Hooper Strait Lighthouse standing like a sentry to the town. It's open for tours of the lighthouse and viewing of exhibits of small, working boats.

Saturday, the Museum is sponsoring a Party on the Point, transforming into a waterfront festival to celebrate its 50th anniversary with music, food, drink and craft vendors. The Patriot will take out visitors every evening for cocktail cruises, and the Crab Claw Restaurant next door, which is also celebrating 50 years, is putting on a Friday night party with 60s music.

For tourists, St. Michaels even has a winery within downtown walking distance, with tasting room hours every afternoon. Downtown has a Graul's supermarket, which also sells wine and beer.

One of my favorite, somewhat evil pursuits is to get to the harbor anchorage early and then watch the others come in and try to find space, sometimes with a bit of waving off by other boaters. I've seen boats anchor over and over again, trying to find holding ground. You also get to see the range of boating experience when someone throws an anchor over that isn't attached to the boat. The look on the crew's faces is over the top.

For cruisers who prefer a less adrenaline-driven experience, Leeds Creek across from St. Michaels is peaceful and it's possible to dinghy over the St Michaels.

Joining the unofficial Memorial Day fleet to the Miles River is a must-do. There is electricity in the air -- all those white sails crossing over, interspersed with power boats, all skippers knowing that across the Bay and around the bend there is a party of a sort you rarely get to attend. 



COURTESY OF SEA KAYAK GEORGIA; COURTESY OF SANDY HILL



SAVED BY THE BEACON

STORY AND PHOTOS BY TERRY BORAM

On a calm evening in February a loud splash echoed across Biscayne Bay. In a split second a man had fallen overboard, requiring immediate assistance. Soon a U.S. Coast Guard helicopter was on the scene with a Florida Fish and Wildlife vessel shortly behind, locating the man in the water and pulling him to safety. How did this rescue come together so quickly? Fortunately the man was wearing a Personnel Locator Beacon which, upon activation, set an entire team in motion to save his life. The actual event was a planned demonstration coordinated by the National Safe Boating Council and ACR Electronics, Inc. to introduce the Saved by the Beacon campaign.



Each year more than 500 lives are lost due to recreational boating accidents. Rachel Johnson, Executive Director, National Safe Boating Council says, "It's important for boaters to understand the importance of boating safety, such as always wearing a life jacket, following navigation rules, and

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Saved by the Beacon

COURTESY OF NSBC



having an emergency locator beacon on board their boat or worn on their life jacket." Saved by the Beacon was developed under a grant from the Sports Fish Restoration and Boating Trust Fund administered by the U.S. Coast Guard to help recreational boater understand the importance of emergency locator beacons and how to use them correctly.

Emergency locator beacons work on a 406 MHz frequency. When activated either automatically or manually, depending on type, the beacon sends a 15-digit Unique Identification Number (UIN) signal to NOAA satellites known as COSPAS-SARSAT. Once the satellite finds the location of the distress signal, sometimes in as little as 30 seconds, the information is relayed to the Mission Control Center in Maryland. The information is quickly routed to a Rescue Coordination Center operated by the U.S. Coast Guard for water rescues. The RCC accesses the beacon's registration information to verify the emergency and notifies local Search and Rescue forces. Johnson reiterates, "Bringing together NOAA, the U.S. Coast Guard, and local search and rescue is no small task, but one that's essential to save boaters' lives."

There are two types of locator beacons for marine use: an Emergency Position Indicating Radio Beacon or EPIRB and a Personal Locator Beacon (PLB). An EPIRB is registered to the vessel and should be mounted to the boat free of overhead obstructions yet easily accessible. Depending on the model the activation is either manual in or out of the bracket or automatic when out of the bracket and in the water. The transmission of the signal lasts a minimum of 48 hours. The PLB is a much smaller unit and can either be worn or carried. It is manually activated with a minimum of 24 hours transmission. The key to owning a beacon is registering it with NOAA. Without completing this simple step there can delay rescue response.

Without owner, vessel and emergency contact information the only information the team has is the GPS coordinates provided by the beacon. Though GPS technology has improved over the years the coordinate can be off by several

feet to several miles. Having a description of the vessel provides rescuers a visual clue when searching. If there was one message Ms. Johnson wants all recreational boaters to know it is, "Register your emergency locator beacon! It is very easy and takes just a few minutes that might become a lifetime of survival. If any of your information changes (phone number, address, marital status), you must update your registration."

ACR Electronics, Inc. is a world leader in safety and survival technology. As host of this special live rescue, their products were on full display. From the PLB on the "victim" to the flare used to signal the rescuer, ACR made it clear that they have one mission — saving lives.

To bring that message home, Adam Kreek, a member of ACR's Survivor Club, spoke about how the beacon saved his life. During an attempt at a trans-Atlantic rowing expedition from Senegal Africa to Miami, Fla., Adam and three other crewmembers capsized 2700 miles off the coast of Africa. Once in the water they each activated their ResQ-Link Personal Locator Beacons on their life jackets, setting their eventual rescue in motion. Adam remembers thinking, "Did the beacon activate? Was anyone listening?" The beacon was heard. Family members were contacted, a Coast Guard C-130 was deployed, and coordination with a passing commercial vessel all played a role in bringing the rowers back to dry land. After 12 hours at sea the men were reunited with their families in San Juan, Puerto Rico.

Over the course of the year the Saved by the Beacon campaign will share more real life survival stories to bring awareness of how important having a beacon can be. The campaign will feature PSAs, infographics and a book, which will also be available as an e-book. The campaign will also compare the benefits of beacons to other commonly used mariner's communications devices such as VHF-FM (DSC) radios, GPS trackers and cellphones.

Learn more about "Saved by the Beacon" and how to get involved in the campaign at www.SavedbytheBeacon.com. ☪

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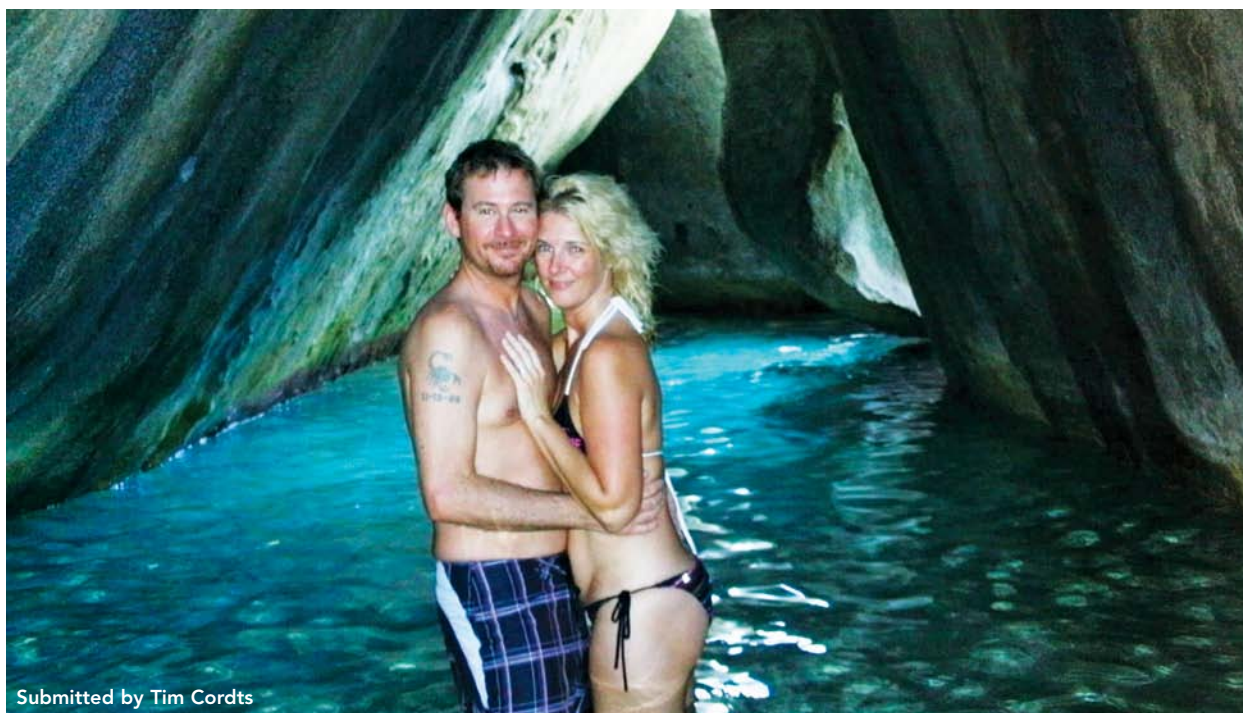
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Namaste



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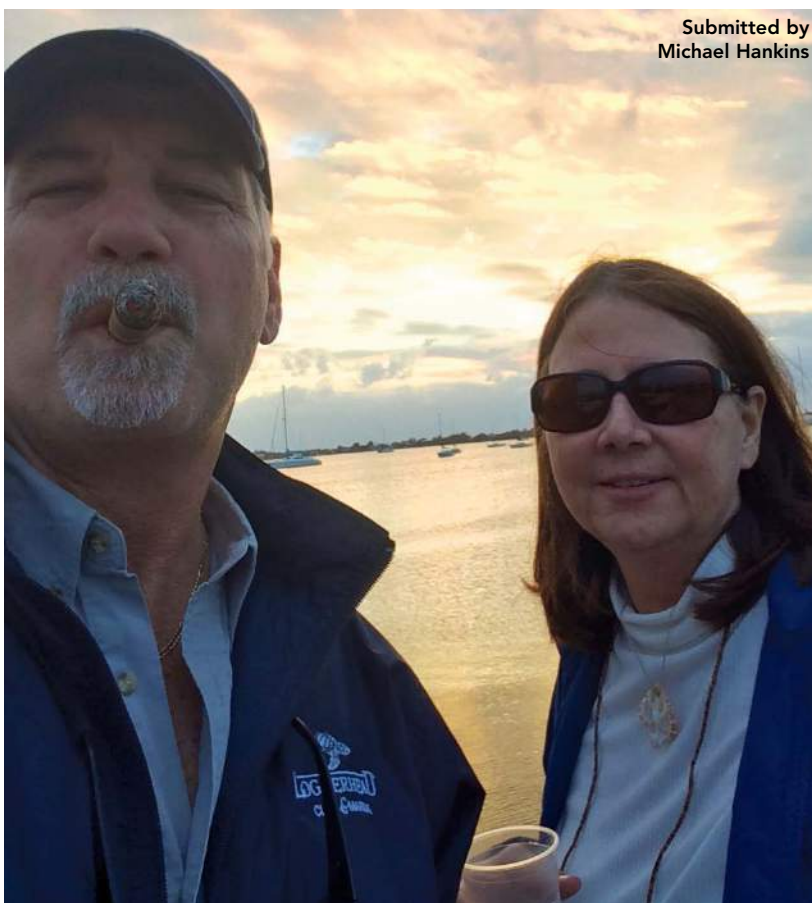
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Submitted by Denise Treffers



Xander Ewald with tournament director Dianne Harbaugh



Submitted by Michael Hankins



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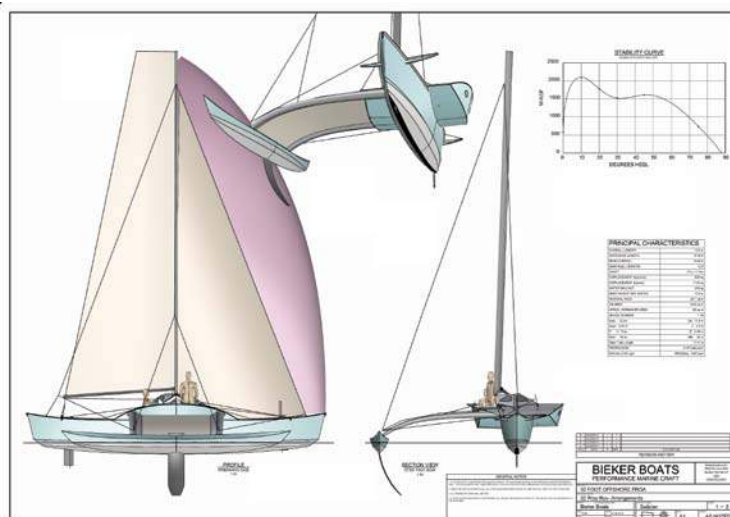
STORY AND PHOTOS BY TROY GILBERT



Sailors can be a notoriously quirky bunch, and none more so than solo offshore racers willing to take on the elements and sleep deprivation at sea while battling time or other solo sailors for weeks on end. A native of New Orleans, Ryan Finn, age 37, has accrued over 20,000 miles of solo offshore experience. He has competed in three Trans-Atlantic and three Trans-Pacific crossings on boats ranging from Open 60's to Mini Transat designs. Now Finn is about to embark on his most unusual challenge to date.

Having recently returned from a season on the European circuit and while working with a Portuguese skipper to prep for the Route du Rhum, Finn had been studying up on legendary sailor Tom Follett who raced aboard his Proa, *Cheers*, from Plymouth, England to Newport, RI in the OSTAR in 1968. Finn explains, "I just loved something so simple and efficient, and I wanted to do something outside of a race committee - something bigger."

A Proa is an old Polynesian design sailboat having a main hull with only one single outrigger - as such the boat is symmetrical and has no stern. With the



outrigger always to windward the boat is capable of incredible speeds.

Finn contacted Paul Bieker, one of the top minds in naval architecture and part of the design team for Team Oracle USA, and Russell Brown who has more miles on a Proa than any western man. Together they have designed and are

building a 32-foot plywood and fiberglass Proa sailboat for Finn to solo sail non-stop from New York to San Francisco around Cape Horn on the old 13,000nm Clipper Ship route of the 19th century. If successful, Finn will own the solo sailing record on the Clipper route - as there is none, and achieve a world record.

A Proa is an old Polynesian design sailboat having a main hull with only one single outrigger - as such the boat is symmetrical and has no stern.

While raising money via a Kickstarter campaign that starts this month, and rounding up corporate sponsors, Finn has been running daily weather modeling and velocity predictions based on Bieker's speed estimates. The models are consistently showing a journey of under 50 days. With two equator crossings as well as a transit of the notorious Cape Horn, the effort will pit him against a wide range of weather patterns. Surprisingly the start in the winter from New York will be one of the most dangerous stretches, "The first three days will be cold, rough and unpredictable. Depressions roll through this region of the

Atlantic regularly and push right across the Gulf Stream and tend to explode. It will mean battling exhaustion, not pushing the boat too hard and making it to the trade winds as quickly as is safely possible."

Construction of the boat is expected to be completed by the end of the summer when Finn will immediately begin sea trials. Built of marine grade plywood and the fiberglass, the boat is incredibly inexpensive compared to Open 60 campaigns. The sea first trials will be in the Gulf of Mexico as he starts building up to greater distances. "As I get a better handle on the boat's actual performance, my team and I will start tweaking the boat and understanding the amount of provisioning I will need onboard. I'm considering safety before speed, but I want it to be a strong record. The cold will be the biggest concern on an uninsulated boat, really approaching hypothermic levels for big stretches of time. And it's going to be wet of course."

Finn is sailing under the 2Oceans1Rock.org banner and is enjoying a great deal of support from the Gulf Coast sailing community. If you'd like to assist by making a small donation via his Kickstarter campaign or simply follow his blog and the eventual attempt, he asks that you visit his website 2Oceans1Rock.org or follow the program on Facebook for regular updates.



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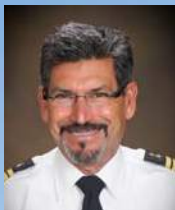
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JACK (OR JILL) OF ALL TRADES

BY CAPTAIN JEFF WERNER

SHUTTERSTOCK



Many crew who are new to the yachting industry are curious about the range of jobs that are available on a superyacht. However, the sheer size of larger yachts quickly pigeonholes crew into the deck, engineering or interior departments once they get their first job. And it rarely allows them to expand their knowledge base to another department or explore different career paths on board. That task is left to training centers and those working aboard smaller yachts.

Since most new crew members haven't grown up sailing or had a family boat, the attraction to a career aboard superyachts comes from the lure of travel and being part of the "lifestyles of the rich and famous." But just like going to college and having to choose a major early on, it is difficult to make a career path selection when one hasn't been exposed to all the choices.

The starting point is, a training center offers courses approved by a variety of certification organizations and governmental agencies, such as the RYA (Royal Yachting Association), the MCA (the British Maritime and Coastguard Agency), the U.S. Coast Guard, US Sailing and the PYA (Professional Yachting

Association). This assures the time, effort and money spent on exploring the yachting industry through training will also result in additional credentials to build a curriculum vitae for hiring.

The RYA Powerboat Level II offers hands on skills needed to safely operate a small boat with an outboard engine. Maneuvering at slow speeds, high speeds and docking like a pro are all topics that are covered. But most important is, why to wear the 'kill cord' at all times.

If crewing aboard a large motorsailer is alluring, then a knowledge of sailing is a must. The starting point for learning how to sail is a Basic Keelboat course through a US Sailing certified school. Once the course is completed, students know how to tack, jibe, reef the sails, and have gained the confidence to sail in a variety of wind conditions. Then if sailing gets in the blood, they continue on to the Basic Cruising course to learn how to operate a sailboat with an auxiliary engine and hone techniques of crew overboard recovery under sail.

How do diesel engines work? Diesel engines are the heart of every superyacht. They not only provide the power to cruise,



"Most yacht crew work on large motor yachts, but try crewing aboard a sailing yacht, it can be a career changer."

SHUTTERSTOCK



Cross training with deck crew provides additional skills for the interior crew.

CREDIT: FRANCOIS RIGAUD


they generate all the electricity on board when at anchor. The MCA Approved Engine/Engineering Safety course introduces the workings of a compression ignition engine and a variety of engine room systems. If a person likes to tinker and understand how things work, the engine room may be the right domain.

What does it take to be a stewardess or steward aboard a superyacht? The PYA Level 1 Yacht Interior Introduction course will give an overview of all the tasks and daily routines needed to provide superior service and keep the owners and guests on board happy.

How do yachts find their way safely to their next port of call? The RYA essential Navigation and Seamanship training educates students about the Rules of the Road, aids to navigation and how to read a nautical chart. This course will provide the foundation needed in future years should a student decide to become a yacht's Master, and be expected to use the Electronic Chart Display and Information Systems (ECDIS) that are installed on the bridge of all superyachts.

With this new found knowledge, prospective crew should spend

a year or two working aboard yachts under 100 foot (30 metres) LOA, both sail and power, to find the right niche. A smaller yacht may allow the wearing of multiple hats, perhaps working as a stew and a deckhand or as a deckhand and assisting in the engine room. Since any field of endeavor takes a minimum of five years of on the job training to become proficient, it is important to make the right current choices for future work satisfaction.

The upshot of all this exploratory training is it will make anyone a more valuable crew member aboard a superyacht, fully aware of the many aspects of yacht operation. Or perhaps the person may decide the yachting industry isn't as glamorous as once thought, and may want to reroute his or her career to commercial vessels like tugs and oil rig tenders. In either case, informed choices at that point will make for a successful and rewarding lifestyle in the maritime industry. 

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

A NEW CORPORATE RETREAT

BY SUZANNA THOMASINA

PHOTO CREDITS: COURTESY OF CLOUD 9



Slipping a chilled flute of champagne, from his seat on one of the comfortable cushions scattered artistically on the deck of a 60-metre motor yacht, Tom was unaware of the noise of the Formula 1 cars roaring within metres of the stern.

So near yet so surprisingly unbothered by the din, Tom was protected from the deafening sound of the vehicles speeding around the Monte Carlo Grand Prix track by the hi-tech headset loaned to him by the attentive crew on board the luxury superyacht his directors had chartered for the weekend.

Tom is just one of a growing number of employees whisked away from their day jobs to the South of France for 'team-bonding' or 'incentive' corporate yacht charters each year. Once the domain of super-wealthy individuals looking for the ultimate summer holiday in the Mediterranean, superyacht charters are becoming increasingly popular with companies as a means of rewarding their workforce by bringing them along to key social events along the French Riviera.

In fact, late spring-early summer is the busiest period for brokers responsible for yacht charters along the Cote d'Azur, such as Burgess, currently offering the magnificent 60-metre motor yacht *CLOUD 9* for charter and for sale for €34,900,000. Luxury

yachts are also being used as alternative accommodation and party venues for companies heading to the French Riviera for events such as MIPIM, the world's largest real estate exhibition. A spokesman for Edmiston & Company said: "Corporate charters see some of the world's true mega yachts open their decks to companies looking for a way to entertain clients; reward employees, or host business activities.

"Far exceeding other corporate travel accommodations and venues, yacht charters grant each individual on board a completely fresh experience, with the freedom to develop new ideas and inspirations to take back to the workplace."

Every year, more than 10 million people arrive at Nice Côte d'Azur airport, many to attend any one of the business exhibitions hosted in towns such as Cannes, Nice and Monaco, all within an easy 40-minute drive. Renowned for international events such as the Cannes Film Festival, the Côte d'Azur ranks as one of the world's top ten destinations for business tourism.

One in every five visitors comes for business, with approximately two million business trips being made to the region every year. Almost 20 percent of all visits are for a congress, seminar or exhibition, representing more than 500,000 non-

resident participants per year. The region is hugely popular for corporate events due to its favorable weather, first-class venues and excellent transport infrastructure.

But instead of reserving rooms in any one of the plethora of first class hotels, many companies are now choosing to charter a yacht during events. One boss offering corporate charters to his deserving employees is Andrew Yarrow, director of an international property company. He said: "The cost of organising a corporate yacht charter in Cannes is, believe it or not, favorable to putting up all our teams in a hotel of a comparable standard. "And what's more, they are massively private, secure and discrete."

Yachts can be deceptively large, with areas such as the upper decks providing the perfect venue for any entertaining, and with a fully professional crew on board, guests can expect first class service from morning 'til night.

Corporate charters can offer more than luxury accommodation, however. A short jaunt on a yacht, particularly a sailing yacht, can offer the perfect 'team- building' expedition.

Michael Romeling, Captain of *Lord Jim Sailing*, a yacht proving hugely popular with corporate charters, said: "To build a successful team takes many, many years. Some training sessions perhaps suggest it can happen instantly. But individuals and small leadership teams can achieve success in boosting performance by being taken out of their day to day environment to create change. I have appreciated that taking people away into an environment where I can control possible external influences allows individuals to reflect, think and act in a different way."

Whether to allow for the best experience or simply to stimulate a better performance from the workforce, corporate yacht charters are never more in demand than at this time of year in the South of France.

Here is our list of top five events for which to book your luxury corporate charter in 2015:

- **Cannes Film Festival**, from May 13-24
- **Monaco Grand Prix**, from May 21-24
- **Cannes Lions**, from June 21- 27
- **Cannes Boat Show**, from September 8-13
- **MIPCOM**, from October 5-8

Corporate yacht charters can run for a variety of time periods, from a single day to a weekend or week-long charter. Yachts are usually fully staffed with first class chefs and hostesses, allowing all guests on board to concentrate on getting on with business - or simply having some well-deserved fun! ☺



PHOTO CREDITS: COURTESY OF CLOUD 9



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ST. BARTH'S BUCKET REGATTA

STORY AND PHOTOS BY INGRID ABERY



For two lucky young Antiguan sailors St. Barth's Bucket was a venture into an unknown world. Sixteen year olds Joshua Daniels and Maliek Patterson from the Antigua Sailing Academy were invited to race on the 125 foot Perini Navi sloop P2 for the annual regatta. A rare opportunity afforded by a "Marine Inspirations" (marineinspirations.org) initiative started by Captains Phil Wade and Anthony Just, it offers opportunities aboard sea-going vessels and private yachts to develop a youth mentoring program.

The teenagers sailed up from Antigua onboard the 170 foot schooner *Adela* before embarking on three days of hands-on racing on P2. Steering the sloop native USVI sailor, America's Cup helmsman and staunch supporter of grassroots sailing commented: "I think it is absolutely wonderful. This is exactly what gives a kid, at the formative time in their life, an insight and view of the great opportunities in the yachting industry. It's

also a chance for all of us to give back. And nowhere is it more needed than here in the Caribbean where the sport is growing, yet our local population is sometimes not in touch with it."

This year's diamond in the crown of Caribbean superyacht regattas introduced a new ORCsy rule superseding the former Superyacht rule. This was welcomed by industry regulars who considered the new incarnation to be more accurate thus making for better competition. A fleet of thirty five yachts in four classes took an anti-clockwise lap of the eight square mile island on the opening day. Champagne racing was enjoyed in the mid-teen conditions across two courses ranging between 21 and 25 nautical miles.

Rosehearty showed a clean pair of heels to her eight opponents in the Grand Dames class beating her closest rival, *Zenji*, by thirteen minutes on corrected time. The yacht was

loaded with Newport-based crew with tactics being called by Volvo Ocean race skipper, America's Cup and Olympic Star class veteran Paul Cayard.

Last year's overall Bucket winner *Marie* stole first place in the Gazelle class with a minute and a half to spare ahead of old sparring partner *Adela*. In addition to famously firing a cannon as the ketch sliced past the finish line each day *Marie's* owner arranged for a fleet of eight planes from the Texas Flying Legends Museum to perform two fly-pasts which drew crowds up on the fort and around the marina. Having taken three days to reach St Barths due to small fuel tanks sailors and locals alike appreciated the spectacle.

There were more top level professional sailors per square foot in Gustavia's marina than are seen at most other regattas around the world. As such the waters off the French West Indian island are a parade ground for new designs. This season three new contenders launched their racing careers. The 152 foot ketch *Elfje*, Hoek-designed and Royal Huisman built nudged *Adela* aside in the final straight of the final race and crossed the finish line eight seconds ahead. On count back the overall win in the Elegantes class was split between the two and the trophy gracious shared by both teams.

Recently launched *WinWin*, a 108 ft carbon cruiser-racer with the designer (Spanish designer Javier Jaudenes) on the

helm clocked up an impressive first bullet during the anti-clockwise opening race. This was followed up with a first on day two but after a discrepancy when she gave *Inoui* water at a mark rounding, resulted in disqualification. Despite this the newcomer to superyacht design displayed a strong command of design for speed with a wide, light and powerful reacher.

The world's largest carbon performance sloop *Better Place* overhauled the entire fleet on the final stretch round the eastern side of the island in the closing race. Breathtaking at 165 ft, it is the largest addition to the Wally yacht family. The electric blue Tripp design weighs in at only 250 tons and boasts a panoramic 400 square meter interior view with a stateroom that opens onto it's 'terrace-by-the-sea'.

Meanwhile, Hasso Plattner's *Visione* has been a regular contender at the Bucket regatta since 2004. Having come second on numerous occasions it was time to see what the new rating rule produced. Despite breaking two code sail sheets in the final race the 10-11 knot conditions suited the 148 ft sloop stretching her proverbial legs on the long beat around the north of the island. Overhauling leader *P2* in the clockwise circumnavigation *Visione* crossed the finish line first in class and was presented with the overall regatta honor collecting the infamous Bucket trophy.

Full Results at www.bucketregattas.com



SOUTHEAST MARINAS

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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	●			●	●					

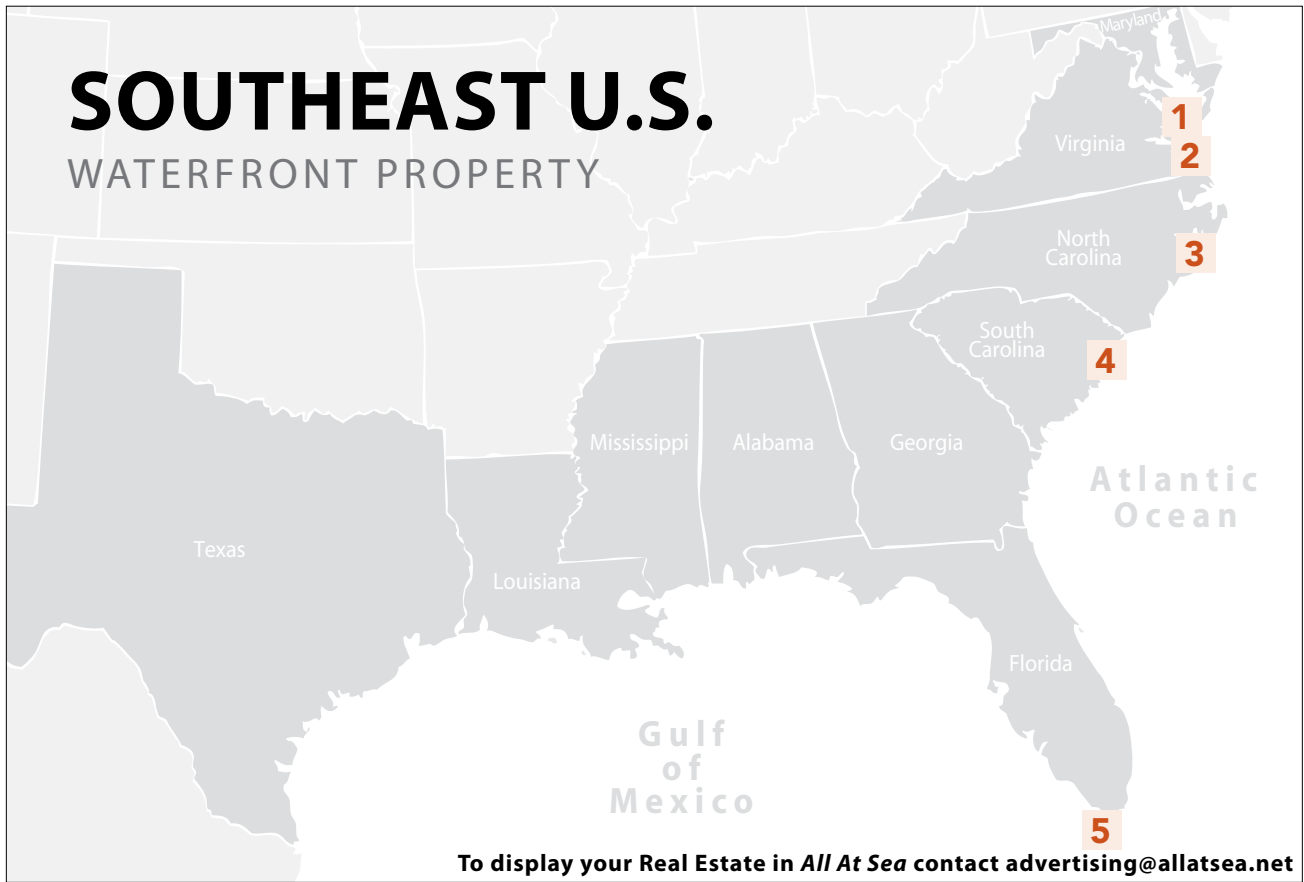
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SOUTHEAST BOATYARDS

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

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Jersey City	NJ	Liberty Landing	201-985-8000	9'	75'	19'	no limit	50 Amp	24x7	60 ton travelift	•			•	•		
Chesapeake	VA	Atlantic Yacht Basin, Inc.	800-992-2489	12'	120'	25'	no limit	30/50/100 Amp	24x7	60 ton travelift, 300 ton railway		•	•	•	•	•	
Deltaville	VA	Deltaville Boatyard	804-776-8900	9'	80'	25'	no limit	30/50 Amp	7-5 M-F	35/75 ton travelift	•	•	•	•	•	•	
Deltaville	VA	Deltaville Yachting Center www.dycboat.com	804-776-9898	10'	70'	19.6'	no limit	30/50 Amp	8-4:30 M-F/ 9-4:30 S	50 ton travelift	•	•	•	•	•	•	•
Wanchese	NC	Blackwell's Boatyard	252-473-1803	6'	70'	20'	no limit	30/50 Amp	7-3:30 M-F 7-12 S	70 tons		•	•	•		•	
Washington	NC	Cap't Sam's Boatyard	252-975-2046	8'	44'	14.2'	no limit	30 Amp	7-5 M-F Sa-Su by app't.	24 ton travelift	•	•	•	•		•	•
Bayboro	NC	Hurricane Boatyard	252-745-3369	8'	70'	21.5'	no limit	30/50 Amp	8-5 M-F	50 ton travelift	•	•	•	•	•	•	•
Oriental	NC	Deaton Yacht Service	252-249-1180	5'	50'	18'	no limit	30/50 Amp	8-5 M-F/ 8-12 S	35 ton travelift	•	•	•	•			•
Oriental	NC	Sailcraft Service	252-249-0522	6'	60'	17'	no limit	30/50 Amp	24x7	35 ton travelift	•	•	•	•	•	•	•
Minnesott Beach	NC	Wayfarers Cove Marina & Boatyard	252-249-0200	6'	50'	18.5'	no limit	30/50 Amp	8-4 M-F	60 tons	•	•	•	•		•	
Beaufort	NC	Jarrett Bay Boatworks	252-728-2690	10'	130'	30'	no limit	30/50/100 Amp	24x7	50/75/ 200 ton travelift	•	•	•	•	•	•	
Beaufort	NC	Beaufort Marine Center	252-728-7358	10'	130'	30'	no limit	30/50/100 Amp	8-4:30 M-F	50/75/ 200 ton travelift	•	•	•	•	•	•	•
Beaufort	NC	Moore's Marine Yacht Center	252-504-7060	10'	130'	30'	no limit	30/50/100 Amp	8-4 M-F	50/75/ 200 ton travelift		•	•	•	•	•	•
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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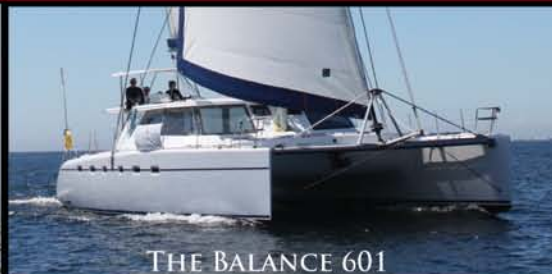
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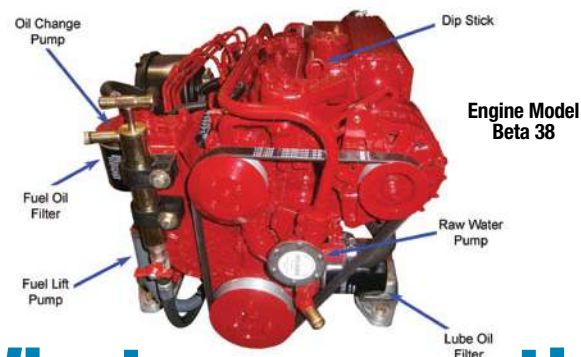
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LA CAÑA GRANDE GOLD RUM

BY TERRY AND CLINT BORAM



Wanting to mix it up a bit (literally), Clint suggested Sailor Jerry Spiced Rum. After seeing my selection, an extremely helpful employee said, "I never trust a rum that doesn't specifically state where it's made." Sailor Jerry simply says "Caribbean Rum." Gun shy after last month's Tapping House test I gave this great consideration. He guided me toward La Caña Grand Gold Rum from Barbados. "My family uses this as our everyday rum," he said. At a price point of \$10, what the heck.

Upon research, something immediately smelled fishy. Tax and Trade Bureau records show the rum originates in Barbados however, is owned by Distilled Products in Minnesota. This company eerily resembled the model of Tapping House. And guess what? The only distributor we can find is...Total Wine. Since we can't let a bottle of rum go to waste, we began our tasting.

There is not much substance to this rum straight up. It has a very neutral nose however, once on the tongue the hint of caramel pops then is quickly taken over by subtle spice. We decided to mix two ways.

SHE SAID

While watching a thunderstorm dissipate over Cuba, 100 miles to our south, we made a Cuba Libre. In a glass filled with ice, squeeze 1/4 lime, 1 part rum to 2 parts Coke. Normally I don't like this drink because it's too sweet. La Caña Grande actually took out the sweetness of the Coke however, I initially didn't get much of a rum taste. Add another part rum for a refreshing happy hour drink.

HE SAID

On a long layover in St. Maarten I purchased the cheapest bottle of rum I could find and several juices. The St. Maarten Smash was born. In a large glass of ice fill with 1/3 rum, 1/3 pineapple then equal parts orange and mango. The La Caña Grande balances out the sweetness of the juices and you don't get a bite of rum that kicks back. The first drink will go down so smoothly you'll be asking for another very quickly. If you decide to indulge don't say I didn't warn you. I didn't name it "Smash" for nothing.


OVERALL

Though we can't verify where La Caña Grande is made nor even how it's made, we wouldn't leave it on the shelf.

OVERALL RATING: 3 OUT OF 5

MIXING RUM SCALE

- 1 – Is there rum in this drink?
- 2 – Could use some cherries
- 3 – Great Happy Hour mixer
- 4 – Worthy of an umbrella
- 5 – Fine mixer. No umbrella required

ABOUT CLINT AND TERRY: We have sampled many a dram over our 32 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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